



PLANNING COMMISSION RESOLUTION

MOTION:

July 27, 2022

SECOND:

**Regular Meeting
RES. No. 22-xxx**

RE:

**REZONING #REZ2022-00007, Riverside Station Land Bay A
WOODBIDGE MAGISTERIAL DISTRICT**

ACTION:

WHEREAS, this is a request to rezone ±6.30 acres from B-1, General Business, to PMD, Planned Mixed Use District, to permit up to 330 dwelling units and a minimum of 40,000 square feet of non-residential uses, with associated waivers and modifications; and

WHEREAS, the site is located at the northwest quadrant of the Occoquan Road and Jefferson Davis Highway intersection. The site is identified on County maps as 8392-95-9150, 8392-95-8090 and 8392-95-6684; and

WHEREAS, the site is designated TC, Town Center, in the Comprehensive Plan and is located in the North Woodbridge Small Area Plan and the Redevelopment Overlay District; and

WHEREAS, the site is zoned B-1, General Business; and

WHEREAS, the application is being concurrently processed with Rezoning #REZ2022-00008, Riverside Station Land Bay B, to rezone ±12.95 acres from the B-1, General Business, to the PMD, Planned Mixed Use District, to permit up to 640 dwelling units and a minimum of 90,000 square feet of non-residential uses, with associated waivers and modifications; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on July 27, 2022, at which time the merits of the above-referenced case were considered; and

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

NOW, THEREFORE, BE IT RESOLVED that the Prince William County Planning Commission does hereby recommend approval of Rezoning # REZ2022-00007, Riverside Station Land Bay A, subject to the proffers dated July 12, 2022.

ATTACHMENT: Proffer Statement, dated July 12, 2022

Votes:

Ayes:

Nays:

Abstain from Vote:

Absent from Vote:

Absent from Meeting:

MOTION CARRIED

Attest:

Antoinette Brzyski

Acting Clerk to the Planning Commission

DRAFT PROFFER STATEMENT
Riverside Station, Land Bay A
July 12, 2022

Rezoning: #REZ2022-00007
Record Owners: Woodbridge Ford Property LLC
Applicant: North Woodbridge TC, LLC
GPINs.: 8392-95-6684, 8392-95-8090 and 8392-95-9150
Acreage: ±6.3
Magisterial District: Woodbridge
Current Zoning: B-1, General Business

Proposed Zoning: PMD, Planned Mixed Development

The undersigned hereby proffers that the use and development of the subject Property shall be in substantial conformance with the following conditions. In the event the above-referenced rezoning is not granted as applied for by the Applicant, these proffer conditions shall be withdrawn and are null and void, and the property shall be developed in accordance with the existing B-1, General Business zoning district which is not subject to proffered conditions. The headings of the proffered conditions set forth below have been prepared for convenience of 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 adjacent to the improvement, unless otherwise specified. The terms “Applicant” and “Developer” shall include all future owners and successors in interest. The term “Property” shall mean the property that is the subject of the rezoning proposed herein.

For purposes of reference in this Proffer Statement, the Master Zoning Plan (“MZP”) shall refer to the plan prepared by christopher consultants, entitled “Riverside Station, Land Bay A, Master Zoning Plan” dated August 23, 2021 revised through May 20, 2022, or additional revision dates noted and containing the following plan sheets:

Sheet C000	Cover Sheet
Sheet C100	Regional Context Plan
Sheet C200	Overall Project Plan revised 7/12/22
Sheet C300	Vehicular Circulation Plan revised 7/12/22
Sheet C301	Pedestrian Circulation Plan revised 7/12/22
Sheet C302	Sight Distance Profiles
Sheet C400	Utilities and SWM Plan
Sheet C500	Landscape and Open Space Plan revised 7/12/22
Sheet C501	Landscape Details and Street Sections revised 7/12/22

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I. USES AND DEVELOPMENT

- A. Land Bay Designations. Land Bay A shall have two land use designations to achieve a mix of uses as permitted by Section 32-280.11.1. of the Zoning Ordinance. Land Bay A shall be designated UHDR, Urban High Density Residential and B-1, General Business.
- B. All uses and development on the Property shall be in substantial conformance with the layout set forth in the MZP and the Illustrative Plan included in the Design Guidelines titled “Riverside Station - Land Bay A” and dated August 23, 2021, revised through May 20, 2022, and the revised and additional page(s) 6, 8A, 15A and 18 dated July 12, 2022 at the time that redevelopment of the property is completed. Minor modifications, including the location of travel ways, roads, parking and buildings, shall be determined at the time of final site plan. More substantial variation from the Illustrative Plan shall be permitted provided the integrity of the overall site layout is not compromised and subject to the concurrence of the Planning Director. The Applicant shall have the right to use the existing structures on the Property for purposes permitted under the existing B-1 zone, until such time that redevelopment to applicable portion of the property commences as envisioned under the Design Guidelines and MZP. The following land uses shall be permitted:

1. Urban High Density Residential (UHDR).

- a. Multifamily/Mixed Use Buildings. A maximum of 330 dwelling units shall be permitted within the *Mixed-Use* building as represented on the MZP. The Mixed-Use building shall be designed in accordance with *Riverside Station Mixed Use Building* standards contained within the Design Guidelines and defined herein as an additional housing type as permitted by Zoning Ordinance Section 32-306.12.2. and Section 32-280.41.3. The *Riverside Station Mixed-Use Buildings* may include residential and nonresidential uses on the first floor.
- b. Affordable Dwelling Units (ADU). A total of eight percent (8%) of the multifamily dwelling units shall be available for rent as follows:

Portion of total of 8% ADU	Household Earnings as Percentage of Area Median Income
2%	60%
2%	70%
2%	80%
2%	100%

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- c. Area Median Income. The income qualifications above shall be based on the Area Median Income in the Washington Metropolitan Area as determined by the Department of Housing and Urban Development.
 - d. Unit Finishes. All dwelling units designated as ADU shall have finishes similar to market rate dwelling units in the same multifamily building.
 - e. Term. The terms of this Proffer shall be in full force and effect for thirty (30) years from the issuance of the first certificate of occupancy for the multifamily building dwelling units. Once thirty (30) years has passed from the issuance of the certificate of occupancy, all dwelling units may be leased at market rate.
2. B-1, General Business. A minimum of 40,000 square feet of nonresidential uses shall be provided in Land Bay A.
3. By-right, Secondary, and Special Uses. All by-right, secondary, and special uses permitted in the B-1, General Business and UHDR designations shall be permitted in Land Bay A consistent with the land bay designations assigned herein. The Zoning Administrator may find that, upon submission of appropriate materials, a use, which is not otherwise specifically allowed or disallowed by the Zoning Ordinance and this proposal, but which otherwise meets the intent and standards of the Riverside Station planned mixed use district, may be ruled to be a comparable use and thus be permitted as permitted by Zoning Ordinance Section 32-280.13.2.
4. Drive-up Window Service. A drive-up window service is specifically shown on the MZP and shall be permitted in Land Bay A pursuant to Zoning Ordinance Section 32-400.07.2.
5. Experience Driven Retail and Events. In addition to retail stores, restaurants and activities located within buildings, outdoor areas and portions of interior streets shall be available for sales of arts and crafts, pop-up retail, farmers markets, music and entertainment, food and beverage sales and consumption, special events, holiday celebrations and similar activities designed to support experience driven retail attractions. Such uses are consistent with the intent and standards of the PMD and therefore shall be permitted by-right consistent with zoning ordinance section 32-280.13. Such uses and activities shall be allowed to include booths, stands, displays, temporary structures and vehicles such as but not limited to food trucks subject to all applicable requirements of the Health Department and Uniform Statewide Building Code. The temporary seasonal permitting and limitations of section 32-210.01 shall not apply and are waived pursuant to 32-700.25. The applicant shall coordinate all such activities with the Health Department, Police Department and Fire and Rescue Services as may be necessary for health and public safety planning.
6. Mix of General Business Uses.

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- a. To maintain an active mix of retail and retail service uses, the Applicant shall limit 10% of nonresidential area to be leased to F.I.R.E. tenants (i.e. financial, insurance and real estate businesses).
 - b. The applicant shall not exceed the 10% limit for a period of 60 days from initial occupancy permit for each building. Should non-residential space reserved for non-F.I.R.E. tenants remain vacant after the 60 day period, the Applicant can waive the 10% area limit identified above.
7. Public Use Space. A minimum of 14,000 square feet of outdoor area committed for civic use:

C. Phasing.

1. The first phase of development of the Property shall include infrastructure improvements and amenities supportive of the uses set forth hereinbelow:
 - a. Residential Development including not less than 285 dwelling units located in mixed use buildings;
 - b. Nonresidential development including not less than 40,000 square feet.
2. The phasing described above is intended to define the general order of development. Portions of phases (subphases) may be developed rather than requiring completion of the full square footage or the total number of dwellings in the phase; provided, however, that roads, stormwater management, landscaping and related minimum infrastructure necessary to serve such building(s), phase(s) or subphase(s) are constructed to support the building(s), phase(s) or subphase(s). Refer to Exhibit A Phasing Plan.

II. **COMMUNITY DESIGN**

- A. All development on the Property shall be in substantial conformance with the design concepts and details set forth in the Design Guidelines. Minor modifications shall be permitted provided the overall concept is maintained. Should review and comment by any County and/or State agencies at the time of final site plan require more significant modifications to that which is depicted on the Illustrative Plan or in the Design Guidelines, such changes shall be coordinated with the Planning Director to ensure that the integrity of the overall site design is not compromised.
- B. The architectural styles and materials of the mixed-use buildings and the nonresidential buildings constructed on the Property shall be in substantial conformance with the graphic

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and written descriptions depicted in the Design Guidelines. Minor modifications shall be permitted to building features such as, but not limited to, the number, location, and dimensions of window and balcony tiers in order to accommodate the mix of units in each building, and the mix of building features and variety of materials on the various facades throughout the community. Compliance with this proffer shall be evidenced with the submission to the Planning Office of building elevations at least two weeks prior to the issuance of the building permit release letter.

C. Signage.

1. Overall Signage and Sign Goals. An entrance feature / pylon / project identification sign with corresponding tenant signage, subject to the issuance of the applicable sign permits, shall be coordinated by the applicant. The theme, branding and variety of signage styles, colors and lighting for the proposal-wide signage (i.e. entrance feature, pylon, project identification, wayfinding and informational signs) shall be subject to review and approval as a part of a comprehensive sign program. The comprehensive sign program shall be submitted to the Planning Director for review and approval at least two weeks prior to the application for required sign permits. Entrance signs shall be provided at the Occoquan Road entrances to the Property and at the corner of Occoquan Road and Route 1. Any such entrance feature provided shall be in substantial conformance with the plans and renderings for Entrance Signs as set forth in the Design Guidelines.
2. Building Façade Signs. Building / project identification signs, subject to the issuance of the applicable sign permits, shall be permitted on each building constructed on the Property. Any such building signs provided shall be in substantial conformance with the design parameters for Building Signs as set forth in the Design Guidelines.
3. All other signage for the project shall comply with the applicable regulations set forth in the Zoning Ordinance, to include all required sign permits.

D. Landscaping.

1. Plantings. All plantings located within landscape areas shall be substantially consistent with the Landscape and Open Space Plan and consist of drought tolerant species appropriate for the climate and location proposed and shall consist of native species in accordance with allowances in the Design and Construction Standards Manual (DCSM). Where possible, existing vegetation in landscape areas and buffers, when it is native and good quality, shall be preserved and incorporated into the design and supplemented by additional plantings, as may be required to meet minimum requirements of the DCSM. Where existing good quality native vegetation is undisturbed within required or proffered landscape areas and landscape buffers, said existing vegetation, when it is native and good quality, shall be credited against the plant unit and/or tree canopy requirements as may be identified in the DCSM. A

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- minimum of one-third of the internal landscaped area of the parking lot(s) shall be planted with shade trees.
2. Soils in Landscaping Areas. To facilitate adequate expansion of tree and shrub roots to support healthy plants, all landscape areas, parking lot islands and buffers which have been subject to pavement and/or compaction shall have, prior to planting: a) all foreign materials (asphalt, concrete, rock, gravel, debris, etc.) removed and the soil loosened to a depth of a minimum of 3 feet and b) a top dressing of 4 inches to 6 inches of clean topsoil provided. This topsoil shall be a loam, sandy loam, clay loam, silt loam, or sandy clay loam. The topsoil shall not be a mixture of or contain contrasting textured subsoils. The topsoil shall contain less than 5% by volume of gravel, cinders, stone, slag, coarse, fragments, sticks, roots, trash, or other materials larger than 1-1/2 inch in diameter. The topsoil shall contain a minimum of 5% natural fine organic matter, such leaf mold, peat moss, or similar material.
 3. Perimeter Landscaping. The applicant shall provide landscaping within all setback areas adjacent to public rights-of-way. The minimum plant units for the setback areas shall be provided except where utility company standards and/or shared use paths or sidewalk may require modifications to allow alternative designs. The applicant shall replace landscaping that is damaged or removed due to utility work within utility easements.
 4. Green Area and Tree Canopy. The overall site green area, tree canopy and setback landscaping requirements shall be met as shown on the Landscape and Open Space Plan in the MZP, exclusive of landscaping that VDOT may allow within the public rights-of-way.

III. ENVIRONMENTAL

- A. Water Quality Monitoring. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$75.00 per acre for water quality monitoring, drainage improvements and/or stream restoration projects. Said contribution shall be made prior to and as a condition of site/subdivision plan approval with the amount to be based on the site area acreage.
- B. SWM/BMP. Stormwater Management and/or Best Management Practices shall be provided on-site and/or off-site, pursuant to Section 32-250.73.1 of the Zoning Ordinance, and in accordance with the DCSM, unless modified or waived during final site plan review. Prior to final site plan submittal, the Applicant shall meet with the Watershed Management Branch of the Department of Public Works to evaluate the site for application of low impact design (LID) techniques that incorporate infiltration and ground water recharge, the replication of predevelopment run-off volumes and times of

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concentration.

IV. FIRE & RESCUE

- A. The Applicant shall work with the County during the design and construction of the parking structures on the Property to provide adequate communication coverage within said structure (e.g., “leaky wire radio system” or equivalent, as needed) in the event of an emergency. Compliance with this proffer shall be satisfied with the approval of the building plan.
- B. Each mixed-use building constructed on the Property shall include at least one elevator large enough to accommodate a standard hospital gurney lying flat, 24-inches wide by 84-inches long, plus emergency personnel. Such elevator shall be shown on each building plan prior to the release of the building permit.
- C. Prior to the issuance of the first occupancy permit for each nonresidential building, or the nonresidential portion of a mixed use building, the Applicant shall submit a monetary contribution equal to \$0.61 per square foot of gross nonresidential building area (exclusive of parking structures and garages) included in the occupancy permit to the Board of County Supervisors. Said contribution is to be used for fire and rescue purposes.

V. CULTURAL RESOURCES

- A. Historical Marker. The Applicant shall install a Historical Marker on the property which provides a description of the property's history. The content on the marker shall be prepared in consultation with the County Archeologist and/or the Historical Commission prior to final site plan approval. The location of the marker shall be shown on the approved final site plan. The historical marker shall be installed prior to bond release.

VI. PARKS AND RECREATION

- A. Route 1 Gateway Grove. The Applicant shall provide enhanced landscaping in the form of landscape treatments in the right-of-way along the Route 1 frontage outside of and adjacent to the Property, to the extent allowed by VDOT and as allowed in the permits secured by the County, and as indicated in the Design Guidelines and MZP as Gateway Grove. Provided all VDOT approvals are obtained, said improvements shall be shown on the final site plan for Building 1C and shall be constructed in conjunction with said site plan. Minor modifications shall be permitted based on the final design and engineering at the time of final site plan. Maintenance of the landscaping provided in the Gateway Grove areas shall be the ongoing responsibility of the Applicant.
- B. Recreational Uses. The Applicant shall provide recreational amenities in the mixed-use buildings and within courtyards associated with the mixed use buildings for the residents

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of the mixed buildings located on the Property, including at a minimum, courtyard amenities, swimming pool, multi-purpose room(s), and fitness room, as appropriate. The final locations of such amenities within the mixed use buildings shall be determined at the time of final site plan review.

- C. Pedestrian/Bicycle Connectivity. Sidewalks and bicycle trails shall be interconnected with the surrounding network of public sidewalks and trails external to the Property, and within the Property shall form a network of internal sidewalks and bicycle trails connecting residential and nonresidential uses and amenity areas identified in the MZP as South Park, Pop-up Park, and South Gateway Grove.

VII. PUBLIC SAFETY

The Applicant shall provide the Police Department with the name and telephone number for a point of contact throughout the course of development of the Property for purposes of emergency contact. Said information to be provided prior to the issuance of the first building permit for the Property.

VIII. TRANSPORTATION

- A. Public Access. Provided all necessary Virginia Department of Transportation (VDOT) and Prince William County Department of Transportation (PWCDOT) approvals are obtained, the Applicant shall construct within the existing right-of-way various entrance improvements, generally as said improvements are depicted in the Design Guidelines and MZP. Unless as specifically set forth in subsequent proffers, said improvements shall be shown on the final site plan for Building 1A and shall be constructed in conjunction with said site plan. The final design of said improvements shall be determined in consultation with the County and VDOT at the time the improvements are shown on said final site plan, with flexibility to address engineering and design considerations.

B. Occoquan Road Turn Lanes

1. Left. Provided all necessary VDOT and PWCDOT approvals are obtained, the Applicant shall construct within the existing right-of-way a 77 -foot left turn lane with 70-foot modified taper on eastbound Occoquan Road at the western entrance for Riverside Station on Occoquan Road. Said improvement shall be shown on the final site plan for Building 1A and shall be constructed in conjunction with said site plan. The final design of said improvement shall be determined in consultation with the County and VDOT at the time the improvement is shown on said site plan, with flexibility to address engineering and design considerations, subject to VDOT approval of an LD 448 waiver.
2. Right. Provided all necessary VDOT and PWCDOT approvals are obtained, the Applicant shall construct within the existing right-of-way a 100 -foot right turn lane

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with 100-foot taper on westbound Occoquan Road at the western entrance for Riverside Station on Occoquan Road. Said improvement shall be shown on the final site plan for Building 1A and shall be constructed in conjunction with said site plan. The final design of said improvement shall be determined in consultation with the County and VDOT at the time the improvement is shown on said site plan, with flexibility to address engineering and design considerations.

3. Right. Provided all necessary VDOT and PWCDOT approvals are obtained, the Applicant shall construct within the existing right-of-way a 100 -foot right turn lane with 100-foot taper on westbound Occoquan Road at the eastern entrance for Riverside Station on Occoquan Road. Said improvement shall be shown on the final site plan for Building 1A and shall be constructed in conjunction with said site plan. The final design of said improvement shall be determined in consultation with the County and VDOT at the time the improvement is shown on said site plan, with flexibility to address engineering and design considerations.

C. Multi-Modal Transportation Alternative.

1. Pedestrian Bridge over Rte. 1. In the final site design for Land Bay A, the applicant shall provide for the location of the pedestrian bridge proffered pursuant to the conditions for Land Bay B, by providing sidewalks and other necessary improvements and by not locating utilities in conflict with the location of the bridge.

2. Bicycle Racks.

- a. The Applicant shall provide bicycle rack(s) at the entrance to the mixed-use building constructed on the Property. Such bike rack(s) shall meet the standards published in the Essentials of Bike Parking by the Association of Pedestrian and Bicycle Professionals and shall be shown on the final site plan for the mixed-use building and shall be provided at the mixed use building is completed.
- b. In addition, the applicant shall provide a monetary contribution of \$2,500 to be used for the purchase and installation of bike racks at the VRE Station. Said contribution shall be paid to the Board of County Supervisors prior to occupancy of Building 1A.

3. Pedestrian Access Path. The Applicant shall construct and maintain an 8 feet wide asphalt or concrete path from Route 1 to the western entrance for Riverside Station on Occoquan Road outside the ROW. The applicant shall provide public access easements to the path.

D. Minor Modifications to Road Improvements. Subject to approval by PWCDOT and VDOT, the Applicant may receive modifications to the road improvement plan and/or to phased completion of required road improvements to address unforeseen or unavoidable

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delays such as utility relocation, weather delay, availability of right-of-way, availability of materials, permitting process for public improvements such as traffic signals, changes to design requirements, Comprehensive Plan, or policies preventing installation or construction of improvements proffered herein, and/or similar factors outside of the Applicants control, provided that such modification, whether permanent or temporary, provides essentially the same level of service as the design proffered herein.

- E. The applicant shall provide a reciprocal access easement to assure connectivity between Land Bay A and Land Bay B.

IX. WATER AND SEWER

- A. Applicant Responsibility. 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 net additional demand generated by the development on the Property.

X. ADDITIONAL PROFFERS

- A. Escalator. In the event the monetary contributions set forth in the Proffer Statement are paid to the Prince William County Board of County Supervisors within 18 months of the approval of this rezoning, as applied for by the Applicant, said contributions shall be in the amounts as stated herein. Any monetary contributions set forth in the Proffer Statement which are paid to the Board after 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 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 six percent (6%) per year, non-compoundable.
- B. Final Rezoning. For purposes of this Proffer Statement, “final rezoning” 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 County Supervisors which has not been appealed, or if appealed, the day following which the decision has been affirmed on appeal.
- C. Public Facilities. Acceptance and approval of this rezoning application by the Board of County Supervisors authorizes extension and construction of water and sewer lines, transportation improvements and facilities necessary to serve this property pursuant to the Virginia Code Section 15.2-2232 and the Prince William County Code Section 32-201.13.1. The general locations of these facilities are as shown on the MZP with the

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exact locations to be determined based on final engineering and as approved by Prince William County.

XI. PLANNED DEVELOPMENT DISTRICT MODIFICATIONS

Pursuant to Zoning Ordinance Section 32-700.25, a planned development zoning district may include waivers and/or modifications to specific standards of the Subdivision Ordinance, the Zoning Ordinance or the Design and Construction Standards Manual (DCSM). Pursuant to Zoning Ordinance Section 32-404.05.1, modifications to uses and development standards are permitted. The waivers and modifications are as noted on the MZP and include the following:

- A. Modification of Section 32-405.04.1 to allow Riverside Station Land Bay A *and* Land Bay B, a minimum planned mixed district size of 19.26 acres instead of the required minimum of 25 contiguous acres. Riverside Station is a redevelopment of a portion of an existing suburban strip commercial area to higher density, transit-oriented development. The proposed redevelopment and PMD is bound by the assemblage of available existent parcels and by the limitations and constraints of the existing rights-of-way.
- B. Waive Section 32-405.04.7. of the Zoning Ordinance which requires that when residential is proposed, it shall not exceed 35 percent of the gross land area of the PMD. The nature of vertically integrated mixed-use buildings makes this calculation irrelevant.
- C. Modification of Section 32-280.12.3. of the Zoning Ordinance which requires a 30 foot setback from all street rights-of-way. Instead, the Applicant proposes build-to lines as depicted in the Design Guidelines and as indicated in the MZP to achieve the more urban, walkable, transit oriented design suggested by the Comprehensive Plan and Small Area Plan.
- D. Waive Section 32-250.31 of the Zoning Ordinance and Sections 802.11, 802.12 and Tables 8-1 and 8-2 of the DCSM to waive the buffers between uses on the Property and adjacent properties to the north and west. In lieu of said buffers, landscaping shall be provided in substantial conformance with the Landscape & Open Space Plan.
- E. Modification of Section 32-306.10 of the Zoning Ordinance to allow a single unit type. Pursuant to Section 32-700.25 of the Zoning Ordinance, modification of Section 306.12(6) H of the Zoning Ordinance to allow a modification of the PMD and Mid-rise Residential Building development standards in accordance with the standards set forth in the Design Guidelines.
- F. Modification of Section 32-306.12 of the Zoning Ordinance pursuant to Zoning Ordinance Section 32-306.12.2. and Section 32-280.41.3. to allow a new dwelling unit type known as the *Riverside Station Mixed Use Building*.

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- G. Modification permitting a parking credit allowance pursuant to Section 610.03.A. of the DCSM. which allows up to thirty percent (30%) of the required parking spaces be waived when development that is so intense that normal individual demand will not be generated due to the availability of public transportation, the proximity of commercial parking garages or lots, and the expected overlap of commercial and employment activities. The Applicant is meeting this criteria by providing multimodal transportation alternatives, such as a pedestrian bridge over Route 1 to connect to the Woodbridge VRE Transit Center; bus stops for local routes that serve the VRE station, commuter lots, PWC Government centers and other employment and retail centers; access to on-site parking garages; a mix of commercial uses to promote walking versus vehicular use; bike and pedestrian access paths, and on and off site bicycle facilities. Instead of the parking ratios required in Table 6-8 of the DCSM:
1. Residential parking shall be provided at an overall rate of 1 space per bedroom, plus an additional 5% parking spaces which shall be evenly distributed throughout the project for visitors of residential uses.
 2. Nonresidential uses parking shall be provided at a rate that is required by DCSM Table 6-8 and reduced by the equivalent number of spaces that will be shared with the visitor spaces to be provided for residential parking.
 3. The overall parking reduction for both residential and nonresidential uses from requirements of Table 6-8 is eight percent (8%).
 4. Applicant shall provide a parking management plan with Final Site Plan for approval. The parking management plan shall include measures such as, but not be limited to, parking assignments between residential and non-residential uses, means and methods for tracking and enforcing such assignments, time limitations for non-residential parking areas and appropriate signage for the same. Applicant shall evaluate the effectiveness of the parking management plan on a yearly basis at minimum and make adjustments as needed during the initial five (5) years following the first certificate of occupancy for the non-residential uses on the site.
- H. Modification of Section 32-250.10.3 of the Zoning Ordinance to reduce the setback from travel way to the Property line in a portion of the eastern boundary where the existing trail improvements along the Route 1 frontage are more than 50-feet away from the boundary and the Applicant will be providing enhanced landscaping treatments to create South Gateway Grove.
- I. Modification of DCSM Section 802.42 requiring a landscape strip along a public right-of-way by allowing the landscaping configuration and quantity included in the Design Guidelines.

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- J. Modification of DCSM Section 802.43 requiring landscaping around the perimeter of parking lots by allowing the landscaping configuration and quantity included in the Design Guidelines.
- K. Waiver of Zoning Ordinance Section 32-405.04.4. requiring a perimeter buffer surrounding the PMD.
- L. Modification of DCSM Sections 602.07. G and Table 6-7 regarding turn lanes, minimum turn lane lengths, and minimum taper lengths at the intersection of Occoquan Road and Mainline Avenue to allow a 70 foot taper and 77 foot left turn lane, as shown on the MZP.
- M. Modification to DCSM Section 602.07.K to allow a Category VI curb return separation of eleven feet instead of two hundred and eighty feet between existing entrance at Mainline Avenue and the existing entrance at the adjacent property (Bowl America).
- N. Modification of DCSM Sections 602.07G and Table 6-7 to allow an entrance right turn lane storage length of one hundred feet instead of two hundred feet at Hilda Barg Way and Mainline Avenue.
- O. Modification to Street Design standards to allow utilization of the UAS-1 Typical Section provided in DCSM Detail 650.16 as the base street section throughout Riverside Station, Land Bay A, with modifications to the design as shown in the MZP and Design Guidelines.
- P. Modification to Section 32-250.28 of the Zoning Ordinance to allow a 52 foot tall freestanding sign (Typical Pylon as identified in the Design Guidelines) identifying Riverside Station and listing multiple tenants set back 20 feet from the public right-of-way instead of the normally permitted maximum height of 20 feet tall freestanding sign set back 20 feet from the public right-of-way. The design and location of the sign shall be as provided in the Design Guidelines and MZP.
- Q. Modification to Section 32-250.28 of the Zoning Ordinance to allow three freestanding signs in less than 1,000 feet of linear street frontage instead of 1 freestanding sign for each 1,000 feet of linear street frontage. The design and location of the sign shall be as provided in the Design Guidelines and MZP.
- R. Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Primary Entrance Sign to be 136.5 square feet instead of a maximum of 100 square feet. The design and location of the sign shall be as provided in the Design Guidelines and MZP.

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Riverside Station, Land Bay A

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- S. Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Typical Pylon sign to be 240.8 square feet instead of a maximum of 100 square feet. The design and location of the sign shall be as provided in the Design Guidelines and MZP.

By: _____

Title: _____

Date: _____



PLANNING COMMISSION RESOLUTION

MOTION:

July 27, 2022

SECOND:

Regular Meeting

RES. No. 22-xxx

RE:

**REZONING #REZ2022-00008, Riverside Station Land Bay B
WOODBIDGE MAGISTERIAL DISTRICT**

ACTION:

WHEREAS, this is a request to rezone ±12.95 acres from the B-1, General Business, to the PMD, Planned Mixed Use District, to permit up to 640 dwelling units and a minimum of 90,000 square feet of non-residential uses, with associated waivers and modifications; and

WHEREAS, the site is located at the southwest quadrant of the Gordon Boulevard and Jefferson Davis Highway intersection. The site is identified on County Maps as GPINs 8392-96-9852 and 8492-06-2030; and

WHEREAS, the site is designated TC, Town Center, in the Comprehensive Plan and is located in the North Woodbridge Small Area Plan, the Redevelopment Overlay District, and the Highway Corridor Overlay District; and

WHEREAS, the site is zoned B-1, General Business; and

WHEREAS, the application is being concurrently processed with Rezoning #REZ2022-00007, Riverside Station Land Bay A, to rezone ±6.30 acres from B-1, General Business, to PMD, Planned Mixed Use District, to permit up to 330 dwelling units and a minimum of 40,000 square feet of non-residential uses, with associated waivers and modifications; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on July 27, 2022, at which time the merits of the above-referenced case were considered; and

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

NOW, THEREFORE, BE IT RESOLVED that the Prince William County Planning Commission does hereby recommend approval of Rezoning # REZ2022-00008, Riverside Station Land Bay B, subject to the proffers dated July 12, 2022.

ATTACHMENT: Proffer Statement, dated July 12, 2022

Votes:

Ayes:

Nays:

Abstain from Vote:

Absent from Vote:

Absent from Meeting:

MOTION CARRIED

Attest:

Antoinette Brzyski
Acting Clerk to the Planning Commission

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Riverside Station, Land Bay B

July 12, 2022

Rezoning: #REZ2022-00008
Record Owners Station Plaza LLC
Applicant: North Woodbridge TC, LLC
GPINs.: 8392-96-9852 and 8492-06-2030
Acreage: ±12.95
Magisterial District: Woodbridge
Current Zoning: B-1, General Business
Proposed Zoning: PMD, Planned Mixed Development

The undersigned hereby proffers that the use and development of the subject Property shall be in substantial conformance with the following conditions. In the event the above-referenced rezoning is not granted as applied for by the Applicant, these proffer conditions shall be withdrawn and are null and void, and the property shall be developed in accordance with the existing B-1, General Business zoning district which is not subject to proffered conditions. The headings of the proffered conditions set forth below have been prepared for convenience of 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 adjacent to the improvement, unless otherwise specified. The terms “Applicant” and “Developer” shall include all future owners and successors in interest. The term “Property” shall mean the property that is the subject of the rezoning proposed herein.

For purposes of reference in this Proffer Statement, the Master Zoning Plan (“MZP”) shall refer to the plan prepared by christopher consultants, entitled “Riverside Station, Land Bay B, Master Zoning Plan” dated August 23, 2021 revised through May 20, 2022, or additional revision dates noted and containing the following plan sheets:

Sheet C000	Cover Sheet revised 7/12/22
Sheet C100	Regional Context Plan
Sheet C200	Overall Project Plan revised 7/12/22
Sheet C300	Vehicular Circulation Plan
Sheet C301	Pedestrian Circulation Plan
Sheet C302	Sight Distance Profiles

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Sheet C303	Sight Distance Profiles
Sheet C304	Future Road Improvements Plan
Sheet C305	Regional Road Improvements Plan
Sheet C400	Utilities and SWM Plan
Sheet C500	Landscape and Open Space Plan, revised 7/12/22
Sheet C501	Landscape Details and Street Sections
Sheet C502	Landscape Details and Street Sections, rev/add 7/12/22

I. USES AND DEVELOPMENT

- A. Land Bay Designations. Land Bay B shall have two land use designations to achieve a mix of uses as permitted by Section 32-280.11.1. of the Zoning Ordinance. Land Bay B shall be designated UHDR, Urban High Density Residential and B-1, General Business.

- B. All uses and development on the Property shall be in substantial conformance with the layout set forth in the MZP and the Illustrative Plan included in the Design Guidelines titled “Riverside Station - Land Bay B” and dated August 23, 2021, revised through May 20, 2022, and the revised and additional page(s) 6, 8A, 8B, 9A, 9B, 19A and 21 dated July 12, 2022, at the time that redevelopment of the property is completed. Minor modifications, including the location of travel ways, roads, parking and buildings, shall be determined at the time of final site plan. More substantial variation from the Illustrative Plan shall be permitted provided the integrity of the overall site layout is not compromised and subject to the concurrence of the Planning Director. The Applicant shall have the right to use the existing shopping center structures on the Property for purposes permitted under the existing B-1 zone, until such time that redevelopment to applicable portion of the property commences as envisioned under the Design Guidelines and MZP. The following land uses shall be permitted:
 - 1. Urban High Density Residential (UHDR).
 - a. Multifamily/Mixed Use Buildings. A maximum of 640 dwelling units shall be permitted within two *Mixed-Use* buildings as represented on the MZP. The Mixed-Use buildings shall be designed in accordance with *Riverside Station Mixed Use Building* standards contained within the Design Guidelines and defined herein as an additional housing type as permitted by Zoning Ordinance Section 32-306.12.2. and Section 32-280.41.3. The *Riverside Station Mixed-Use Buildings* may include residential and nonresidential uses on the first floor.

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- b. Affordable Dwelling Units (ADU). A total of eight percent (8%) of the multifamily dwelling units shall be available for rent as follows:

Portion of total of 8% ADU	Household Earnings as Percentage of Area Median Income
2%	60%
2%	70%
2%	80%
2%	100%

- c. Area Median Income. The income qualifications above shall be based on the Area Median Income in the Washington Metropolitan Area as determined by the Department of Housing and Urban Development.
 - d. Unit Finishes. All dwelling units designated as ADU shall have finishes similar to market rate dwelling units in the same multifamily building.
 - e. Term. The terms of this Proffer shall be in full force and effect for thirty (30) years from the issuance of the first certificate of occupancy for the multifamily building dwelling units. Once thirty (30) years has passed from the issuance of the certificate of occupancy, all dwelling units may be leased at market rate.
2. B-1, General Business. A minimum of 90,000 square feet of nonresidential uses shall be provided in Land Bay B.
 3. By-right, Secondary, and Special Uses. All by-right, secondary, and special uses permitted in the B-1, General Business and UHDR designations shall be permitted in Land Bay B consistent with the land bay designations assigned herein. The Zoning Administrator may find that, upon submission of appropriate materials, a use, which is not otherwise specifically allowed or disallowed by the Zoning Ordinance and this proposal, but which otherwise meets the intent and standards of the Riverside Station planned mixed use district, may be ruled to be a comparable use and thus be permitted as permitted by Zoning Ordinance Section 32-280.13.2.
 4. Experience Driven Retail and Events. In addition to retail stores, restaurants and activities located within buildings, outdoor areas and portions of interior streets shall

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be available for sales of arts and crafts, pop-up retail, farmers markets, music and entertainment, food and beverage sales and consumption, special events, holiday celebrations and similar activities designed to support experience driven retail attractions. Such uses are consistent with the intent and standards of the PMD and therefore shall be permitted by-right consistent with zoning ordinance section 32-280.13. Such uses and activities shall be allowed to include booths, stands, displays, temporary structures and vehicles such as but not limited to food trucks subject to all applicable requirements of the Health Department and Uniform Statewide Building Code. The temporary seasonal permitting and limitations of section 32-210.01 shall not apply and are waived pursuant to 32-700.25. The applicant shall coordinate all such activities with the Health Department, Police Department and Fire and Rescue Services as may be necessary for health and public safety planning

5. Mix of General Business Uses.

- a. To maintain an active mix of retail and retail service uses, the Applicant shall limit 10% of nonresidential area to be leased to F.I.R.E. tenants (i.e. financial, insurance and real estate businesses).
- b. The applicant shall not exceed the 10% limit for a period of 60 days from initial occupancy permit for each building. Should non-residential space reserved for non-F.I.R.E. tenants remain vacant after the 60 day period, the Applicant can waive the 10% area limit identified above.

6. Public Use Space. The following building and open spaces shall be available for civic use:

- a. A minimum of 5,000 square feet of indoor nonresidential/office space for lease by the County for a civic use that is complimentary to the commercial and residential uses within Riverside Station.
- b. A minimum of 21,000 square feet of outdoor area committed for civic use.

C. Phasing

1. The phasing of development in Land Bay B shall include the buildings and associated uses, infrastructure, improvements and amenities to support the buildings shown on the MZP and as set forth hereinbelow:

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- a. Phase 1: Building 2A – Mixed-Use.
 - b. Phase 2: Building 2B – Commercial
 - c. Phase 3: Building 2C – Mixed Use
2. The phasing described above is intended to define the general order of development. Portions of phases (subphases) may be developed rather than requiring completion of the full square footage or the total number of dwellings in the phase; provided, however, that roads, stormwater management, landscaping and related minimum infrastructure necessary to serve such building(s), phase(s) or subphase(s) are constructed to support the building(s), phase(s) or subphase(s) (see Exhibit B, Phasing Plans).

II. COMMUNITY DESIGN

- A. All development on the Property shall be in substantial conformance with the design concepts and details set forth in the Design Guidelines. Minor modifications shall be permitted provided the overall concept is maintained. Should review and comment by any County and/or State agencies at the time of final site plan require more significant modifications to that which is depicted on the Illustrative Plan or in the Design Guidelines, such changes shall be coordinated with the Planning Director to ensure that the integrity of the overall site design is not compromised.
- B. The architectural styles and materials of the mixed-use buildings and the nonresidential buildings constructed on the Property shall be in substantial conformance with the graphic and written descriptions depicted in the Design Guidelines. Minor modifications shall be permitted to building features such as, but not limited to, the number, location, and dimensions of window and balcony tiers in order to accommodate the mix of units in each building, and the mix of building features and variety of materials on the various facades throughout the community. Compliance with this proffer shall be evidenced with the submission to the Planning Office of building elevations at least two weeks prior to the issuance of the building permit release letter.
- C. Signage.
1. Overall Signage and Sign Goals. An entrance feature / pylon / project identification sign with corresponding tenant signage, subject to the issuance of the applicable sign

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- permits, shall be coordinated by the applicant. The theme, branding and variety of signage styles, colors and lighting for the proposal-wide signage (i.e. entrance feature, pylon, project identification, wayfinding and informational signs) shall be subject to review and approval as a part of a comprehensive sign program. The comprehensive sign program shall be submitted to the Planning Director for review and approval at least two weeks prior to the application for required sign permits. Entrance signs shall be provided at the Gordon Blvd. and the Horner Road entrances to the Property, and at the corner of Station Blvd. and Route 1. Any such entrance feature provided shall be in substantial conformance with the plans and renderings for Entrance Signs as set forth in the Design Guidelines.
2. Building Façade Signs. Building / project identification signs, subject to the issuance of the applicable sign permits, shall be permitted on each building constructed on the Property. Any such building signs provided shall be in substantial conformance with the design parameters for Building Signs as set forth in the Design Guidelines.
 3. All other signage for the project shall comply with the applicable regulations set forth in the Zoning Ordinance, to include all required sign permits.

D. Landscaping.

1. Plantings. All plantings located within landscape areas shall be substantially consistent with the Landscape and Open Space Plan and consist of drought tolerant species appropriate for the climate and location proposed and shall consist of native species in accordance with allowances in the Design and Construction Standards Manual (DCSM). Where possible, existing vegetation in landscape areas and buffers, when it is native and good quality, shall be preserved and incorporated into the design and supplemented by additional plantings, as may be required to meet minimum requirements of the DCSM. Where existing good quality native vegetation is undisturbed within required or proffered landscape areas and landscape buffers, said existing vegetation, when it is native and good quality, shall be credited against the plant unit and/or tree canopy requirements as may be identified in the DCSM. A minimum of one-third of the internal landscaped area of the parking lot(s) shall be planted with shade trees.
2. Soils in Landscaping Areas. To facilitate adequate expansion of tree and shrub roots to support healthy plants, all landscape areas, parking lot islands and buffers which have been subject to pavement and/or compaction shall have, prior to planting: a) all

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- foreign materials (asphalt, concrete, rock, gravel, debris, etc.) removed and the soil loosened to a depth of a minimum of 3 feet and b) a top dressing of 4 inches to 6 inches of clean topsoil provided. This topsoil shall be a loam, sandy loam, clay loam, silt loam, or sandy clay loam. The topsoil shall not be a mixture of or contain contrasting textured subsoils. The topsoil shall contain less than 5% by volume of gravel, cinders stone, slag, coarse, fragments, sticks, roots, trash, or other materials larger than 1-1/2 inch in diameter. The topsoil shall contain a minimum of 5% natural fine organic matter, such leaf mold, peat moss, or similar material.
3. Perimeter Landscaping. The applicant shall provide landscaping within all setback areas adjacent to public rights-of-way. The minimum plant units for the setback areas shall be provided except where utility company standards and/or shared use paths or sidewalk may require modifications to allow alternative designs. The applicant shall replace landscaping that is damaged or removed due to utility work within utility easements.
 4. Green Area and Tree Canopy. The overall site green area, tree canopy and setback landscaping requirements shall be met as shown on the Landscape and Open Space Plan in the MZP, exclusive of landscaping that VDOT may allow within the public rights-of-way and in particular, the area identified as Gateway Grove in the MZP.

III. ENVIRONMENTAL

- A. Water Quality Monitoring. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$75.00 per acre for water quality monitoring, drainage improvements and/or stream restoration projects. Said contribution shall be made prior to and as a condition of site/subdivision plan approval with the amount to be based on the site area acreage.
- B. SWM/BMP. Stormwater Management and/or Best Management Practices shall be provided on-site and/or off-site, pursuant to Section 32-250.73.1 of the Zoning Ordinance, and in accordance with the DCSM, unless modified or waived during final site plan review. Prior to final site plan submittal, the Applicant shall meet with the Watershed Management Branch of the Department of Public Works to evaluate the site for application of low impact design (LID) techniques that incorporate infiltration and ground water recharge, the replication of predevelopment run-off volumes and times of

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concentration.

IV. FIRE & RESCUE

- A. The Applicant shall work with the County during the design and construction of the parking structures on the Property to provide adequate communication coverage within said structure (e.g., “leaky wire radio system” or equivalent, as needed) in the event of an emergency. Compliance with this proffer shall be satisfied with the approval of the building plan.
- B. Each mixed-use building constructed on the Property shall include at least one elevator large enough to accommodate a standard hospital gurney lying flat, 24-inches wide by 84-inches long, plus emergency personnel. Such elevator shall be shown on each building plan prior to the release of the building permit.
- C. Prior to the issuance of the first occupancy permit for each nonresidential building, or for the nonresidential portion of a mixed use building, the Applicant shall submit a monetary contribution equal to \$0.61 per square foot of gross nonresidential building area (exclusive of parking structures and garages) included in the occupancy permit to the Board of County Supervisors. Said contribution is to be used for fire and rescue purposes.

V. CULTURAL RESOURCES

- A. Historical Marker. The Applicant shall install a Historical Marker on the property which provides a description of the property's history. The content on the marker shall be prepared in consultation with the County Archeologist and/or the Historical Commission prior to final site plan approval. The location of the marker shall be shown on the approved final site plan. The historical marker shall be installed prior to bond release.

VI. PARKS AND RECREATION

- A. Route 1 Gateway Grove. The Applicant shall provide enhanced landscaping in the form of landscape treatments in the right-of-way along the Route 1 frontage outside of and adjacent to the Property, to the extent allowed by VDOT and as allowed in the permits secured by the County, and as indicated in the Design Guidelines and MZP as Gateway Grove. Provided all VDOT approvals are obtained, said improvements shall be shown on the final site plan for Building 2C and shall be constructed in conjunction with said site plan. Minor modifications shall be permitted based on the final design and engineering at

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the time of final site plan. Maintenance of the landscaping provided in the Gateway Grove areas shall be the ongoing responsibility of the Applicant.

- B. Recreational Uses. The Applicant shall provide recreational amenities in the mixed-use buildings and within courtyards associated with the mixed use buildings for the residents of the mixed use buildings located on the Property, including at a minimum, courtyard amenities, swimming pool(s), multi-purpose room(s), and fitness room(s), as appropriate. The final locations of such amenities within the mixed-use buildings shall be determined at the time of final site plan review.
- C. Pedestrian/Bicycle Connectivity. Sidewalks and bicycle trails shall be interconnected with the surrounding network of public sidewalks and trails external to the Property, and within the Property shall form a network of internal sidewalks and bicycle trails connecting residential and nonresidential uses and amenity areas identified in the MZP as East Park, Garden Park, Central Plaza, West Park, and North Gateway Grove.

VII. PUBLIC SAFETY

The Applicant shall provide the Police Department with the name and telephone number for a point of contact throughout the course of development of the Property for purposes of emergency contact. Said information to be provided prior to the issuance of the first building permit for the Property.

VIII. TRANSPORTATION

- A. Public Access. Provided all necessary Virginia Department of Transportation (VDOT) and Prince William County Department of Transportation (PWCDOT) approvals are obtained, the Applicant shall construct within the existing right-of-way various entrance improvements, generally as said improvements are depicted in the Design Guidelines and MZP. Unless as specifically set forth in subsequent proffers, said improvements shall be shown on the final site plan for Building 2A and shall be constructed in conjunction with said site plan. The final design of said improvements shall be determined in consultation with the County and VDOT at the time the improvements are shown on said final site plan, with flexibility to address engineering and design considerations.
- B. Horner Road. Provided all necessary VDOT and PWCDOT approvals are obtained, the Applicant shall construct within the existing right-of-way dual northbound left turn lanes on Horner Road onto Gordon Blvd. with approximately 230 feet of raised median on Horner Road between Gordon Blvd. and the intersection of Crabmans Way. The

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Applicant shall also construct within the existing right-of-way a southbound left turn lane on Horner Road to Crabmans Way. Said improvement shall be shown on the final site plan for Building 2A and shall be constructed in conjunction with said site plan. The final design of said improvement shall be determined in consultation with the County and VDOT at the time the improvement is shown on said site plan, with flexibility to address engineering and design considerations.

C. Route 1.

1. The Applicant shall pursue with the Commonwealth Transportation Board (CTB) and VDOT a modification of the existing Limited Access Easement line along Route 1 to allow permanent access for Riverside Station from Route 1 at Station Blvd.
2. Provided all necessary VDOT and PWCDOT approvals are obtained, the Applicant shall construct, within the existing right-of-way, a 300-foot right turn lane with 100-foot taper on southbound Route 1 for access at the Station Blvd. entrance to Riverside Station. Said improvement shall be shown on the final site plan for Building 2A and shall be constructed in conjunction with said final site plan. The final design of said improvement shall be determined in consultation with PWCDOT and VDOT at the time the improvement is shown on said site plan with flexibility to address engineering and design considerations.
3. Provided all necessary CTB, VDOT and PWCDOT approvals are obtained, the Applicant shall construct within the existing right-of-way a “Continuous Green-T” intersection and signal for Route 1 access for Riverside Station between Gordon Blvd. and Occoquan Road, generally as shown on the MZP. Said improvements shall be analyzed by VDOT as part of the design for the Route 1 / Gordon Blvd. Phase 2 interchange and, if approved, shall be shown on the final site plan for Building 2C, and shall be constructed in conjunction with the Route 1/ Gordon Blvd. Phase 2 Interchange. The final design of said improvements shall be determined in consultation with CTB, VDOT and PWCDOT at the time the improvement is shown on said final site plan, with flexibility to address engineering and design considerations.
4. In the event construction of the Route 1/ Gordon Blvd. Phase 2 interchange has not commenced prior to the issuance of an approved final site plan for Building 2C, or in the event the State decides to include the “Continuous Green-T” intersection and signal set forth in proffer VIII.C.3 above as part of the Route 1/ Gordon Blvd. Phase 2 Interchange project, the Applicant shall escrow funds with Prince William County for

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the design and construction by others of the “Continuous Green-T” intersection and signal for Route 1 access for Riverside Station between Gordon Blvd. and Occoquan Road. Said funds shall be escrowed at the time of final site plan approval for Building 2C.

D. Multi-Modal Transportation Alternatives.

1. Pedestrian Bridge to Cross Route 1. The Applicant shall construct a Pedestrian Bridge in a form consistent with the depiction of the same on Exhibit A, the cost of which shall not exceed Four Million, seven hundred thirty thousand and 00/100 Dollars (\$4,730,000.00) (the “Proffered Amount”) including design, permitting and construction. The Pedestrian Bridge shall extend over Route. 1 near the intersection of Route 1 and Occoquan Road in the general location shown on the MZP.
 - a. The Applicant shall commence the process for obtaining the necessary approvals for designing, permitting, and construction of the Pedestrian Bridge upon Final Rezoning and diligently pursue the same in good faith.
 - b. Upon issuance of all the necessary approvals, the Applicant shall establish the Guaranteed Maximum Price (“GMP”) of the construction of the Pedestrian Bridge by way of a GMP construction contract (the “GMP Contract”).
 - c. If the GMP is within the amount of the Proffered Amount, less costs incurred by the Applicant for design and permitting, then the Applicant shall proceed with the construction of the Pedestrian Bridge under the terms of the GMP Contract.
 - d. Upon completion of the work defined in the GMP contract and in accordance with the approved plans, the County and/or VDOT shall accept the Pedestrian Bridge and assume all maintenance responsibilities for said Pedestrian Bridge and the Applicant shall have no further obligations under this Proffer.
 - e. If the GMP is more than the amount of the Proffered Amount, less costs incurred by the Applicant for design and permitting, then the Applicant shall request the County to provide funding for the additional amounts within 60 days of said request. If the County does not provide the requested funding, then the Applicant's only obligation is to contribute to the County the Proffered Amount under the terms of section D.2 below.

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2. If the County decides that the County will construct the bridge using its own resources, including grant funding that it may obtain, or, if all the said necessary approvals for the Pedestrian Bridge have not been issued by the later of either (a) the approval of the Final Site Plan for the second residential building on Land Bay B, or (b) within 4 years of rezoning approval, then the Applicant's only obligation is to contribute to the County the Proffered Amount, less any costs incurred by the applicant for design, permitting and construction of the Pedestrian Bridge. The Proffered Amount shall be contributed to the county based on the proportionate number of dwelling units that are occupied at the time that the county requests the Proffered Amount less any costs incurred by the applicant for design, permitting and construction of the Pedestrian Bridge and additional contributions shall be made from that point forward as occupancy permits are issued for the balance of the dwelling units.
 - a. The initial "Per Dwelling Unit" contribution shall be calculated based on the maximum number of dwelling units permitted by the rezoning. Thereafter, the Per Dwelling Unit contribution shall be recalculated with each Final Site Plan for each subsequent phase to assure that the full Proffered Amount is provided to the County upon completion of Riverside Station.
 - b. The applicant's initial contribution obligation shall be the Per Unit Contribution for the number of dwelling units that have already received occupancy permits less any costs incurred by the applicant for design, permitting and construction. The applicant shall have 60 days from the event triggering monetary contribution in lieu of bridge construction to provide the county with the Per Unit Contributions for dwelling units that already have received occupancy permits.
 - c. Also, within the 60 days, the applicant shall provide the county with all engineering, data and information related to the construction of the pedestrian bridge for the county's use.
 - d. From the point that the monetary contribution in lieu of bridge construction is triggered, the applicant shall provide the Per Unit Contribution prior to the issuance of an occupancy permit for each newly constructed dwelling unit.
 - e. The funds for Proffered Amount represent two separate contribution amounts, one from the Applicant and one from the applicant for Land Bay A.

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- G. At the time of final site plan approval for redevelopment of the abutting property known as GPIN 8392-96-4772 for development consistent with the applicable portion of the North Woodbridge Small Area Plan, the applicant shall provide temporary construction easements necessary for the provision of interparcel access between Land Bay B and said property.

IX. WATER AND SEWER

- A. Applicant Responsibility. 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 net additional demand generated by the development on the Property.

X. ADDITIONAL PROFFERS

- A. Public Use Space. The applicant shall provide indoor nonresidential/office space for lease by the County for a civic use that is complimentary to the proposed uses within Riverside Station. Up to 5,000 square feet of said nonresidential/office space shall be delivered in “vanilla shell” condition, which shall include finished drywall paint-ready on all perimeter interior walls of the space, one complete ADA-compliant restroom, lay-in acoustical ceiling with adequate lighting, adequate heating and air conditioning and Code-compliant sprinkler and fire protection. The Said 5,000 square feet of space shall be on the ground floor at a location determined by the property owner in consultation with the County, and lease terms shall reflect Class-A retail fair market rent in the Woodbridge submarket. Should the County and the Applicant fail to agree and enter into a lease within 90 days of issuance of first occupancy permits for Building 2A then the Applicant may lease the space to others.
- B. Escalator. In the event the monetary contributions set forth in the Proffer Statement are paid to the Prince William County Board of County Supervisors within 18 months of the approval of this rezoning, as applied for by the Applicant, said contributions shall be in the amounts as stated herein. Any monetary contributions set forth in the Proffer Statement which are paid to the Board after 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 18 months after the approval of this rezoning to the most recently available CPI-

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U to the date the contributions are paid, subject to a cap of six percent (6%) per year, non-compoundable.

- C. Final Rezoning. For purposes of this Proffer Statement, “final rezoning” 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 County Supervisors which has not been appealed, or if appealed, the day following which the decision has been affirmed on appeal.
- D. Public Facilities. Acceptance and approval of this rezoning application by the Board of County Supervisors authorizes extension and construction of water and sewer lines, transportation improvements and facilities necessary to serve this property pursuant to the Virginia Code Section 15.2-2232 and the Prince William County Code Section 32-201.13.1 The general locations of these facilities are as shown on the MZP with the exact locations to be determined based on final engineering and as approved by Prince William County.

XI. PLANNED DEVELOPMENT DISTRICT MODIFICATIONS

Pursuant to Zoning Ordinance Section 32-700.25, a planned development zoning district may include waivers and/or modifications to specific standards of the Subdivision Ordinance, the Zoning Ordinance or the Design and Construction Standards Manual (DCSM). Pursuant to Zoning Ordinance Section 32-404.05.1, modifications to uses and development standards are permitted. The waivers and modifications are as noted on the MZP and include the following:

- A. Modification of Section 32-405.04.1 to allow Riverside Station Land Bay A *and* Land Bay B, a minimum planned mixed district size of 19.26 acres instead of the required minimum of 25 contiguous acres. Riverside Station is a redevelopment of a portion of an existing suburban strip commercial area to higher density, transit-oriented development. The proposed redevelopment and PMD is bound by the assemblage of available existent parcels and by the limitations and constraints of the existing rights-of-way.
- B. Waive Section 32-405.04.7. of the Zoning Ordinance which requires that when residential is proposed, it shall not exceed 35 percent of the gross land area of the PMD. The nature of vertically integrated mixed-use buildings makes this calculation irrelevant.

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#REZ2022-00008

Riverside Station, Land Bay B

July 12, 2022

- C. Modification of Section 32-280.12.3. of the Zoning Ordinance which requires a 30-foot setback from all street rights-of-way. Instead, the Applicant proposes build-to lines as depicted in the Design Guidelines and as indicated in the MZP to achieve the more urban, walkable, transit-oriented design suggested by the Comprehensive Plan and Small Area Plan.
- D. Waive Section 32-250.31 of the Zoning Ordinance and Sections 802.11, 802.12 and Tables 8-1 and 8-2 of the DCSM to waive the buffers between uses on the Property and adjacent properties to the south and west. In lieu of said buffers, landscaping shall be provided in substantial conformance with the Landscape & Open Space Plan.
- E. Modification of Section 32-306.10 of the Zoning Ordinance to allow a single unit type. Pursuant to Section 32-700.25 of the Zoning Ordinance, modification of Section 306.12(6) H of the Zoning Ordinance to allow a modification of the PMD and Mid-rise Residential Building development standards in accordance with the standards set forth in the Design Guidelines.
- F. Modification of Section 32-306.12 of the Zoning Ordinance pursuant to Zoning Ordinance Section 32-306.12.2. and Section 32-280.41.3. to allow a new dwelling unit type known as the *Riverside Station Mixed Use Building*.
- G. Modification permitting a parking credit allowance pursuant to Section 610.03.A. of the DCSM. which allows up to thirty percent (30%) of the required parking spaces be waived when development that is so intense that normal individual demand will not be generated due to the availability of public transportation, the proximity of commercial parking garages or lots, and the expected overlap of commercial and employment activities. The Applicant is meeting this criteria by providing multimodal transportation alternatives, such as a pedestrian bridge over Route 1 to connect to the Woodbridge VRE Transit Center; bus stops for local routes that serve the VRE station, commuter lots, PWC Government centers and other employment and retail centers; access to on-site parking garages; a mix of commercial uses to promote walking versus vehicular use; bike and pedestrian access paths, and on and off site bicycle facilities. Instead of the parking ratios required in Table 6-8 of the DCSM:
 - 1. Residential parking shall be provided at an overall rate of 1 space per bedroom, plus an additional 5% parking spaces which shall be evenly distributed throughout the project for visitors of residential uses.

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2. Nonresidential use parking shall be provided at a rate that is required by DCSM Table 6-8 and reduced by the equivalent number of spaces that will be shared with the visitor spaces to be provided for residential parking.
 3. The overall parking reduction for both residential and nonresidential uses from the requirements of Table 6-8 is eight percent (8%).
 4. Applicant shall provide a parking management plan with the final site plan. The parking management plan shall include measures such as, but not be limited to, parking assignments between residential and non-residential uses, means and methods for tracking and enforcing such assignments, time limitations for non-residential parking areas and appropriate signage for the same. Applicant shall evaluate the effectiveness of the parking management plan on a yearly basis at a minimum and make adjustments as needed during the initial five (5) years following the first certificate of occupancy for the non-residential uses on the site.
- H. Modification of DCSM Section 802.42 requiring a landscape strip along a public right-of-way by allowing the landscaping configuration and quantity included in the Design Guidelines and MZP.
- I. Modification of DCSM Section 802.43 requiring landscaping around the perimeter of parking lots by allowing the landscaping configuration and quantity included in the Design Guidelines and MZP.
- J. Waiver of Zoning Ordinance Section 32-405.04.4. requiring a perimeter buffer surrounding the PMD.
- K. Modification of DCSM Sections 601.04.E. and F. and 602.14.B. to allow parking along Mainline Avenue, Station Blvd., and Crabmans Way, which have design traffic counts in excess of 1,000 vehicles per day, and the travel way west of Building 2A, which has a design traffic count in excess of 600 vehicles per day.
- L. Modification to DCSM Section 602.06, Table 6-6 Min to allow a minimum of three hundred and forty feet instead of six hundred feet for crossover spacing at an intersection at Crabmans Way from Horner Road where the intersection is being widened to provide a dedicated left turn lane within the existing ROW.
- M. Modification of DCSM Sections 602.07. A. to allow the proposed improvement of the existing intersection spacing from Crabmans Way to the right-of-way entrance on Horner Road.

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- N. Modification of DCSM Sections 602.07. G and Table 6-7 left regarding turn lanes, minimum turn lane lengths, and minimum taper lengths at the intersection of Horner Road and Gordon Blvd. to allow a 100-foot taper and 100-foot turn lane, as shown on the MZP.
- O. Modification to DCSM Section 602.07.K to allow a Category VI curb return separation of zero feet instead of two hundred and eighty feet where existing entrances and curb returns are being maintained at Crabmans Way and Quality Inn entrances.
- P. Modification to DCSM Section 602.07S to not provide a median with landscaping at an entrance with more than 5,000 VPD at Crabmans Way to Horner Road.
- Q. Modification to Street Design standards to allow utilization of the UAS-1 Typical Section provided in DCSM Detail 650.16 as the base street section throughout Riverside Station, Land Bay B, with modifications to the design as shown in the MZP.
- R. Modification to Section 32-250.28 of the Zoning Ordinance to allow a 52-foot-tall freestanding sign (Typical Pylon as identified in the Design Guidelines) identifying Riverside Station and listing multiple tenants set back 15 feet from the public right-of-way instead of the normally permitted maximum height of 10 feet for freestanding signs in the Highway Corridor Overlay District (HCO) and set back 10 feet from the public right-of-way. The design and location of the sign shall be as provided in the Design Guidelines and MZP.
- S. Modification to Section 32-250.28 of the Zoning Ordinance to allow two freestanding signs in less than 1,000 feet of linear street frontage instead of one freestanding sign for each 1,000 feet of linear street frontage along Gordon Blvd. The design and location of the sign shall be as provided in the Design Guidelines and MZP.
- T. Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Primary Entrance Sign to be 136.5 square feet instead of a maximum of 100 square feet. The design and location of the sign shall be as provided in the Design Guidelines and MZP.
- U. Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Typical Pylon sign to be 242 square feet instead of a maximum of 100 square feet.

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#REZ2022-00008
Riverside Station, Land Bay B
July 12, 2022

The design and location of the sign shall be as provided in the Design Guidelines and MZP.

SIGNATURE ON FOLLOWING PAGE
[SIGNATURE PAGE]

By: _____

Title: _____

Date: _____



STAFF REPORT

PC Meeting Date:	July 27, 2022
Agenda Title:	Rezoning #REZ2022-00007, Riverside Station Land Bay A Rezoning #REZ2022-00008, Riverside Station Land Bay B
District Impact:	Woodbridge Magisterial District
Requested Action:	Recommend Approval of Rezoning #REZ2022-00007, Riverside Station Land Bay A, subject to proffers dated July 12, 2022, and Rezoning #REZ2022-00008, Riverside Station Land Bay B, subject to proffers dated July 12, 2022
Department:	Planning Office
Case Planner:	Stephen Gardner

EXECUTIVE SUMMARY

The following consists of two separate rezoning requests which are being processed concurrently in order to allow a consolidated mixed-use development program on 19.25 acres. #REZ2022-00007, Riverside Station Land Bay A, is a request to rezone 6.30 acres from B-1, General Business, to PMD, Planned Mixed Use District, to permit up to 330 dwelling units and 40,000 square feet of non-residential uses, with associated waivers and modifications. #REZ2022-00008, Riverside Station Land Bay B, is a request to rezone 12.95 acres from B-1, General Business, to PMD, Planned Mixed Use District, to permit up to 640 dwelling units and 90,000 square feet of non-residential uses, with associated waivers and modifications. Cumulatively, the application proposes 970 multi-family units and a minimum of 130,000 square feet of retail and service uses. The subject sites are generally located in a block bounded by Route 1 on the east, Gordon Boulevard on the north, and Occoquan Road on the south.

It is the recommendation of staff that the Planning Commission recommend approval of Rezoning #REZ2022-00007, Riverside Station Land Bay A, subject to proffers dated July 12, 2022, and Rezoning #REZ2022-00008, Riverside Station Land Bay B, subject to the proffers dated July 12, 2022.

BACKGROUND

- A. Request: The following consists of two separate rezoning requests. #REZ2022-00007, Riverside Station Land Bay A, is a request to rezone 6.30 acres from B-1, General Business, to PMD, Planned Mixed Use District, to permit up to 330 dwelling units and 40,000 square feet of non-residential uses. #REZ2022-00008, Riverside Station Land Bay B, is a request to rezone 12.95 acres from B-1, General Business, to PMD, Planned Mixed Use District, to permit up to 640 dwelling units and 90,000 square feet of non-residential uses. Cumulatively, these two rezonings propose an integrated, mixed-use development program consisting of six buildings, a combination of structured and surface parking, and open space.

Revised applications materials for both Land Bay A and Land Bay B, including proffers, design guidelines, and revised MZPs, were received on Wednesday, July 13, 2022. Although this report includes reference to many of the Applicant's revisions, the materials have not been formally reviewed by all of the applicable agencies.

Uses/Features	Existing	Proposed
Zoning	Land Bays A and B B-1, General Business	Land Bays A and B PMD, Planned Mixed Use District
Use(s)	Land Bay A Commercial Retail Land Bay B Commercial Retail; In-Line Shopping Center	Land Bay A Multi-Family Residential (up to 330 multi-family units) & Minimum 40,000 s.f. Non- Residential Land Bay B Multi-Family Residential (up to 640 multi-family units) & Minimum 90,000 s.f. Non- Residential
Uses/Features	Required in PMD zoning district	Proposed with Development in PMD
REZ area	Minimum 25 acres for PMD	Land Bay A 6.30 acres Land Bay B 12.95 acres
Open Space	20% of site	Land Bay A 37% Land Bay B 34%

Residential Unit Type / #	2 unit types/styles	Land Bays A and B One Unit Type Identified as Riverside Station Mixed Use Building
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Uses/Features	Required in North Woodbridge Small Area Plan / Transect (T-6) / Town Center	Proposed with Development in PMD
Target Density	T-6: 50 – 100 d.u./ac. 2.3 – 3.0 FAR	Land Bay A 52.3 d.u. / acre 1.5 FAR Land Bay B 49.4 d.u. / acre 1.34 FAR
Target Land Use Mix	Residential = 40 – 80% Non-Residential = 10 – 65% Civic = 5 %+	Residential: 87% Non-Residential: 12% Civic: 0.4%
Target Building Height	T-6 = 8 to 20 plus stories	1 to 7 stories

- B. Site Location: Collectively, the properties are located in a block bounded by Route 1 on the east, Gordon Boulevard on the north, and Occoquan Road on the south. The properties for Riverside Station Land Bay A are identified on County maps as GPINs 8392-95-9150, 8392-95-8090 and 8392-95-6684. The properties for Riverside Station Land Bay B are identified on County maps as GPINs 8392-96-9852 and 8492-06-2030.
- C. Comprehensive Plan: The sites are designated TC, Town Center, in the Comprehensive Plan and are located in the North Woodbridge Small Area Plan and Redevelopment Overlay District.
- D. Zoning: The properties are currently zoned B-1, General Commercial. A portion of Land Bay B is located within the Route 123 Highway Corridor Overlay District (HCOD).
- E. Surrounding Land Uses: The two properties are located within a block bounded by Route 1 on the east, Gordon Boulevard on the north, and Occoquan Road on the south. Commercial retail and single-family detached residences, many of which are used for commercial purposes, are located to the south and southwest on the other side of Occoquan Road. The Virginia Railway Express (VRE) and associated facilities

are located to the east on the other side of Route 1. Commercial retail uses are located to the north on the other side of Gordon Boulevard. The Woodbridge Auto Auction is located to the northwest on the other side of Horner Road. Commercial retail, including the Quality Inn and Bowl America, adjoin the site to the west.

F. Background and Context:

- a. North Woodbridge Small Area Plan: On October 8, 2019, the Board of County Supervisors adopted the North Woodbridge Small Area Plan (Res No. 19-483). The Plan serves as a basis for the long-term vision for future growth. The Small Area Plan is intended to support the transformation of the area into a vibrant, transit-oriented center that celebrates and protects cultural resources and natural features, while leveraging assets for economic growth and a high quality of life. The recommendations within the North Woodbridge Small Area Plan are focused on three geographic subareas: North Woodbridge Town Center, Belmont Bay, and Marumsc. The subject rezoning applications are central to the implementation of the vision for the North Woodbridge Town Center subarea.
- b. Existing Uses and Redevelopment: Land Bay A is improved with a single-story commercial retail structure and associated parking, currently vacant. The building was originally constructed in 1955 and operated as a motor vehicle sales establishment. Land Bay B is improved with a single-story strip shopping center and associated parking anchored by a large format grocery and a general merchandise store. Land Bay B also includes one retail pad site. The shopping center structure was originally constructed in 1979. All of these uses will be removed to facilitate the redevelopment of the combined parcels into a town center consisting of three mixed-use buildings and three commercial buildings.

STAFF RECOMMENDATION

Staff recommends approval of Rezoning #REZ2022-00007, Riverside Station Land Bay A, subject to proffers dated July 12, 2022, and Rezoning #REZ2022-00008, Riverside Station Land Bay B, subject to the proffers dated July 12, 2022, for the following reasons:

- The proposed rezoning to PMD, Planned Mixed Use District, is consistent with and directly implements the Town Center designation as noted in the North Woodridge Small Area Plan.
- These applications will facilitate the redevelopment of an aging shopping center and vacant commercial retail building into a mixed-use Town Center.
- These applications propose a building typology and internal street network that is consistent with the development patterns intended for areas designated Town Center.
- These two rezonings propose an integrated, cohesive development pattern.

Comprehensive Plan Consistency Analysis

Long-Range Land Use: The site is designated TC, Town Center, and is located within the North Woodbridge Small Area Plan with a T-6 transect. The proposal to rezone the two properties to PMD, Planned Mixed Use District, are consistent with and directly implement the Town Center designation. The proposed uses, consisting of multi-family residential and commercial retail/service, are consistent with the primary uses anticipated within the TC designated areas. The building typology, consisting of vertically integrated buildings oriented along an urban street grid, is consistent with the development pattern envisioned by the North Woodbridge Small Area Plan.

Level of Service (LOS): The application was filed after July 1, 2019, and is submitted pursuant to Virginia Code § 15.2-2303.4(D)(1).

The Applicant has not provided a Proffer Justification Narrative but rather a Fiscal Impact Analysis, dated August 23, 2021. The Fiscal Impact Analysis provides a broad comparison of the revenues and expenditures of residential and non-residential development in Prince William County versus the anticipated revenues and expenditures of the two Riverside Station rezonings, and does not provide the site-specific capacity and impacts relative to public schools, public safety, public parks, and public transportation facilities. Using the Fiscal Impact Analysis as a basis for its conclusion, the Applicant has stated that the net fiscal impacts are positive, and as such, agency specific mitigation is not applicable. Nevertheless, monetary contributions are proposed as outlined below.

The following table provides a summary of the monetary contributions provided with these two applications.

	Land Bay A	Land Bay B	Combined Land Bay A and Land Bay B
Environmental	\$75.00 per acre (based on 6.3 acres) \$472.50 Total Contribution	\$75.00 per acre (based on 12.95 acres) \$971.25	\$1,443.75
Parks & Recreation	\$0.00	\$0.00	\$0.00
Public Safety	\$0.61 per s.f of nonresidential \$24,400 Total Contribution (assumes 40,000 s.f.)	\$0.61 per s.f of nonresidential \$54,900 Total Contribution (assumes 90,000 s.f.)	\$79,300.00
Schools	\$0.00	\$0.00	\$0.00
Transportation	\$2,500 for bike racks at VRE Station	\$5,000 for bike racks at VRE Station	\$7,500.00
TOTAL LOS \$ CONTRIBUTION			\$88,243.75

In addition, the Applicant has agreed to either construct a pedestrian bridge across Route 1 to provide access to the VRE Station or to contribute funds not to exceed \$4,730,000. As discussed in more detail in the Transportation section of this report, this contribution and the above noted commitment to provide bike racks at the VRE Station are the only monetary contributions for transportation related improvements. The Applicant's Traffic Impact Analysis (TIA) notes regional roadway improvements that are needed to accommodate this development. The Applicant has not agreed to many of these improvements, but rather is only agreeing to those improvements that are necessary to provide direct access into the site. Construction of the pedestrian bridge or the \$4,730,000 contribution is being provided in lieu of these roadway improvements.

Community Input

Notice of the rezoning application has been transmitted to property owners within 500 feet of the site. 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. In addition, the Applicant conducted the following community meetings:

LOCCA on 9/30/21 and 6/30/22

PWCCA on 6/16/22 and 9/16/21

Belmont Bay on 4/13

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 ±6.3 acres associated with Land Bay A, and the 12.95 acres associated with Land Bay B, could be developed as a mixed-use development pursuant to the proposed PMD, Planned Mixed Use District. The two sites are currently zoned B-1, General Business. If the rezoning proposals are denied, then the properties could continue to operate or redevelop through the existing 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 October 25, 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

Stephen Gardner | (703) 792-5282
sgardner@pwcva.gov

ATTACHMENTS

Attachment A – Area Maps

Attachment B – Staff Analysis

Attachment C – Historical Commission Resolution

Attachment D – Master Zoning Plans (MZP)

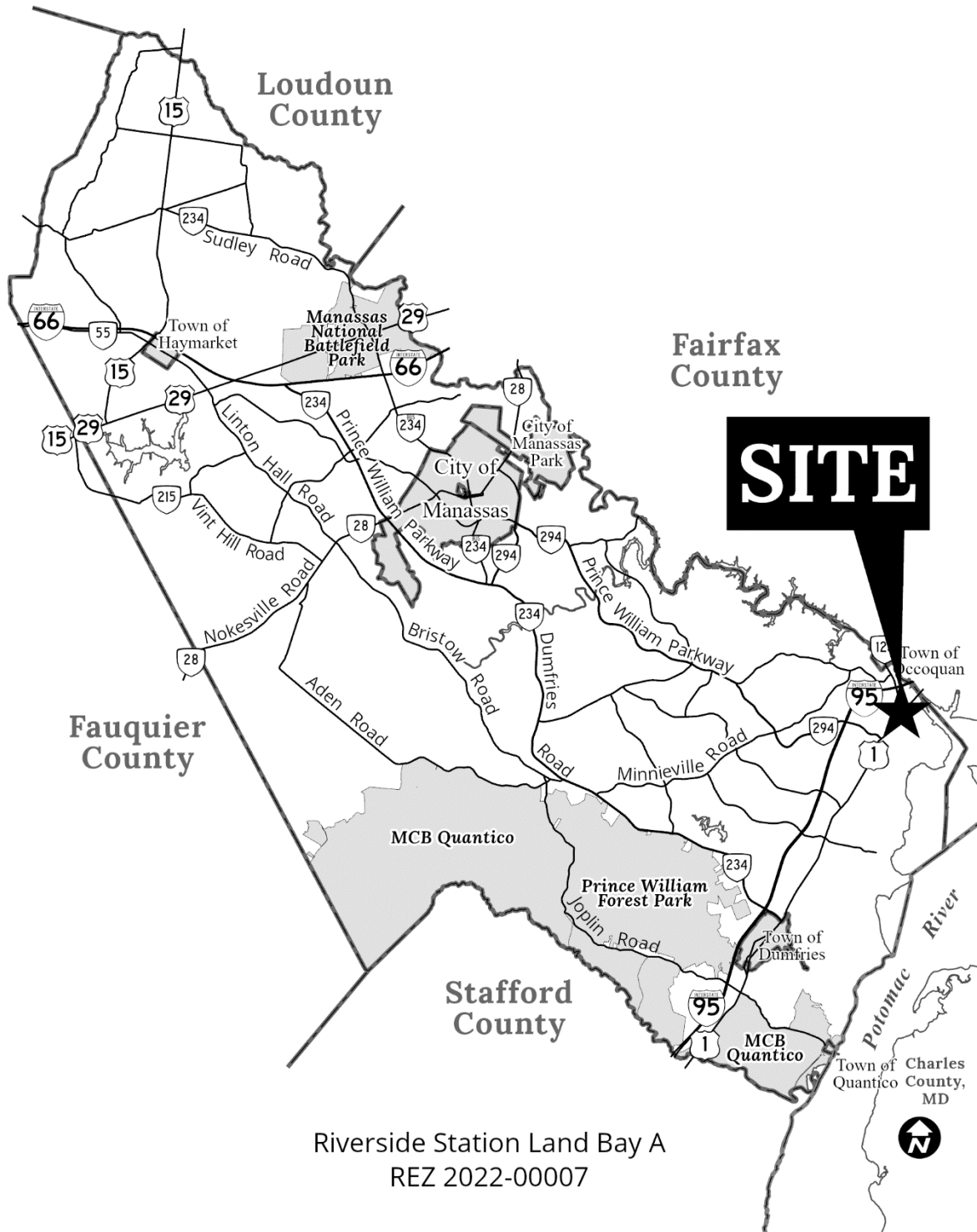
Attachment E – Design Guidelines

Attachment F – Schools Impact Statement

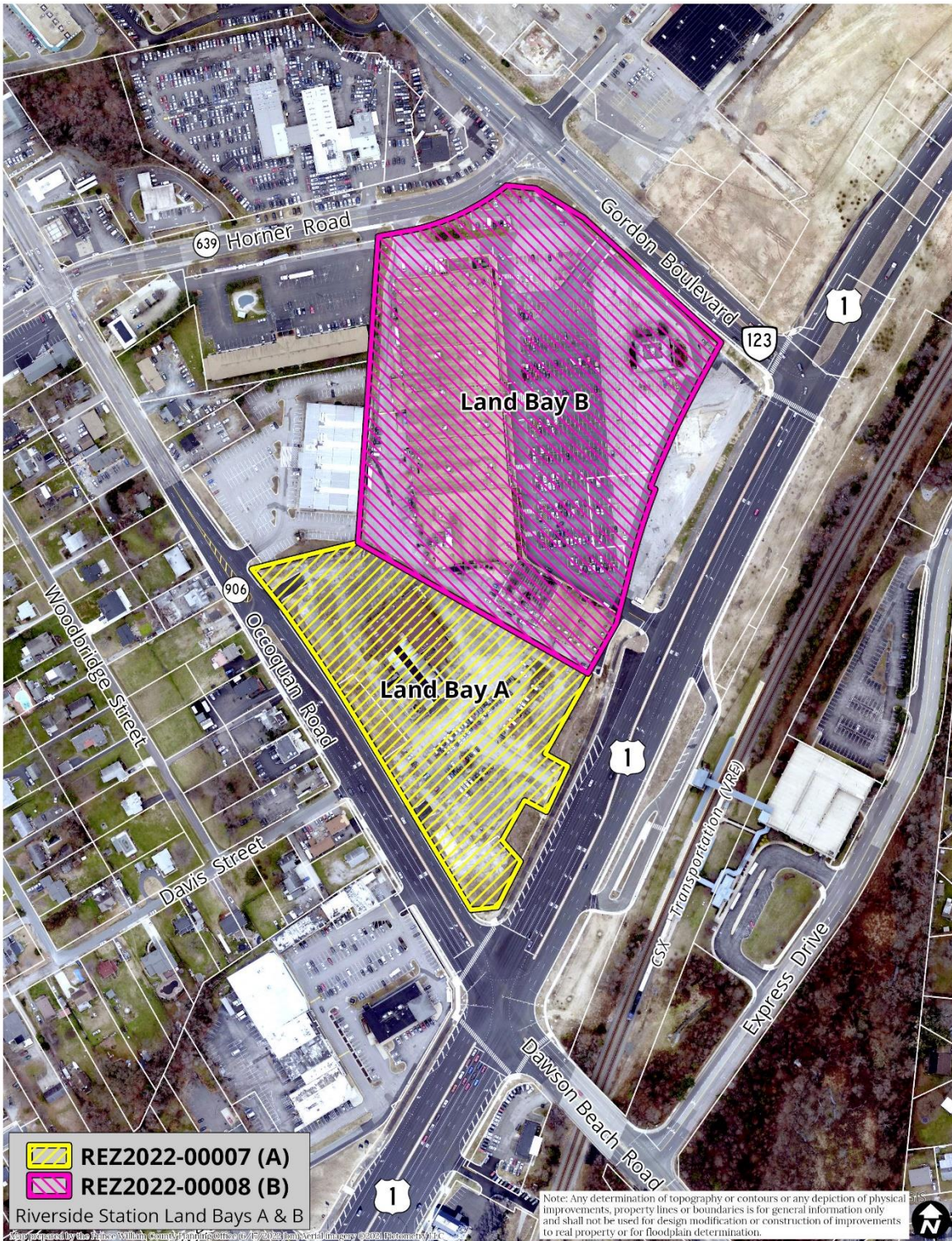
Attachment G – Watershed Management Comments

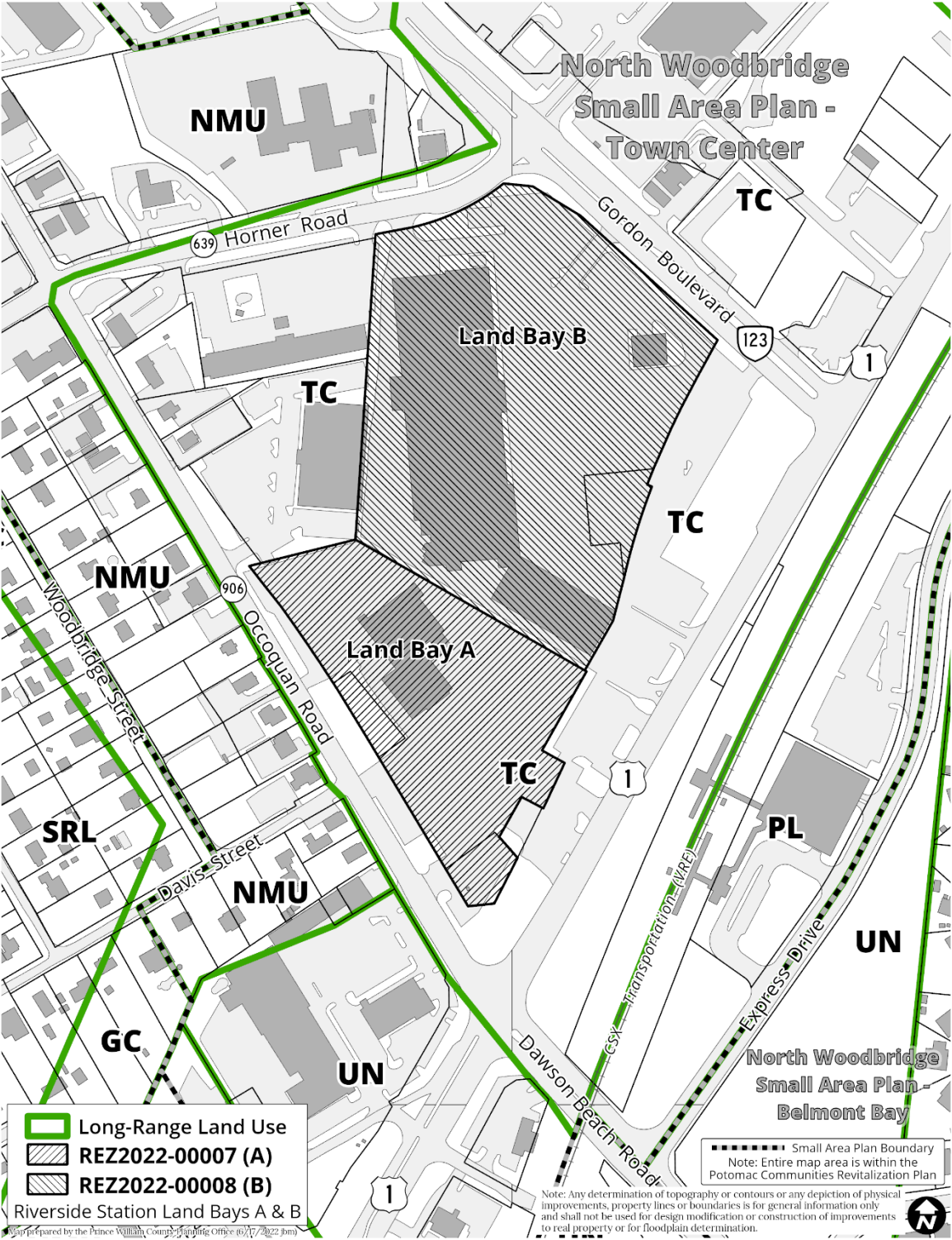
Attachment H – Prince William County Department of Transportation Comments

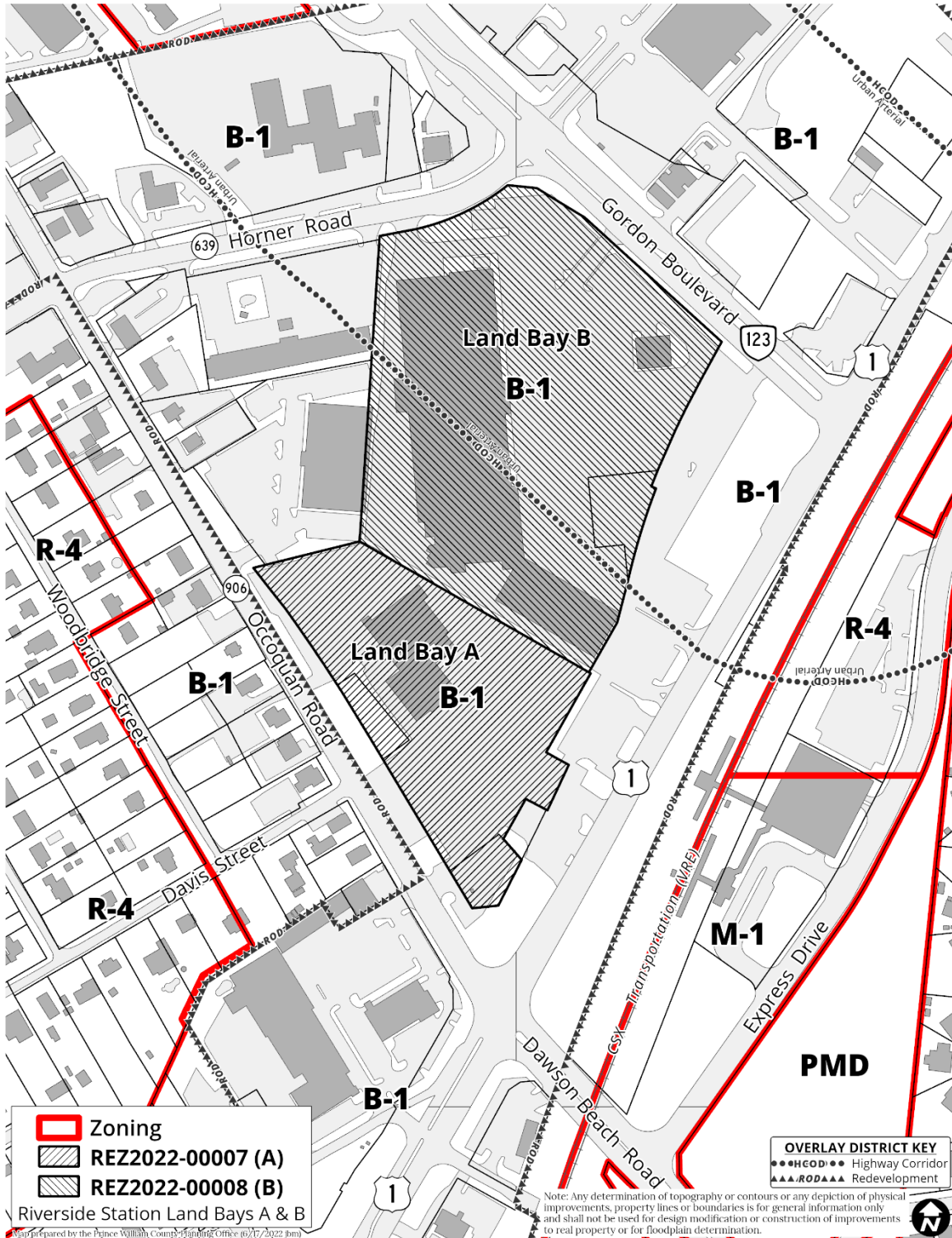
Vicinity Map



Riverside Station Land Bay A
REZ 2022-00007







Zoning
 REZ2022-0007 (A)
 REZ2022-0008 (B)

OVERLAY DISTRICT KEY

- HOD ●●●● Highway Corridor
- ▲▲▲▲ ROD ▲▲▲▲ Redevelopment
- M/RB — CSX Transportation

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

Riverside Station Land Bays A & B
Prepared by the Prince William County Planning Office on 6/17/2022 (j.m)

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
Economic Development	Yes
Environment	Yes
Fire and Rescue	Yes
Housing	Yes
Parks, Open Space and Trails	Yes
Police	Yes
Potable Water	Yes
Sanitary Sewer	Yes
Schools	No
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	Commercial Retail, including Bowl America and Quality Inn	TC; NMU	B-1
South	Commercial Retail and Single-Family Detached Residential	NMU; UN	B-1
East	VRE Station	PL	R-4; M-1;PMD
West	Commercial Retail	TC; NMU	B-1

Long-Range Land Use Plan Analysis

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

Long-Range Land Use Map Designation	Intended Uses and Densities
<p>TC, Town Center</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>



Figure 54: North Woodbridge Town Center – Illustrative Plan

Consistency with Town Center Designation

Areas designated Town Center are planned as the most intense and diverse land uses in the County, and in this instance, the Town Center is intended to serve as a destination for all of North Woodbridge as well as maximize transit options provided by the nearby VRE Station. This portion of the Town Center is designated as a T-6 transect with residential densities ranging from 50 to 100 dwelling units per acre and non-residential Floor Area Ratio (FAR) ranging from 2.3 to 3.0. Building heights are recommended between 8 and 20 plus stories.

When considered cumulatively, Riverside Station Land Bay A and Riverside Station Land Bay B propose up to 1.18 million square feet¹ of development, including 970 residential dwelling units and a minimum of 130,000 square feet of non-residential uses. Land Bay A proposes up to 330 dwelling units and a minimum of 40,000 square feet of non-residential uses, which translates into a residential density of 52.3 dwelling units per acre and a total FAR of 1.5². Land Bay B proposes up to 640 dwelling units and a minimum of 90,000 square feet of non-residential uses, which translates into a residential density of 49.4 dwelling units per acre and a total FAR of 1.34³.

The proposed residential density is generally consistent with the T-6 transect. However, the non-residential intensity, total intensity, and building heights are not consistent with the T-6 transect. Although the intensity and building heights are not consistent with the North Woodbridge Small Area Plan, the building form and typology is consistent. Staff recognizes that land values in the North Woodbridge submarket do not support steel construction, which would be necessary to realize a T-6 transect. As such, staff can support the intensity and building heights proposed as appropriate based on current market conditions. However, staff recommends that options for higher intensity development be incorporated into the site design to be constructed in later phases.

Areas designated Town Center are anticipated to have a land use mix consisting of between 40 percent and 80 percent residential and between 10 and 65 percent non-residential. Cumulatively, these applications propose residential uses constituting up to approximately 87 percent of the land use mix, and non-residential uses constituting approximately 12 percent of the land use mix. As such, the percentage of residential uses is above the target anticipated by the North Woodbridge Small Area Plan, and the percentage of non-residential uses is at the lower end of the target. In addition, the Plan anticipates 5 percent civic uses. The Applicant has agreed to provide 5,000 square feet for use by the County, which would equate to 0.4 percent of the square footage. The following table illustrates the land use mix based upon square footages provided by the Applicant.⁴

¹ Neither the proffers nor the MZP note a maximum non-residential square footage or a total residential square footage. Calculation of total square footage is based on information provided by the Applicant as part of their response to staff comments. This response noted 363,400 square feet of residential uses and 40,000 square feet of non-residential uses in Land Bay A and 671,000 square feet of residential uses and 106,000 square feet of non-residential uses in Land Bay B.

² The total FAR includes both residential and non-residential square footages. Non-residential FAR is calculated using the minimum square footage.

³ Total FAR includes both residential and non-residential square footages. Non-residential FAR is calculated using the minimum square footage.

⁴ Percentages based on 363,400 square feet of residential uses and 40,000 square feet of non-residential uses in Land Bay A and 671,000 square feet of residential uses and 106,000 square feet of non-residential uses in Land Bay B.

Staff Analysis

	Land Bay A	Land Bay B	Total
Residential	90.1%	86.4%	87.6%
Non-Residential	9.9%	13.6%	12.4%
Civic	0%	0.64%*	0.4%*

* Civic uses are also included as part of the non-residential calculations.

A diverse land use mix is essential to creating a vibrant town center with both day and evening activities that ultimately results in the area becoming a regional destination. This application does not include any commitments to non-residential uses other than retail. Staff recommends the Applicant incorporate additional non-residential uses into the land use mix, including but not limited to, boutique office, second story services, hotel, and/or fitness centers. Additional non-residential uses should be considered for subsequent phases, and adequate retail should be provided to ensure street level activation.

Proposal's Strength

- Zoning Consistency with North Woodbridge Small Area Plan: The proposed rezoning to PMD, Planned Mixed Use District, is consistent with and directly implements the Town Center designation as noted in the North Woodridge Small Area Plan.
- Redevelopment of Existing Commercial Uses: The two rezoning propose the redevelopment of an aging strip commercial shopping center (Land Bay B) and a vacant retail building (Land Bay A) into a mixed-use town center with increased density that maximizes the site's prominent location along key highway corridors and proximity to a VRE Station.
- Building Typology and Form: The site proposes mixed-use buildings constructed along a new grid of streets that is consistent with the development patterns envisioned by the North Woodbridge Small Area Plan for areas designated Town Center.
- Civic Uses: The Applicant has proffered to provide a 5,000 square foot non-residential/office space for lease by the County (Land Bay B Proffer X.A.). This proffer is intended to satisfy the Applicant's civic space requirements. The latest draft of the proffer now states the lease terms shall reflect Class-A retail fair market rent in the Woodbridge submarket.

Proposal's Weaknesses

- Building Transect: The two applications are not consistent with the Town Center's T-6 transect. Land Bay A with an FAR of 1.5 is more aligned with a T-5 transect, and Land Bay B with an FAR of 1.34 is more aligned with a T-4 transect. However, staff recognizes that the North Woodbridge Small Area Plan will take some time to achieve its fully anticipated density. This is the first major project to develop within the North Woodbridge Small Area Plan, and it is expected future developments to become closer and closer to the projected growth approved in the plan.
- Building Height: Land Bay A Building 1A is proposed at a height of six floors, and Land Bay B Buildings 2A and 2C are proposed at a height of seven stories. This is not consistent with the T-6 transect which recommends building heights between 8 and 20 plus stories. However,

staff recognizes that the North Woodbridge Small Area Plan will take some time to achieve its fully anticipated density. This is the first major project to develop within the North Woodbridge Small Area Plan, and it is expected future developments to become closer and closer to the projected growth approved in the plan. The proposed height is very close to the low end of the planned height, which is great for the first major project in the corridor.

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.

Modifications to Landscaping and Buffering

The Design and Construction Standards Manual (DCSM) does not have standards for urban growth yet, which is something that needs to be addressed after the Comprehensive Plan is adopted. Because Prince William County is in the process of transitioning to more urban growth, the County should adopt standards that align with urban growth practices. Due to this, there are inconsistencies in the adopted DCSM and the goals of the Comprehensive Plan. Staff will use adopted policies and ordinances to review projects, however staff acknowledges that there are situations where the adopted ordinances may be out of alignment with the plan. Buffering requirements are one of the standards that do not include urban considerations yet. Urban buffer standards are very different than suburban standards, which does not mean that buffers should not be included. It means that urban buffers look different than suburban standards and suburban standards may conflict with urban design goals. Adequate open space and appropriate buffers should still be provided.

The PMD, Planned Mixed Use District, requires a perimeter landscape buffer to be provided in accordance with the Type C buffer standards of the Design and Construction Standards Manual (DCSM), which translates to a fifty-foot wide buffer along the frontage of Route 1, Occoquan Road, Gordon Boulevard, and Horner Road. In addition, the site's Gordon Boulevard frontage is located within the Highway Corridor Overlay District (HCOD), which requires a twenty-foot wide buffer. The Applicant has proposed to modify both the width and planting units within the perimeter buffer to that noted on the MZP and Design Guidelines. The rationale for these modifications is to provide an urban street section in accordance with the North Woodbridge Small Area Plan.

Staff concurs with the Applicant that the prototypical buffer standards of the Zoning Ordinance and DCSM are not appropriate for an urban context, and as such, staff can support the concept and spirit of the modifications. The MZP states that an average ten-foot wide buffer will be provided

along Route 1 and Horner Road with 80 plant units per 100 linear feet of road frontage. A ten-foot wide landscape strip will be provided along Occoquan Road with 80 plant units per 100 linear feet of road frontage. The HCOD buffer along Gordon Boulevard will be variable width and will contain 640 plant units for 494 linear feet of road frontage. The MZP notes the width along the segment of Gordon Boulevard west of Mainline Avenue to be a minimum of 12 feet, and the segment of Gordon Boulevard east of Mainline Avenue is noted as 28 feet.

It is important that any modifications of the buffer widths or plantings standards result in a design that ensures the viability and sustainability of the plantings provided. More specifically, the modified buffer standards along Occoquan Road result in an eight-foot wide landscape panel, noted as "lawn" by the landscape plan, immediately adjacent to the curb and a ten-foot wide landscape area along the building wall, which is intended to satisfy the Zoning Ordinance and DCSM buffer standards. Conceptually, this is an appropriate width for an urban context. However, the design places canopy trees within six feet of the building wall and in a location that coincides with existing utilities, both of which will limit the ability of canopy trees to reach full maturity. Any streetscape in an urban context will have utility constraints, and it is the burden of the Applicant to propose a design that considers and accommodates such.

Finally, the proposed buffering along Route 1 is noted as variable with an average width of ten feet. The landscaping as reflected on the MZP and Design Guidelines relies heavily on existing Virginia Department of Transportation (VDOT) right-of-way to provide an expanded buffering area. In regard to Land Bay A, the vast majority of the buffering is provided off site within the VDOT right-of-way. In regard to Land Bay B, the area of VDOT right-of-way being used to satisfy buffering requirements is located within the future footprint of a grade separated interchange at the intersection of Route 1 and Gordon Boulevard. Although the design of the interchange is not solidified, any landscaping within the VDOT right-of-way is subject to removal as needed. Staff recommends the Applicant ensure the minimum buffer can be accommodated on-site. Alternatively, a proffer committing to replanting and maintaining landscaping is encouraged.

Sign Modification Request

Per the proffers and Design Guidelines, the Applicant is requesting four separate sign modifications to accommodate three different sign types. Proposed signage subject to the modification include two pylon signs, one primary entrance sign, and four secondary entrance signs. Modifications include the following:

1. Increase in sign height and setback to allow two 52-foot tall pylon signs to be setback 15 feet from the Gordon Boulevard right-of-way and 20 feet from the Route 1/Occoquan Road right-of-way;
2. Increase in the number of freestanding signs permitted per 1,000 feet of linear street frontage to allow two freestanding signs along Gordon Boulevard and three freestanding signs along Occoquan Road;
3. Increase total area of each freestanding primary entrance sign from 100 square feet to 136.5 square feet; and
4. Increase total area of each freestanding pylon sign from 100 square feet to 242 and 240.8 square feet.

Staff Analysis

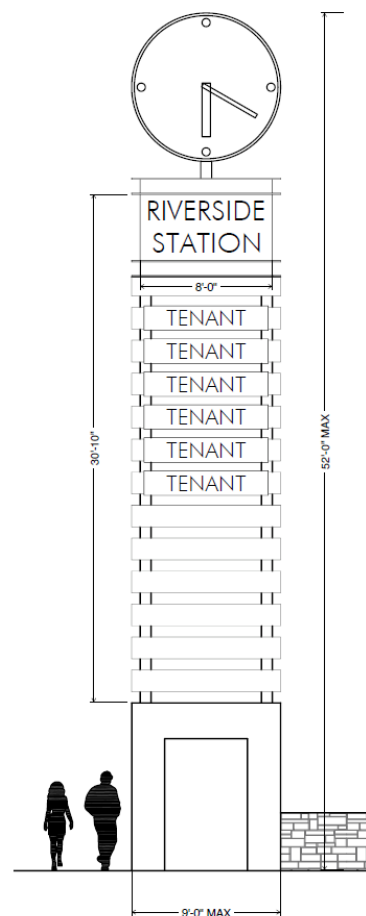
The information contained within the Design Guidelines is limited to the signage referenced above. Additional signage will be needed for the various residential and non-residential users, and it is staff assumption that such signage will be pursuant to the Zoning Ordinance. Further, the Design Guidelines state the illustrations included therein are precedent images, and final signage may contain minor modifications in detail, dimensions, color, and/or materials. The Applicant has proffered that a comprehensive sign plan will be provided to the Planning Director two weeks prior to application for required sign permits. This comprehensive sign plan will include signage subject to the modifications proposed herein.

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) *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.

Although the final details are unknown, Staff can conclude that the primary and secondary entrance signs are consistent with the character of development, provided the final signage is consistent with that illustrated in the Design Guidelines. Conversely, the two 52-foot tall pylon signs are not consistent. The Applicant describes the pylon signs as an elegant clock tower intended to complement the nearby VRE Station. If this were the intent, staff could generally support the request, even though the height is equivalent to a five-story building. In this instance, however, the 52-foot "clock tower" includes tenant names along the vertical length of the base. The illustration depicts six tenant names, but as the image is noted as "precedent" and "illustrative," additional signage can be anticipated. With regards to the pylon sign located at Route 1 and Occoquan Road, this "clock tower" would exceed the height of Buildings 1B and 1C and would be comparable to the height of Building 1A.



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.

The Design Guidelines do not provide any information on lighting of any of the proposed signs. Landscaping would be pursuant to the Landscape and Open Space Plan, which provides little detail regarding plantings in areas proximate to the signage.

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.

As noted above, the full range of signage has not been provided, only the three sign types noted above. The Applicant has proffered to provide a comprehensive sign plan for review and approval by the Planning Director two weeks prior to issuance of sign permits, which partially addresses this criteria. Of the three sign types proposed and illustrated in the Design Guidelines, it does appear as though the primary and secondary entrance signs are consistent in design. The proposed 52-foot tall pylon sign does not appear to be consistent with the other signage proposed in terms of height, style, or architectural design.

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.

The modifications proposed above will permit a free-standing sign at each access point into the development. Staff does not object to the modifications that would permit the primary or secondary entrance signage. Conversely, Staff cannot support the two 52-foot tall pylon signs, with an area of 242 and 240.8 square feet. 52 feet is the equivalent of a five-story building, a height which is unnecessary for this location. Further, one of the pylon signs is prominently placed at the intersection of Route 1 and Occoquan Road. Signage of this scale and height at this location is not appropriate. As noted above, if the proposed pylon sign were more akin to an architectural feature (i.e. the elegant clocktower as described by the Applicant) that identifies the development, Staff would not object. However, a large percentage of the vertical base is devoted to tenant identification, which seems unnecessary and redundant given the close proximity of the primary and secondary entrance signs.

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.

There will be major roadway improvements and a pedestrian bridge over Route 1. There may be elevated road sections associated with the intersection design that could create visual obstructions. The intersection design is not yet designed, however multiple bridge options are being considered, which would lead to visual obstructions along Route 1.

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

There are effectively three signs proposed in the HCOD, two secondary entrance signs and one pylon signs. One of the secondary entrance signs is proposed at the Horner Road access, which is still technically within the HCOD. Staff does not object to the free-standing entrance signs, but staff has concerns about the design of the 52-foot tall pylon sign.

Proposal's Strengths

- **Building Typology:** The building typology consisting of mixed-use and vertically integrated buildings is consistent with the development patterns envisioned by the North Woodbridge Small Area Plan for areas designated Town Center. The vertical integration of uses will include retail on the ground floor and residential uses on upper floors. Access to the individual units within these will be via internal corridors.
- **Building Elevations:** Building elevations have been submitted for mixed-use buildings 1A, 2A, and 2C as viewed from Route 1, Occoquan Road, Gordon Boulevard, and Horner Road as well as internal roadways, including Station Boulevard, Mainline Avenue, and Crabmans Way.
- **Structured Parking:** Structured parking has been provided in Buildings 1A, 2A, and 2C, which constitutes the vast majority of parking on the two sites. This is consistent with the Small Area Plan recommendations. The structured parking is generally screened on all sides by occupied uses, including residential and retail. Staff does note that some surface parking is proposed at key access points into the site, notably Station Boulevard at Route 1, Mainline Avenue at Gordon Boulevard, and Crabmans Way at Horner Road. Staff understands that some surface parking may be necessary in the interim, and the Design Guidelines should encourage limiting surface parking and replacement of these areas with active uses in the future.
- **Streetscapes:** Streets have been defined as primary and secondary based upon their intended function within the larger development. Primary streets are intended to carry the highest percentage of pedestrian activity and should include street level activation. Primary streets include Mainline Avenue, Hilda Barg Way, and Station Boulevard. Street sections included on Sheet C501 of the MZP note the public sidewalk along these streets as six feet in width.
 - Streetscapes along primary streets should maintain a free and clear sidewalk with a minimum width of eight feet. In certain instances, the building zone will increase the sidewalk width, particularly in the areas adjacent to the Central Plaza. However, the building zone is intended as the location for street level activation, including outdoor restaurant dining. The building zone in areas adjacent to the Central Plaza is wide enough to accommodate both outdoor dining and the public sidewalk. The building zones along Mainline Avenue and Hilda Barg Way, noted by the street sections as four feet and three feet respectively, are not wide enough for outdoor seating. The applicant indicates other retail and service users will be appropriate for these locations.
 - Streetscape sections have not been provided along Route 1.

- Streetscape planting details should be added to the MZP and proffered.
- The “General Street Standards – Retail Streetscape” graphic included in the Design Guidelines seems to conflict with the Street Sections noted on the MZP, particularly with regards to Hilda Barg Way.
- Underground of Electric Utility Lines: The Applicant’s responses indicate they intend to place the existing overhead utility lines underground along Occoquan Road in accordance with the DCSM. Although this commitment is appreciated, there is no proffer that stipulates such. In addition to the aesthetic value of undergrounding utilities, the Occoquan Road frontage is the portion of the site in which the building is closest to the street. Any above-grade utilities will be within line of sight and within close proximity to residential units and any open-air balconies. This issue will be addressed more fully at the time of site plan and should reflect the Applicant’s commitments contained herein.
- Route 1 Shared-Use Trail: A ten-foot wide shared-use trail currently exists along the frontage of Route 1. The MZP states this ten-foot wide shared-use trail will be relocated. Staff recommends a proffer be provided that stipulates a trigger for this relocation and which ensures pedestrian access along the frontage of the site will be maintained during construction.

Proposal's Weaknesses

- Design of Stand-Alone Retail Pad Sites: Stand-alone strip retail pad sites are discouraged within a Town Center unless those pad sites are well integrated into the larger development. Buildings 1C and 1B are effectively stand-alone pad sites and are proposed as the prominent features along Route 1. The Design Guidelines note that stand-alone retail buildings will be integrated into the design and will be compatible with the architectural style of the mixed-use buildings. However, no information has been provided regarding how this will be accomplished. Additional design strategies or illustrative and architectural concepts should be included in the Design Guidelines to address the design of retail pad sites.
- Lack of Continuity between TC designated areas across Horner Road: The Town Center portions of the North Woodbridge Small Area Plan extend north across Gordon Boulevard, and Horner Road and Gordon Boulevard are effectively the spine roads of the Town Center. As such, the Gordon Boulevard frontage of the site is key, and the intersection of Horner Road and Crabmans Way is a focal point in the larger Town Center area. The site layout for Land Bay B places surface parking and service uses at this key intersection. Based on the configuration of Building 2A, further development at this portion of the site will be limited, and creating a street wall with activated uses at the Horner Road / Crabmans Way intersection will be difficult. This has the potential to create gaps in the continuity of the larger Town Center as properties across Gordon Boulevard and Horner Road redevelop.

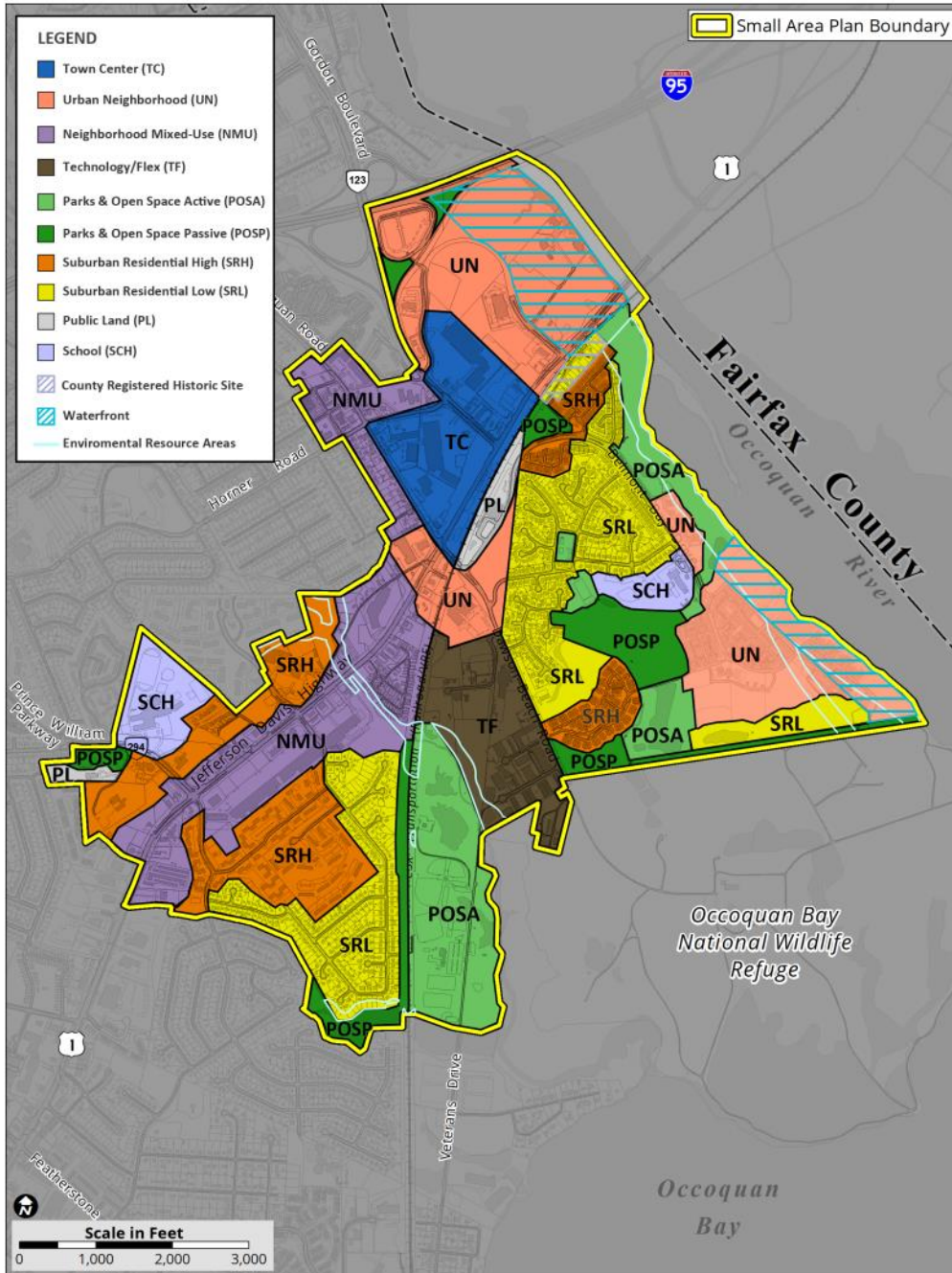


Figure 46: Planned Long-Range Land Use Classifications

- Landscaping and Buffering:** Waivers/modifications have been submitted for all frontages along public streets. The modification languages states that plantings will be provided as included in the Design Guidelines. The Design Guidelines provide a “recommended plant palette” and “canopy/street tree – examples.” The Landscape and Open Space Plan does include notations with a specific planting standard along Occoquan Road, Route 1, Horner Road, and Gordon Boulevard. Although Staff supports the spirit of the proposed modifications, the Applicant should provide additional clarity to ensure plantings will be

viable in the proposed locations and able to reach full maturity. As such, Staff recommends the following:

- Commit to plantings in the event VDOT does not approve landscaping within the right-of-way.
 - Ensure plantings do not coincide with utility corridors and commit to replanting if disturbed in the future.
 - A typical street tree detail has been provided on the MZP which depicts the use of underground jersey barriers to support the public sidewalk and provide adequate soil volume for street trees. Staff is not familiar with this design, which essentially requires the sidewalk to “bridge” over the planting areas underneath. The Applicant should confirm the structural stability of these facilities by a licensed structural engineer as well as the confirm adequate separation exists between the soil and the sidewalk for tree root growth at time of site plan.
 - All proposed buffer areas, as modified, should be marked and labeled on the MZP prior to Board.
 - All utilities and associated easements should be noted on the MZP to determine any conflicts with proposed buffers, which are proposed to be modified to reduce width prior to Board.
 - Site specific concerns and proffer issues noted in the attached Watershed Management Comments should be addressed by the Applicant prior to Board.
 - The Landscape and Open Space Plan note the buffer width along Horner Road as an average of ten feet, whereas the Street Sections note the width as “varies” with a minimum width of ten feet. Staff recommends a minimum buffer width of ten feet be provided, consistent with the Street Sections.
- Gordon Boulevard Shared-Use Trail: The North Woodbridge Small Area Plan, Page 109, Planned Pedestrian Network, notes shared-use paths along both Gordon Boulevard and Route 1. The MZP depicts an eight-foot wide shared-use trail along Gordon Boulevard between Mainline Avenue and Route 1. The section between Mainline Avenue and Horner Road is noted as a five-foot wide sidewalk, which is not consistent with the North Woodbridge Small Area Plan.
 - Pylon Sign: Staff is not able to support the signage modification to permit the two 52-foot tall pylon signs at this time.

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.

Land Bay A is currently improved with a vacant commercial building and surface parking. Land Bay B is improved with an existing shopping center, outparcel, and surface parking lots. As the site is completed developed, there is low probability of finding intact cultural resources.

Proposal's Strengths

- **No Further Work**: The Historical Commission reviewed this proposal at its October 12, 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.

Economic Development

Economic development drives growth by increasing the commercial tax base, diversifying the economy, creating quality jobs, and improving the overall quality of life. Having an appealing quality of life and placemaking amenities is key to attracting and retaining a talented and educated workforce, which in turns is needed to attract employers and businesses. Revitalization and redevelopment are a specific kind of economic development that focuses attracting new investment into an already established area to create new economic opportunities for the community. Redevelopment is challenging and generally requires longer timelines, significantly more capital investment than a greenfield site, and contains a higher level of risk.

The County's 2021-2024 Strategic Plan provides goals and action strategies for a Resilient Economy that diversify, support, and expand the local economy to ensure equitable economic growth through innovative business/ talent attraction, promotion, and investment. Many of the action strategies identified in the Strategic Plan call for attracting new investment to create attractive, walkable, placemaking destinations that can attract a workforce that can work and play where they live. In 2019, the North Woodbridge Small Area Plan was adopted, and the Department of Economic Development (DED) began to work with the applicant to encourage a land assemblage for redevelopment in line with the small area plan. The proposed project is considered by DED to be a catalyst in developing the area's first vertical mixed-use development near public transportation. The proposed plans include 130,000 square feet of non-residential development to attract restaurants, grocery, retail, and personal services in a walkable environment with activated retail

fronts which include outside seating and dining. Additionally, the applicant will be working with small business tenants in the existing shopping center to relocate them to the new development. Based on the market, the proposed project provides an appropriate amount of non-residential space that should meet the market and create a successful project to encourage new investment from other developers.

As such, DED designated the project as Targeted Industry Status under the Opportunity Zone and Redevelopment areas category. This category was added to the Target Industry List on February 5, 2019, and the BOCS approved Resolution Number 19-080, to help encourage redevelopment opportunities. Furthermore, in accordance with BOCS Resolution 20-833, the Board resolved that the proposed project is in alignment with the Prince William County 2017-2020 Strategic Plan objective to expand the commercial tax base in redevelopment areas.

In alignment with the goals and strategies set forth for the County's redevelopment areas, the Department of Economic Development, is fully supportive of the subject application and finds the application consistent with the objectives and action strategies within the Strategic Plan, Redevelopment Overlay District Zoning Ordinance Sec. 32-507.01, and the North Woodbridge Small Area Plan Economic Development Section.

Proposal's Strengths

- This application is consistent with the following objectives of the Strategic Plan:
 - Objective 1 Action Strategy B to development opportunities for self-contained lifestyle, recreation, residential, entertainment and town center developments with an emphasis on creating accessible, walkable live/work/play destinations that include parks, trails, and green spaces.
 - Objective 1 Action Strategy C to expand transportation options that make it easier to travel into, out of, and around Prince William County.
 - Objective 1 Action Strategy D to redevelop existing sites and buildings to attract new business investment
 - Objective 1 Action Strategy F to create a variety of housing options to attract and sustain a diverse workforce.
 - Objective 2 Action Strategy E to create strategies to incentive the consolidation of smaller parcels to promote redevelopment.
 - Objective 3 Action Strategy D to continue to explore opportunities to create vertical mixed-use town centers with a distinct sense of place.

Proposal's Weaknesses

- None identified.

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

Both Land Bay A and Land Bay B are currently fully developed. Land Bay A is improved with single story commercial building with surface parking, and Land Bay B is improved with a retail shopping center, outparcel, and surface parking. Both land bays are generally devoid of any vegetation, including landscaping. There are no intact environmental resources on either property.

These applications propose the redevelopment of the existing commercial building on Land Bay A and the existing shopping center on Land Bay B into a mixed-use town center. Many of the buffers and landscaping requirements of the DCSM are being waived and/or modified to facilitate an urban context. Perimeter buffer requirements, including the HCOD, are being significantly reduced, and landscaping and canopy tree requirements internal to the site are being realized in the form of parks and urban streetscapes. As discussed extensively in the community design section of this report, staff can support the spirit through which many of these waivers/modifications have been submitted, provided there are clear commitments that vegetation within the reduced buffer areas will be viable.

Staff is recommending that the Applicant commit to naturalized planting areas on the properties as a means to restore landscape resources. Although this application proposes a town center in an urbanizing context, there are areas on the site that are ideally suited for the incorporation of naturalized areas within the landscape design, specifically park areas outside of the central core (i.e. East Park and portions of the Garden Park) and areas along the perimeter of the site adjacent to major roadways. The landscape and open space plan includes naturalized planting areas, but they are largely located off-site within the VDOT right-of-way, and on-site areas are small and fragmented.

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 Environmental Resources:** The site does not include any existing environmental resources and is generally devoid of existing vegetation, including landscaping.

- Open Space: Land Bay A proposes 37 percent open space, and Land Bay B proposes 34 percent open space. This exceeds the 20 percent open space required by the by the PMD zoning district, and the 10 percent open space recommended for areas designate Town Center in the North Woodbridge Small Area Plan. Although it appears as though open space exceeds the amount required by both the Zoning Ordinance and the North Woodbridge Small Area Plan, the specific areas used in calculating open space are not delineated on the MZP. The Applicant has stated that open space will be provided pursuant to the definition in the Zoning Ordinance.

Proposal's Weaknesses

- Incorporation of Naturalized Planting Areas: Given the lack of existing natural resources of any kind, the Applicant should incorporate naturalized planting areas along the frontage of Route 1 outside of the public right-of-way and within on-site park spaces, specifically park areas outside of the central core (i.e. East Park and portions of the Garden Park). Although there are some naturalized planting areas located outside of the right-of-way, those areas are generally small and disconnected. Notations on the Landscape and Open Space Plan note a planting density of 20 plant units per 400 square feet of naturalized area, which is consistent with the Staff recommendation.
- HCOD Buffer: A variable width HCOD buffer has been provided along the frontage of Gordon Boulevard, and modifications/waivers have been submitted to reduce the 50-foot wide perimeter landscape buffer. Although staff can support the spirit of the waiver as suitable for an urban context, the HCOD should maintain a minimum width of twenty feet with the planting standards as noted in DCSM 1000. In addition to beautification of the HCOD corridor, this portion of the site includes surface parking and is proposed for a future grade separated interchange at the intersection of Route 1 and Gordon Boulevard. Further discussion is provided in the Community Design section of this report.

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

Fire and Rescue Plan Analysis

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

Fire/Rescue Station #2 is the first due fire/rescue resource for the subject property. The site is located inside the 4.0-minute travel time for Basic Life Support and Fire. However, the site is located outside the 8.0-minute travel time for Advanced Life Support. In FY 2021, Fire/Rescue Station #2 responded to 4,187 incidents, and with a workload capacity of 4,000 incidents per year.

The Fire Marshal's Office has identified access concerns to the swimming pools, parking garages, and courtyards that will need to be addressed at the time of site plan. In addition, any structure greater than forty feet in height will need to include provisions for aerial access. Many of the structures on this site exceed forty feet in height.

Proposal's Strengths

- Monetary Contribution: As proffered, the Applicant will make a monetary contribution to the Board of County Supervisors in the amount of \$0.61 per gross square foot of nonresidential floor area, exclusive of parking structures and garages. As discussed in more detail below, this application does not include mitigation for the proposed residential units.
- 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.
- Emergency Access: As proffered, the Applicant shall include at least one elevator in each mixed-use building large enough to accommodate a standard hospital gurney and emergency personnel. The Applicant shall ensure that adequate communication coverage is provided in each of the parking garages.

Proposal's Weaknesses

- Fire and Rescue Station Workload: Fire and Rescue Station #2 is currently operating above capacity. The North Woodbridge Small Area Plan identifies the potential need for a new fire and rescue station in the Marumsco area. However, a solution has not been identified in the Capital Improvements Program (CIP).
- Inside of 8.0-Minute Travel Time: The site is located outside of the required 8.0-minute travel time for advanced life support services.
- Fire and Rescue Mitigation: The proffers do not specify a mitigation for the residential gross floor area or a contribution per residential dwelling unit. The total proposed gross floor is approximately 1.18 million square feet, a minimum of 130,000 square feet of which is noted as nonresidential. As stated above, Fire and Rescue Station #2 is operating above existing capacity. Although the application includes mitigation for the proposed nonresidential square footage, no mitigation is proposed for the proposed 970 residential units.

The CIP does not currently identify improvements to or the addition of fire and rescue facilities that would serve this area, and staff is unable to identify alternate mitigation for the residential component of the development at this time.

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.

Proposal's Strengths

- **Affordable Dwelling Units (ADUs):** Land Bay A and Land Bay B Proffer I.B.1.b. provides for eight percent of the total multifamily dwelling units to be designated as ADUs to be allocated to households with earnings as a percent of the Area Median Income (AMI) as follows: two percent of the units to households earning 60% of AMI; two percent of the units to households earning 70% of AMI; two percent of the units to households earning 80% of AMI; and two percent of the units to households earning 100% of AMI. The provisions of this proffer shall remain in effect for a term of thirty years from the issuance of the first certificate of occupancy.

Proposal's Weaknesses

- None Identified

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 a copy of 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 Prince William County Comprehensive Plan (adopted March 10, 2020), and park-related goals identified in the DPRT Parks, Recreation and Open Space Master Plan (adopted October 6, 2020) and the North Woodbridge Small Area Plan (adopted October 8, 2019).

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

<u>Park Type</u>	<u>Park/Facility</u>
Neighborhood	Jefferson Park (undeveloped) Riverbend Park Belmont Park
Community	Hylbrook Park Hammill Mill Park
Regional	Veterans Regional Park Neabsco Regional Park Chinn Aquatics and Fitness Center
Linear/Greenway	None
Natural/Cultural Res.	The Kings Highway Heritage Park I & II Rippon Lodge
School/Community Use	Belmont ES fields and Fred Lynn MS fields
Trails	Existing shared use path along Route 1; existing sidewalk along Occoquan Road; proximity to Potomac Heritage National Scenic Trail corridor

The North Woodbridge Small Area Plan, Page 85, North Woodbridge Town Center, states the following objective of redevelopment, “Create pocket parks to provide civic and green space to all residents of the Town Center.” The following pocket parks are proposed in Land Bay A: South Park, Pop-Up Park, and South Gateway Grove. The following pocket parks are proposed in Land Bay B: Garden Park, West Park, Central Plaza, East Park, and North Gateway Grove. South Gateway Grove and North Gateway Grove are located off-site within the Virginia Department of Transportation (VDOT) right-of-way. The Design Guidelines provide a broad description of the intended functions of the Central Plaza, Garden Park, South Park, Pop-Up Park, and the North/South Gateway Groves. No information is provided for the West Park or East Parks.

Proposal Strengths

- Community Recreational Amenities: Proffer VI.B. provides for private recreational amenities in the mixed-use buildings to include a swimming pool, multi-purpose room(s), and fitness center. Private amenity courtyards are noted in Building 1A and 2A.

- Pedestrian/Multi-Modal Connections Between Land Bays: As noted in the Community Design analysis, the pedestrian and bicycle connections between Land Bays A and B are provided. Staff requests clarification on the continuity of facilities along Route 1 should the existing trail be relocated.

Proposal Weaknesses

- Lack of Detail: The description of public parks provided within the Design Guidelines is broad and lacks specific details. The graphics are noted as precedent and illustrative. None of the amenities noted within the Design Guidelines have been included as proffered commitments. This is particularly problematic for the South Park in Land Bay, which is noted to include a dog park. Neither the Design Guidelines nor the MZP depict how a dog park will be oriented in this space. Further, this park is proposed as the landing zone for the pedestrian bridge to the VRE Station, and it is adjacent to the outdoor play area of a day care. These functions within such a limited space could be incompatible and problematic. Consideration to the design and separation of these uses should be considered.
- Potential Off-Site Impacts: DRPT staff anticipates that the development will impact off-site active recreational facilities. These applications did not include a Proffer Justification Narrative that would have quantified the Level of Service (LOS) impacts to existing parks with suggested mitigation. As such, the extent of the impacts to DRPT facilities is unknown, and Staff is unable to determine whether additional mitigation measures are appropriate.

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.

Comments from the Crime Prevention Unit include the following: incorporation of lighting that allows for identification of a face from 35 feet away; use of landscaping that does not block light and avoidance of landscaping that obstructs surveillance; and the use of video surveillance and light-colored paint in parking garages.

In addition, 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 existing 16-inch water mains located in Occoquan Road and Jefferson Davis Highway. All connections to the public water system shall be in accordance with the Service Authority's USM requirements and restrictions.

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 existing 8-inch gravity sewer mains located in Occoquan Road and Jefferson Davis Highway, 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 USM requirements and restrictions.

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 for both Land Bay A and Land Bay B, each dated June 13, 2022. Both documents are attached at the end of this report. For reference purposes, student generation, enrollment, capacity, Capital Improvements Program (CIP) projects information is provided below, as applicable.

Current Capacity and Projected Student Enrollment

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	22,822 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. (%)
Belmont ES	---	536	0	462	74	86.2%	449	87	83.7%	465	71	86.7%
Fred Lynn MS	---	1,139	8	1,138	1	99.9%	1,262	-123	110.8%	1,457	-318	127.9%
Freedom HS	2,053	---	8	2,150	-97	104.7%	2,388	-335	116.3%	2,790	-737	135.9%

Schools Analysis Specific to Land Bay A

Proposed Residential Rezoning (number of units)	Student Generation for Proposed Rezoning
---	---

Housing Units Proposed	
Single-Family	0
Townhouse	0
Multi-family	330
Total	330

Students Generated	
Elementary	53
Middle	25
High	29
Total	107

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. (%)
Belmont ES	---	536	0	462	74	86.2%	502	34	93.6%	518	18	96.6%
Fred Lynn MS	---	1,139	8	1,138	1	99.9%	1,287	-148	112.9%	1,482	-343	130.1%
Freedom HS	2,053	---	8	2,150	-97	104.7%	2,417	-364	117.7%	2,819	-766	137.0%

Schools Analysis Specific to Land Bay B

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>640</td> </tr> <tr> <td>Total</td> <td>640</td> </tr> </tbody> </table>	Housing Units Proposed		Single-Family	0	Townhouse	0	Multi-family	640	Total	640	<table border="1"> <thead> <tr> <th colspan="2">Students Generated</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td>103</td> </tr> <tr> <td>Middle</td> <td>48</td> </tr> <tr> <td>High</td> <td>57</td> </tr> <tr> <td>Total</td> <td>208</td> </tr> </tbody> </table>	Students Generated		Elementary	103	Middle	48	High	57	Total	208
Housing Units Proposed																					
Single-Family	0																				
Townhouse	0																				
Multi-family	640																				
Total	640																				
Students Generated																					
Elementary	103																				
Middle	48																				
High	57																				
Total	208																				

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. (%)
Belmont ES	---	536	0	462	74	86.2%	552	-16	102.9%	568	-32	105.9%
Fred Lynn MS	---	1,139	8	1,138	1	99.9%	1,310	-171	115.0%	1,505	-366	132.1%
Freedom HS	2,053	---	8	2,150	-97	104.7%	2,445	-392	119.0%	2,847	-794	138.6%

Comments from Prince William County Public Schools include the following:

- The developer’s Proffer Statement dated May 20, 2022, does not propose any mitigation for the students generated from this application.
- The Economic and Fiscal Impacts of the Proposed Riverside Station Analysis dated August 23, 2021, indicates a total of 5.7 school age students generated by Land Bay A. This is not consistent with the PWCS student generation rates calculated based on current student generation factors. PWCS’ proposed student generation is 53 elementary school students, 25 middle school students, and 29 high school students for a total of 107 students.
- The Economic and Fiscal Impacts of the Proposed Riverside Station Analysis dated August 23, 2021, indicates a total of 11.1 school age students generated by Land Bay B. This is not consistent with the PWCS student generation rates calculated based on current student

generation factors. PWCS' proposed student generation is 103 elementary school students, 48 middle school students, and 57 high school students for a total of 208 students.

School Board Comments and Concerns for Land Bay A:

- The School Board is opposed to any rezoning application that causes student enrollment, either by school level, or by student enrollment at any assigned school, to exceed 100 % of capacity.
- Current enrollment exceeds capacity at the assigned high school (Freedom).
- As indicated above, the assigned middle school and high school are expected to exceed capacity by 12.9 percent to 37.0 percent with the additional students under this application.
- However, the approved 2023-32 CIP anticipates construction of the 14th High School in 2026, which will provide overcrowding relief to Freedom High School.
- For these reasons, the School Board is not opposed to the subject application.

School Board Comments and Concerns for Land Bay B:

- The School Board is opposed to any rezoning application that causes student enrollment, either by school level or by student enrollment at any assigned school, to exceed 100% of capacity.
- Current enrollment exceeds capacity at the assigned high school (Freedom).
- As indicated above, the assigned elementary, middle, and high schools are expected to exceed capacity by 2.9% to 38.6% with the additional students under this application.
- However, the approved 2023-32 CIP anticipates construction of the Woodbridge Area Elementary School in 2024, and the 14th High School in 2026, which will provide overcrowding relief to Belmont Elementary School and Freedom High School.
- For these reasons, the School Board is not opposed to the subject application.

Proposal's Strengths

- School Board Not Opposed: The School Board has indicated it is not opposed to these applications because the Capital Improvements Program (CIP) anticipates construction of the Woodbridge Elementary School in 2024 and the 14th High School in 2026, which will provide overcrowding relief to Belmont Elementary School and Freedom High School.

Proposal's Weaknesses

- Capacity at Impacted Schools: Fred Lynn Middle School and Freedom High School are both currently operating above capacity. Student generation from this application will exacerbate the existing capacity issues. Student generation from the Land Bay B application will also cause Belmont Elementary School to exceed existing capacity. The adopted Capital Improvements Program (CIP) identifies a 14th high school for fiscal year 2026, which will lessen the burden on Freedom High School. Additionally, the approved 2023-32 CIP anticipates construction of the Woodbridge Area Elementary School in 2024, which could provide some relief to Belmont Elementary School.

- Student Generation Methodology: The School Division indicates that the Applicant's student generation methodology is not acceptable. The Applicant's Economic and Fiscal Impacts of the Proposed Riverside Station Analysis, dated August 23, 2021, asserts that the student generation from these applications will be 5.7 school age children for Land Bay A and 11.1 school age children for Land Bay B, based on a comparison of similar mixed use and multifamily communities. The Schools Division estimates the cumulative student generation of both applications to be 315 students, 107 students generated by Land Bay A and 208 students generated by Land Bay B.
- No Proffer Mitigation for Schools: The Applicant's Proffer Statement dated July 12, 2022 does not propose any mitigation to capital facilities for the students generated from this application. A School's specific impact analysis has not been provided. The Applicant states as justification that the project will have minimal impact on County Schools based on the student generation methodology noted above and that the development will result in a net fiscal benefit to the County of over \$3,000,000 per year, as noted in the Applicant's Economic and Fiscal Impact Analysis.

On balance, and due to outstanding concerns related to the proposed student generation methodology and the potential for gaps in the proposed mitigation, the application is found to be inconsistent 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.

A Traffic Impact Analysis (TIA) by Pennoni was submitted with the application package. The first TIA was dated August 2021, with revision dates of February 2022, March 1, 2022, and May 20, 2022. The TIA assumed a development program consisting of 330 multifamily dwelling units and 40,000 square feet of nonresidential uses for Land Bay A and 640 multifamily dwelling units and 110,200 square feet of nonresidential uses for Land Bay B. Trip generation for the two applications is summarized below, which includes reductions for transportation demand management (TDM), pass-by, and internal capture.

Staff Analysis

	AM Peak Hour Trips	PM Peak Hour Trips	Weekday Daily Trips
Land Bay A	303	355	4,600
Land Bay B	604	770	10,126

The properties are located in a block bounded by Route 1 on the east, Gordon Boulevard on the north, and Occoquan Road on the south. Roadway improvements proposed as part of the Land Bay A application include the following: construction of a 77-foot left turn with a 70-foot modified taper on eastbound Occoquan Road at the western entrance for Riverside Station; construction of a 100-foot right turn with a 100-foot taper on westbound Occoquan Road at the western entrance for Riverside Station; and construction of a 100-foot right turn lane with a 100-foot taper on westbound Occoquan Road at the eastern entrance for Riverside Station.

Roadway improvements proposed as part of the Land Bay B application include the following: construction of dual northbound left turn lanes on Horner Road onto Gordon Boulevard with a raised median on Horner Road; construction of a southbound left turn lane on Horner Road to Crabmans Way; construction of a 300-foot right turn lane with a 100-foot taper on southbound Route 1 into Station Boulevard; and a Continuous Green T intersection and signal for Route 1 access at Station Boulevard, if approved by VDOT and the Commonwealth Transportation Board (CTB).

A summary of the existing roadway conditions, average daily traffic count, and Level of Service (LOS) is noted below.

Roadway Name	Number of Lanes	2010 VDOT Annual Average Daily Traffic Count; Vehicles Per Day (VPD)	Travel Demand Model 2019 Daily LOS
Route 1	6	28,000	C
Occoquan Road	4	9,500	C
Horner Road	4	9,100	D
Gordon Boulevard	4	15,000	B

Site Access and Vehicular Circulation

Vehicular access into Land Bay A will be provided through the following: a full movement unsignalized intersection from Mainline Avenue onto Occoquan Road, and a right-in/right-out from Hilda Barg Way. Vehicular access into Land Bay B will be provided through the following: a full movement unsignalized intersection from Crabmans Way onto Horner Road; a right-in/right-out from Mainline Avenue onto Gordon Boulevard; and a partial movement intersection from Station Boulevard onto Route 1. The Station Boulevard / Route 1 intersection will permit right-in/right-out movements from Station Boulevard onto Route 1 through a temporary limited access break. The Applicants must request a permanent limited access break from the Commonwealth Transportation Board. If this access is not approved, the Applicant of Land Bay B must submit a Traffic Impact Analysis that demonstrates that they can satisfactorily access the development without this access.

Internal Grid Network

Implementation of the small area plans, including the North Woodbridge Small Area Plan, is largely dependent upon the construction of a grid network. In addition to providing what would typically be considered inter-parcel access, the urban street grid serves the function of unifying the development through consistent streetscapes and fostering multi-modal access. The North Woodbridge Small Area Plan, Page 95, Road and Highway Network, includes a conceptual representation of what the grid would look like as implemented in the areas designated as a Town Center.

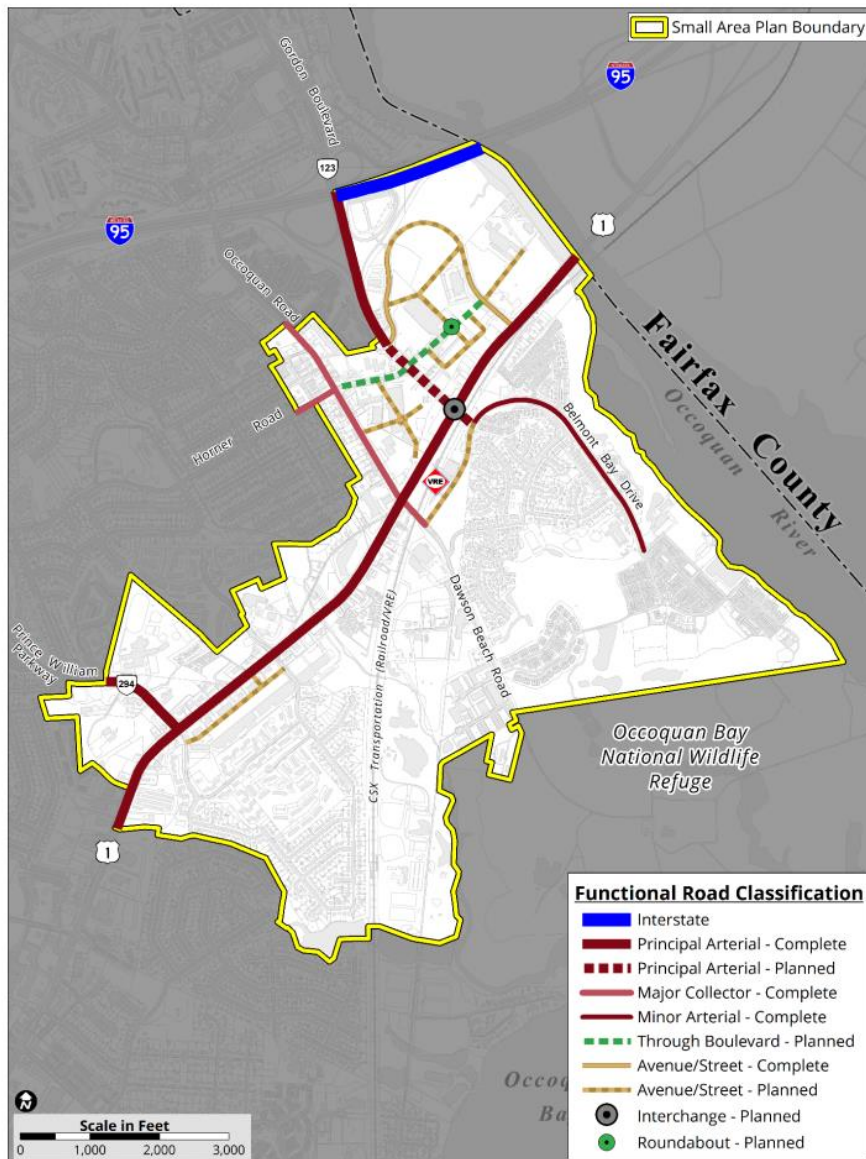


Figure 57: Planned Functional Classification Map

The proposed Riverside Station street grid consists of the following private internal streets: Mainline Avenue, Crabmans Way, Hilda Barg Way, and Station Boulevard. The orientation of these streets does not mirror the orientation as illustrated in the North Woodbridge Small Area Plan, but it is consistent with the intent. The orientation of the grid as depicted in the Riverside Station MZP reflects site specific issues, including the location of approved curb breaks, property boundaries, and building locations. Access into the individual buildings and garages will be via the internal streets. Mainline Avenue in Land Bay A and Crabmans Way in Land Bay B are designed to function as grid streets for off-site properties located to the north and west when those sites redevelop in the future.

Pedestrian Bridge

The North Woodbridge Small Area Plan, Page 108, Planned Pedestrian Network, states the following, "...a pedestrian bridge crossing from the Woodbridge VRE to the west side of U.S. Route 1 will create a more comfortable pedestrian path between the planned town center and the transit station." A graphic on Page 109 depicts the location of the pedestrian bridge approximately 500 feet north of the intersection of Occoquan Road and Route 1, just south of the shared property boundary between Land Bays A and B. The location of the pedestrian bridge as illustrated in the small area plan is generally aligned to provide direct access to the existing VRE Station bridge. In addition to providing direct connectivity from the Town Center to the VRE Station, the bridge is an integral component in facilitating the multimodal intent of North Woodbridge.

The commitment to construct the bridge is contained within Land Bay B proffer VIII.D. and states the Applicant shall either construct the pedestrian bridge or contribute funds not to exceed \$4,730,000.00 if the County constructs the pedestrian bridge. The Land Bay B MZP depicts the pedestrian bridge in a location approximately one hundred feet north of the Occoquan Road/Route 1 intersection. The proffer includes a timing mechanism for receiving approval for the pedestrian bridge, a payment trigger should all of the approvals not be granted, a Guaranteed Maximum Price that caps the total contribution to \$4,730,000.00, and a requirement that the County issue gap funding for any costs above \$4,730,000.00. Staff is generally supportive of the Applicant's proffered commitments relative to the pedestrian bridge. However, it is the recommendation of Staff that the location of the pedestrian bridge be more consistent with that noted in the North Woodbridge Small Area Plan, which would place the bridge closer to the VRE Station.

Construction of the pedestrian bridge, as well as construction of the afore-mentioned access into the site from Station Boulevard, is contingent upon approval of two breaks in the Route 1 limited access by the Commonwealth Transportation Board (CTB). CTB approval for either break is not guaranteed, and the final location of the bridge may shift from the location as depicted in the MZP. It is important to note that this Applicant is relying on the pedestrian bridge, in part, as justification for vehicular trip reductions included as part of the TIA as well as justification for the proposed parking space reductions. Should the CTB not approve the limited access break for the pedestrian bridge, the justification for reduced trip generation would no longer be valid. If the CTB does not approve the limited access break for Station Boulevard onto Route 1, the primary entrance into the site via Station Boulevard would not be permitted. This would require an updated TIA to determine whether additional mitigation measures are required for access to the development.

Finally, the Applicant's TIA identifies multiple intersections and turning movements operating at Level of Service (LOS) F in proximity to this site, and the TIA includes specific recommendations as

mitigation. At this time, the Applicant has not committed to the regional roadway improvements noted by the TIA except those specifically required to provide access into the site. Staff recognizes the importance of the pedestrian bridge as infrastructure that will support all of North Woodbridge, and as such, can support the Applicant’s commitment to construct the pedestrian bridge in lieu of providing the other regional roadway improvements noted by the TIA. It is for this reason that the cash in lieu provision has been included, and it is also for this reason that resolution of the outstanding proffer issues related to the pedestrian bridge is imperative.

Parking Reduction

These two applications include a request to reduce parking from the standards required by the DCSM. The Applicant is realizing the parking reduction through a combination of reducing the spaces per residential dwelling unit and sharing the residential visitor parking spaces with the commercial spaces. The percentage reduction for each is identified on Sheet C200 of the MZP. The following table summarizes the total parking spaces required versus the total parking spaces provided.

	Land Bay A	Land Bay B
Parking Required per DCSM	695	1507
Parking Provided	641	1395
Number of Spaces Reduced	54	112

A formal waiver for this parking reduction has been submitted but has not been processed at the time of the Staff Report. In addition, the Applicant has conceptually agreed to provide a parking management plan to mitigate the impacts of the proposed reduction in spaces. The commitment to the parking management plan should be included in the proffers, not in the Waives and Modification section. The proffer should include a trigger for submission of the parking management plan at the time of the first site plan and should be noted as subject to approval by Prince William County Transportation.

The Applicant is proposing a raised speed table and a raised intersection at the intersection of Mainline Avenue and Station Boulevard adjacent to the Central Plaza. The purpose of the raised intersection and speed table is to provide traffic calming and to differentiate a space that may be closed to allow for special events. Typically, features such as this are discouraged within 200 feet of an intersection and should maintain proper spacing. Notwithstanding, staff is supportive of the concept, provided they are shown on the MZP for both land bays for consistency. The Applicant must provide a plan to ensure access to the garages is maintained in the event the streets are closed.

The revised proffers dated July 12, 2022, were not received in sufficient time to thoroughly review them to determine if changes/modifications are needed to satisfy the County’s needs. For example, the proffers state that if the Applicant cannot construct the bridge for the proffered amount, the County will have to provide additional funding within 60 days of the request for additional funds. As explained to the Applicant in June, this is not sufficient time for the County to respond to this request. The County has recommended 120 days for a response time. The revised proffers also include the inclusion of up to two bus shelters (VIII.D.3) on internal private streets with raised speed tables. It is unlikely that OmniRide will operate buses on these streets, and it should have the

opportunity to comment on this proffer. The Applicant must work with the County to revise the proffers for grammatical and factual comments so that the intent is clear and concise.

Proposal's Strengths

- VRE Bicycle Facilities: Land Bay A provides for a contribution in the amount of \$2,500, and Land Bay B provides for a contribution in the amount of \$5,000, to be used for the purchase and installation of bike racks at the VRE Station.
- Pedestrian Bridge: The Applicant is proffering to construct the pedestrian bridge as recommended by the North Woodbridge Small Area Plan in a location near the intersection of Occoquan Road and Route 1. Staff supports the concept of a pedestrian bridge; however, the location will be determined by the CTB when the Applicant applies for a limited access break.

Proposal's Weaknesses

- Transportation Waivers: This application includes a number of transportation waivers, including turn lane/taper lengths, curb returns, modification of the DCSM Typical Street sections, intersection spacing, and elimination of entrance medians, all of which are more specifically described in the waivers/modifications section in the proffers. These waivers were submitted to the Department of Transportation but not in sufficient time for them to be processed by the time of the Staff Report. They must be removed from the proffers.
- Route 123 Lane Configuration: The Applicant is proposing to modify the existing eastbound Route 123 lane configuration at the Route 1 intersection from eastbound left and eastbound left thru to an eastbound left thru and eastbound thru, effectively removing a left turn lane. No benefit to LOS has been shown with this modification. VDOT will determine if this repurposing of the land is allowable at site plan.

On balance, this application is found to be consistent with the relevant components of the Transportation Plan if the recommendation for the modification for the proffers is accepted by the Applicant.

Strategic Plan

This section of the report is intended to address the project's alignment with the outcomes provided within the County's Strategic Plan. The Strategic Plan posits that individuals, families and businesses prefer communities with a robust economy; easy access to jobs, services and activities; that support even the most vulnerable in the community; are safe and secure; and provide a quality education that assures lifelong learning and steady employment. From this analysis, the Strategic Plan Team developed seven strategic goal areas to guide Board actions: "Health, Wellbeing, and Human Services", "Safe and Secure Community", "Resilient Economy", "Quality Education and workforce development", "Environmental Conservation", "Sustainable Growth", and "Transportation and Mobility". It is important to note that no single area is viewed as more critical than another. Rather, each are interrelated and have direct impact on each other. Collectively, these goal areas impact the

quality of life in all facets of the community issues raised during the review of the proposal, which are not directly related to the policies, goals, or action strategies of the Comprehensive Plan, but which are materially relevant to the County's responsibilities in considering land use issues. The aspects of the proposal relative to the Strategic Plan are as follows:

Resilient Economy – A resilient economy for Prince William County improves the economic well-being of the community, creates and maintains jobs, expands the commercial tax base, and enhances the quality of life for residents. The proposed mixed use residential development will add to the mixture of uses onsite and will support the existing housing stock in the immediate vicinity. Therefore, the project aligns with the Strategic Plan goal to create jobs and expand the commercial tax base. Therefore, the project aligns with the Strategic Plan goal to provide a resilient economy.

Increase commercial tax base

- The proposed rezoning is favorably aligned with the County's goal to increase the commercial tax base.

Increase at-place employment

- Increase growth in at-place employment.

Robust Economy Strategy

- The development increases new investments in the area and provides increased job growth.

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.

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. Many of the waivers/modifications are the same for Land Bay A and Land Bay B. For ease of consideration, staff has consolidated the waivers/modifications for the two rezonings, and waivers applicable only to Land Bay A and/or Land Bay B are noted as such. The waivers and modifications are as reflected in the Proffer Statement as follows:

Modification of Section 32-405.04.1 to allow Riverside Station Land Bay A *and* Land Bay B, a minimum planned mixed district size of 19.26 acres instead of the required

minimum of 25 contiguous acres. Riverside Station is a redevelopment of a portion of an existing suburban strip commercial area to higher density, transit-oriented development. The proposed redevelopment and PMD is bound by the assemblage of available existent parcels and by the limitations and constraints of the existing rights-of-way.

Staff supports this modification. This application proposes the redevelopment of existing commercial properties, the geographic boundaries of which are fixed based upon the existing public street network.

Waive Section 32-405.04.7. of the Zoning Ordinance which requires that when residential is proposed, it shall not exceed 35 percent of the gross land area of the PMD. The nature of vertically integrated mixed-use buildings makes this calculation irrelevant.

Staff can support this modification and concurs this standard is not applicable to vertically mixed-use buildings. That being said, Staff continues to recommend additional non-residential uses be incorporated into the site.

Modification of Section 32-280.12.3. of the Zoning Ordinance which requires a 30 foot setback from all street rights-of-way. Instead, the Applicant proposes build-to lines as depicted in the Design Guidelines and as indicated in the MZP to achieve the more urban, walkable, transit-oriented design suggested by the Comprehensive Plan and Small Area Plan.

Neither the MZP nor the Design Guidelines depict a build-to line as noted above. The build-to line is key to urban development in that it defines the public realm of the streetscape and ensures building are situated closer to the street.

Waive Section 32-250.31 of the Zoning Ordinance and Sections 802.11, 802.12 and Tables 8-1 and 8-2 of the DCSM to waive the buffers between uses on the Property and adjacent properties to the north and west. In lieu of said buffers, landscaping shall be provided in substantial conformance with the Landscape & Open Space Plan. (Applicable to Land Bay A)

Waive Section 32-250.31 of the Zoning Ordinance and Sections 802.11, 802.12 and Tables 8-1 and 8-2 of the DCSM to waive the buffers between uses on the Property and adjacent properties to the south and west. In lieu of said buffers, landscaping shall be provided in substantial conformance with the Landscape & Open Space Plan. (Applicable to Land Bay B)

Staff can support this modification. This effectively eliminates the buffers located interior to the property as one parcel abuts another parcel. This modification would not be applicable where the subject property abuts a public roadway. This modification is essential to create the integration between the various land bays that is a hallmark of the North Woodbridge Small Area Plan. Inclusion of the buffers would create unnecessary separation that would diminish the intent to coordinate the two developments.

Modification of Section 32-306.10 of the Zoning Ordinance to allow a single unit type. Pursuant to Section 32-700.25 of the Zoning Ordinance, modification of Section 306.12(6) H of the Zoning Ordinance to allow a modification of the PMD and Mid-rise Residential Building development standards in accordance with the standards set forth in

the Design Guidelines.

Staff can support this modification. These applications propose all multi-family dwelling units, which are appropriate and desired within mid-rise mixed-use buildings. Alternative unit types are not practical with this development pattern.

Modification of Section 32-306.12 of the Zoning Ordinance pursuant to Zoning Ordinance Section 32-306.12.2. and Section 32-280.41.3. to allow a new dwelling unit type known as the *Riverside Station Mixed Use Building*.

Staff can support this modification. Zoning Ordinance Section 32.405.04.5. states, "The housing types, development standards and secondary use provisions applicable to part 306 of this chapter shall govern residential development in the PMD. Section 32-306.12.2 states "In addition to the specific housing types provided in this section, the Zoning Administrator may approve a housing type proposed for construction and shall specify the minimum performance standards consistent with Section 32-280.01.3..." As such, the Applicant is defining a housing type defined as "Riverside Station Mixed Use Building," and the Design Guidelines specifies the performance standards on Page 9 for Land Bay A and on Page 12 for Land Bay B. Given that there is a proffered layout on the MZP that illustrates how these standards would be implemented on the site in a manner that is consistent with the building typology and form noted in the North Woodbridge Small Area Plan, Staff has no objections to these standards.

Modification permitting a parking credit allowance pursuant to Section 610.03.A. of the DCSM. which allows up to thirty percent (30%) of the required parking spaces be waived when development that is so intense that normal individual demand will not be generated due to the availability of public transportation, the proximity of commercial parking garages or lots, and the expected overlap of commercial and employment activities. The Applicant is meeting this criteria by providing multimodal transportation alternatives, such as a pedestrian bridge over Route 1 to connect to the Woodbridge VRE Transit Center; bus stops for local routes that serve the VRE station, commuter lots, PWC Government centers and other employment and retail centers; access to on-site parking garages; a mix of commercial uses to promote walking versus vehicular use; bike and pedestrian access paths, and on and off site bicycle facilities. Instead of the parking ratios required in Table 6-8 of the DCSM:

1. Residential parking shall be provided at an overall rate of 1 space per bedroom, plus an additional 5% parking spaces which shall be evenly distributed throughout the project for visitors of residential uses.
2. Nonresidential uses parking shall be provided at a rate that is required by DCSM Table 6-8 and reduced by the equivalent number of spaces that will be shared with the visitor spaces to be provided for residential parking.
3. The overall parking reduction for both residential and nonresidential uses from requirements of Table 6-8 is eight percent (8%).
4. Applicant shall provide a parking management plan with Final Site Plan for approval. The parking management plan shall include measures such as, but not be limited to, parking

assignments between residential and non-residential uses, means and methods for tracking and enforcing such assignments, time limitations for non-residential parking areas and appropriate signage for the same. Applicant shall evaluate the effectiveness of the parking management plan on a yearly basis at minimum and make adjustments as needed during the initial five (5) years following the first certificate of occupancy for the non-residential uses on the site.

A parking reduction waiver has been submitted to Transportation and is under review. It should be removed from the proffers.

Modification of Section 32-250.10.3 of the Zoning Ordinance to reduce the setback from travel way to the Property line in a portion of the eastern boundary where the existing trail improvements along the Route 1 frontage are more than 50-feet away from the boundary and the Applicant will be providing enhanced landscaping treatments to create South Gateway Grove. (Applicable to Land Bay A only)

Staff cannot support this modification. Zoning Ordinance Section 32-250.10.3 states, "Parking and loading spaces...shall meet the following minimum setback requirements: (a) Ten feet from any street right-of-way. (b) Ten feet from all other property lines.... (c)Interior driveways shall be subject to setbacks in subsection (a) and (b)." This modification appears to facilitate the reduction of the on-site buffer adjacent to Route 1 in lieu of providing landscaping in the VDOT right-of-way. Staff does not understand how the trail is relevant. Given landscaping within the VDOT right-of-way is subject to removal as needed, Staff recommends that additional buffering be provided on-site.

Modification of DCSM Section 802.42 requiring a landscape strip along a public right-of-way by allowing the landscaping configuration and quantity included in the Design Guidelines.

Staff is not certain where this is modification applicable, and as such, staff cannot support this modification at this time.

Modification of DCSM Section 802.43 requiring landscaping around the perimeter of parking lots by allowing the landscaping configuration and quantity included in the Design Guidelines.

Staff cannot support this modification. Appropriate screening of surface parking areas is important in a Town Center environment.

Waiver of Zoning Ordinance Section 32-405.04.4. requiring a perimeter buffer surrounding the PMD.

Staff can support this modification in concept. The modification is intended to create an urban streetscape along public roadways. That being said, specific discussion related to the buffer modifications is included in the Community Design section of this report.

Modification to Section 32-250.28 of the Zoning Ordinance to allow a 52-foot tall freestanding sign (Typical Pylon as identified in the Design Guidelines) identifying Riverside Station and listing multiple tenants set back 20 feet from the public right-of-way

instead of the normally permitted maximum height of 20 feet tall freestanding sign set back 20 feet from the public right-of-way. The design and location of the sign shall be as provided in the Design Guidelines and MZP. (Applicable to Land Bay A)

Modification to Section 32-250.28 of the Zoning Ordinance to allow a 52-foot tall freestanding sign (Typical Pylon as identified in the Design Guidelines) identifying Riverside Station and listing multiple tenants set back 15 feet from the public right-of-way instead of the normally permitted maximum height of 10 feet for freestanding signs in the Highway Corridor Overlay District (HCOD) and set back 10 feet from the public right-of-way. The design and location of the sign shall be as provided in the Design Guidelines and MZP. (Applicable to Land Bay B)

Staff cannot support this modification. Please refer to the sign modification section in the Community Design analysis section of this report.

Modification to Section 32-250.28 of the Zoning Ordinance to allow three freestanding signs in less than 1,000 feet of linear street frontage instead of 1 freestanding sign for each 1,000 feet of linear street frontage. The design and location of the sign shall be as provided in the Design Guidelines and MZP. (Applicable to Land Bay A)

Modification to Section 32-250.28 of the Zoning Ordinance to allow two freestanding signs in less than 1,000 feet of linear street frontage instead of one freestanding sign for each 1,000 feet of linear street frontage along Gordon Blvd. The design and location of the sign shall be as provided in the Design Guidelines and MZP. (Applicable to Land Bay B)

Staff can support this modification. Please refer to the sign modification section in the Community Design analysis section of this report.

Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Primary Entrance Sign to be 136.5 square feet instead of a maximum of 100 square feet. The design and location of the sign shall be as provided in the Design Guidelines and MZP.

Staff can support this modification. Please refer to the sign modification section in the Community Design analysis section of this report.

Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Typical Pylon sign to be 240.8 square feet instead of a maximum of 100 square feet. The design and location of the sign shall be as provided in the Design Guidelines and MZP. (Applicable to Land Bay A)

Modification to Section 32-250.28 of the Zoning Ordinance to allow the sign face area for the Typical Pylon sign to be 242 square feet instead of a maximum of 100 square feet. The design and location of the sign shall be as provided in the Design Guidelines and MZP. (Applicable to Land Bay B)

Staff cannot support this modification. Please refer to the sign modification section in the

Community Design analysis section of this report.

The proffers contain a number of waivers/modifications to the geometric standards of roadways and turning lanes. Formal waivers of these standards have been submitted to the Department of Transportation and are under review. These waivers/modifications should be removed from the proffers.

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 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: PORTA

October 12, 2021

SECOND: HENSON

Regular Meeting

Res. No. 21-049

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>
SUP2022-00007	Freddy's Steakhburgers at Sudley Manor	No Further Work
REZ2022-00006	DBBD Associates LLC – Balls Ford Road Proffer Amendment	No Further Work
REZ2022-00005	Haymarket Junction Top Shine Car Wash	Request applicant fabricate and install an interpretive marker at the property, on either the Town of Haymarket and/or the subject farmstead, with text provided by the Historical Commission.
SUP2022-00008	Haymarket Junction Top Shine Car Wash	No Further Work

<u>Case Number</u>	<u>Name</u>	<u>Recommendation</u>
REZ2022-00007	Riverside Station Land Bay A	No Further Work
REZ2022-00008	Riverside Station Land Bay B	No Further Work
REZ2022-00009	Balls Ford Road Proffer Amendment	No Further Work

Votes:

Ayes: by acclamation

Nays: None

Absent from Vote: None

Absent from Meeting: Brace, Carter, Duley

MOTION CARRIED

ATTEST: 
Secretary to the Commission

MASTER ZONING PLAN REZ 2022-00007

RIVERSIDE STATION LAND BAY A

WOODBIDGE MAGISTERIAL DISTRICT
PRINCE WILLIAM COUNTY, VIRGINIA

PROJECT TEAM

APPLICANT / DEVELOPER
NORTH WOODBRIDGE TC, LLC
 2101 WILSON BOULEVARD, SUITE 1200
 ARLINGTON, VA 22201

OWNER OF RECORD
WOODBIDGE FORD PROPERTY, LLC
 13779 NOBLEWOOD PLAZA
 WOODBRIDGE, VA 22193

LAND USE ATTORNEY
COMPTON & DULING
 12701 MARBLESTONE DRIVE, STE. #350
 WOODBRIDGE, VA 22192
 703-583-6060

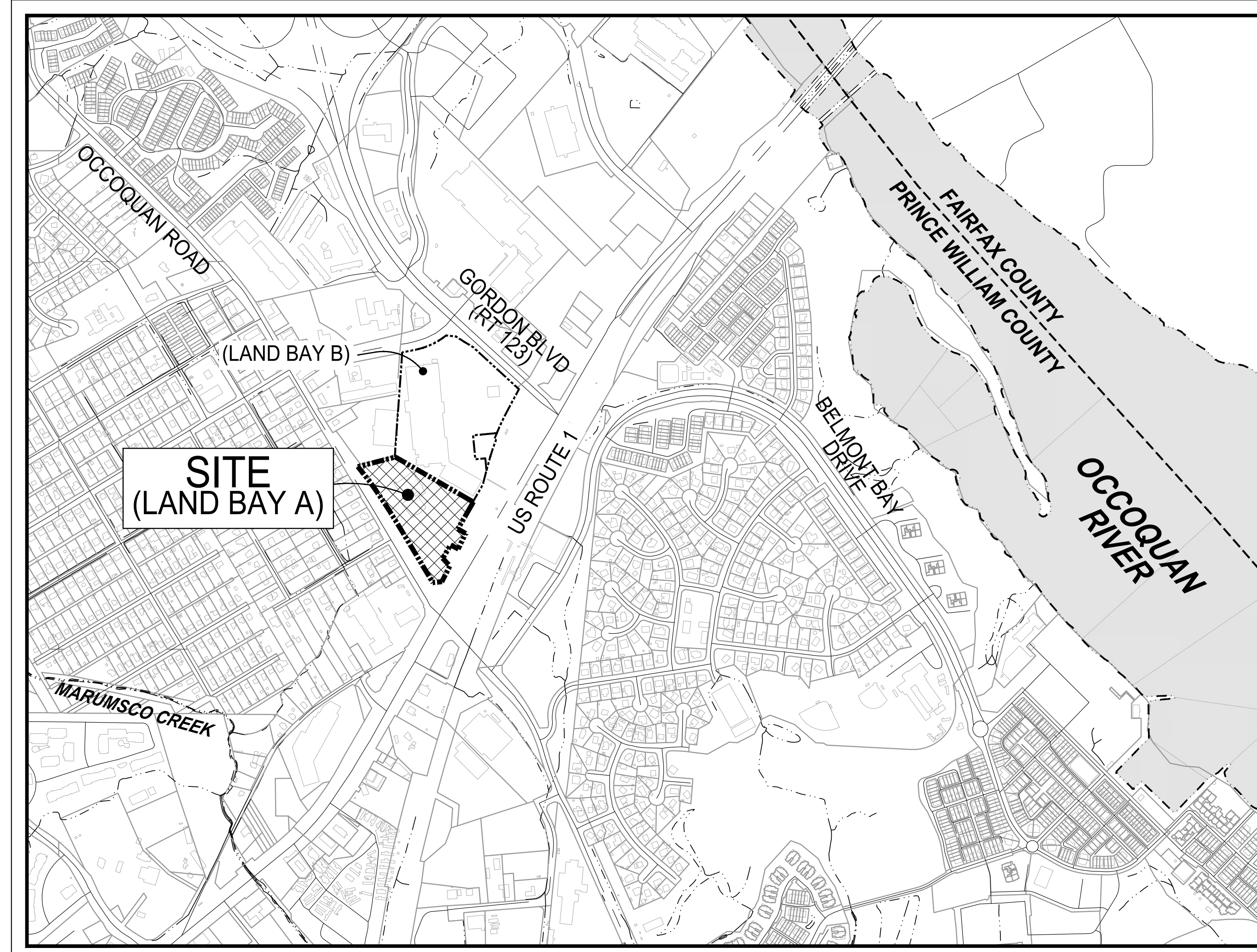
CIVIL ENGINEER & LAND PLANNING
christopher consultants, ltd
 9301 INNOVATION DRIVE, SUITE 150
 MANASSAS, VA 20110

PROJECT ARCHITECT
HEFFNER ARCHITECTS
 604 MONTGOMERY STREET
 ALEXANDRIA, VA 22314
 703-549-7766

RETAIL DESIGN PLANNER
MV+A ARCHITECTS
 11200 G STREET, NW, SUITE 250
 WASHINGTON, DC 20005
 202-682-2822

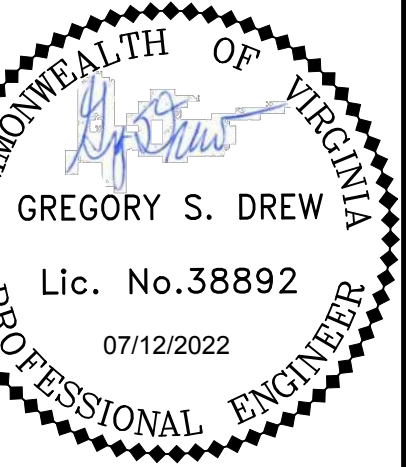
LANDSCAPE ARCHITECT
ParkerRodriguez
 101 NORTH UNION STREET, STE. #320
 ALEXANDRIA, VA 22314
 703-548-5010

TRANSPORTATION CONSULTANT
PENNONI
 1602 VILLAGE MARKET BOULEVARD SE, SUITE 330
 LEESBURG, VA 20175
 703-840-4830



VICINITY MAP
SCALE: 1" = 500'

SHEET INDEX	
SHEET #	SHEET TITLE
C000	COVER SHEET
C100	REGIONAL CONTEXT PLAN
C200	OVERALL PROJECT PLAN
C300	VEHICULAR CIRCULATION PLAN
C301	PEDESTRIAN CIRCULATION PLAN
C302	SIGHT DISTANCE PROFILES
C400	UTILITIES & SWM PLAN
C500	LANDSCAPE & OPEN SPACE PLAN
C501	LANDSCAPE DETAILS & STREET SECTIONS



RIVERSIDE STATION
 LAND BAY A
 MASTER ZONING PLAN - REZ 2022-00007
 WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

REVISOR	DATE	DESCRIPTION
02/25/2022		
05/20/2022		REVISED PER COUNTY COMMENTS (2ND SUBMISSION)
07/12/2022		REVISED PER COUNTY COMMENTS (4TH SUBMISSION)

PROJECT No.: 12032.007.001
 DRAWING No.: 110653
 DATE: AUGUST 23, 2021
 SCALE: 1"=500'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:

COVER SHEET

SHEET No.
C000

PROPOSED PARKING TABULATIONS

PWC DCSM TABLE 6-8	
RESIDENTIAL PARKING:	330 DU (MAX)
MULTIFAMILY, HIGH-RISE (5^{OR} HIGHER):	
VISITORS: 1 SP / 10 DU (7%)	33
STUDIO: 1 SP / DU	33
1BR: 1.25 SP / DU	222
2BR + 2 SP / DU	240
TOTAL RESIDENTIAL PARKING PER DCSM:	529
NON-RESIDENTIAL PARKING:	40,000 GSF
DAY-CARE: 1 SP / 5 CHILDREN < 40 CHILDREN ¹	8
DAY-CARE: 1 SP / 10 CHILDREN > 40 CHILDREN ¹	22
FOOD STORE: 1 SP / 200 NSF ²	64
RESTAURANT IN-LINE: 1 SP / 100 NSF ²	64
PHARMACY: 1 SP / 200 NSF ²	50
RETAIL SALES / SERVICE: 1 SP / 200 NSF ²	22
TOTAL NON-RESIDENTIAL PARKING REQUIRED:	166
TOTAL PARKING REQUIRED PER DCSM:	695
30% REDUCTION PER DCSM §10.03A ³	-209
TOTAL REDUCED PARKING PROPOSED	487
REDUCTION (% OF TOTAL PARKING PER DCSM)	30%

PROPOSED PARKING: VISITOR AS SHARED PARKING	
RESIDENTIAL PARKING:	330 DU / 477 BED (MAX)
MULTIFAMILY, HIGH-RISE (5-7 STORIES):	
VISITOR PARKING (5% RESIDENTIAL)	24
STUDIO: 1 SP / BR	33
1 BR: 1 SP / BR	177
2 BR + 1 SP / BR	255
TOTAL RESIDENTIAL PARKING PROPOSED⁴	499
	1.51 SP / UNIT
NON-RESIDENTIAL PARKING:	40,000 GSF
DAY-CARE: 1 SP / 5 CHILDREN < 40 CHILDREN ¹	8
DAY-CARE: 1 SP / 10 CHILDREN > 40 CHILDREN ¹	22
FOOD STORE: 1 SP / 200 NSF ²	64
RESTAURANTS IN-LINE: 1 SP / 100 NSF ²	64
PHARMACY: 1 SP / 200 NSF ²	50
RETAIL SALES / SERVICE: 1 SP / 200 NSF ²	22
TOTAL NON-RESIDENTIAL PARKING REQUIRED:	166
TOTAL PARKING PROPOSED	665
REDUCE NON-RESIDENTIAL FOR VISITOR PARKING	-24
TOTAL REDUCED PARKING PROPOSED	641
REDUCTION (% OF TOTAL PARKING PER DCSM)	7.8%

NOTES:

- 281 CHILDREN IN 12,168 GSF CALCULATED PER COMMONWEALTH OF VA, DEPT. OF SOCIAL SERVICES "STANDARDS FOR LICENSED CHILD DAY CENTERS" DATED OCT 17, 2019.
- PER DCSM TABLE 6-8, NET FLOOR AREA = 75% OF GROSS FLOOR AREA.
- PER DCSM §10.03B: UP TO 30% OF THE REQUIRED PARKING SPACES MAY BE WAIVED WHEN THE USE IS LOCATED IN AN AREA OF DEVELOPMENT THAT IS SO INTENSE THAT NORMAL INDIVIDUAL DEMAND WILL NOT BE GENERATED. THE PROPOSED DEVELOPMENT INCLUDES PARKING GARAGES FOR BOTH RESIDENTIAL AND RETAIL PARKING WITH RESIDENTIAL PARKING BEING ASSIGNED. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES WITHIN THE SAME BUILDING AND LAND DEVELOPMENT TO REDUCE TRAFFIC IMPACTS. A NETWORK OF PEDESTRIAN AND BIKE PATHS LINKING VARIOUS RESIDENTIAL AND NON-RESIDENTIAL USES. A PEDESTRIAN BRIDGE TO CONNECT BETWEEN THE NEW DEVELOPMENT AND THE WOODBRIDGE VRE STATION AND (2) INTERNAL BUS STOPS FOR THE OMBRIDE WOODBRIDGE LAKE RIDGE LOCAL.
- MULTIFAMILY RENTAL MARKET DEMAND SUPPORTS 1 SPACE PER BEDROOM. THE TOTAL RESIDENTIAL PARKING PROPOSED INCLUDES 30 LESS SPACES THAN DCSM TABLE 6-8 FOR THE UNIT MIX PROPOSED.

PROPOSED DEVELOPMENT TABULATIONS

LAND BAY	ZONING	LAND BAY USE DESIGNATIONS	LAND USES (SEE NOTE #1)	LAND BAY ACREAGE	MIN. REQUIRED DWELLING UNITS (DU) (SEE NOTE #2)	PROPOSED MAX. DWELLING UNITS (DU)	MIN. NON-RESIDENTIAL SQUARE FOOTAGE (GSF) (SEE NOTE #3)	MINIMUM REQUIRED OPEN SPACE	PROVIDED OPEN SPACE
A	PMD	UHDR, B-1, OS	MULTIFAMILY RESIDENTIAL (MIXED USE), NON-RESIDENTIAL OPEN SPACE	6.305	285 DU (46 DU / ACRE OR 1.17 FAR)	330 DU (52.3 DU / ACRE OR 1.35 FAR)	40,000 (0.15 FAR)	20%	±32%

NOTES:

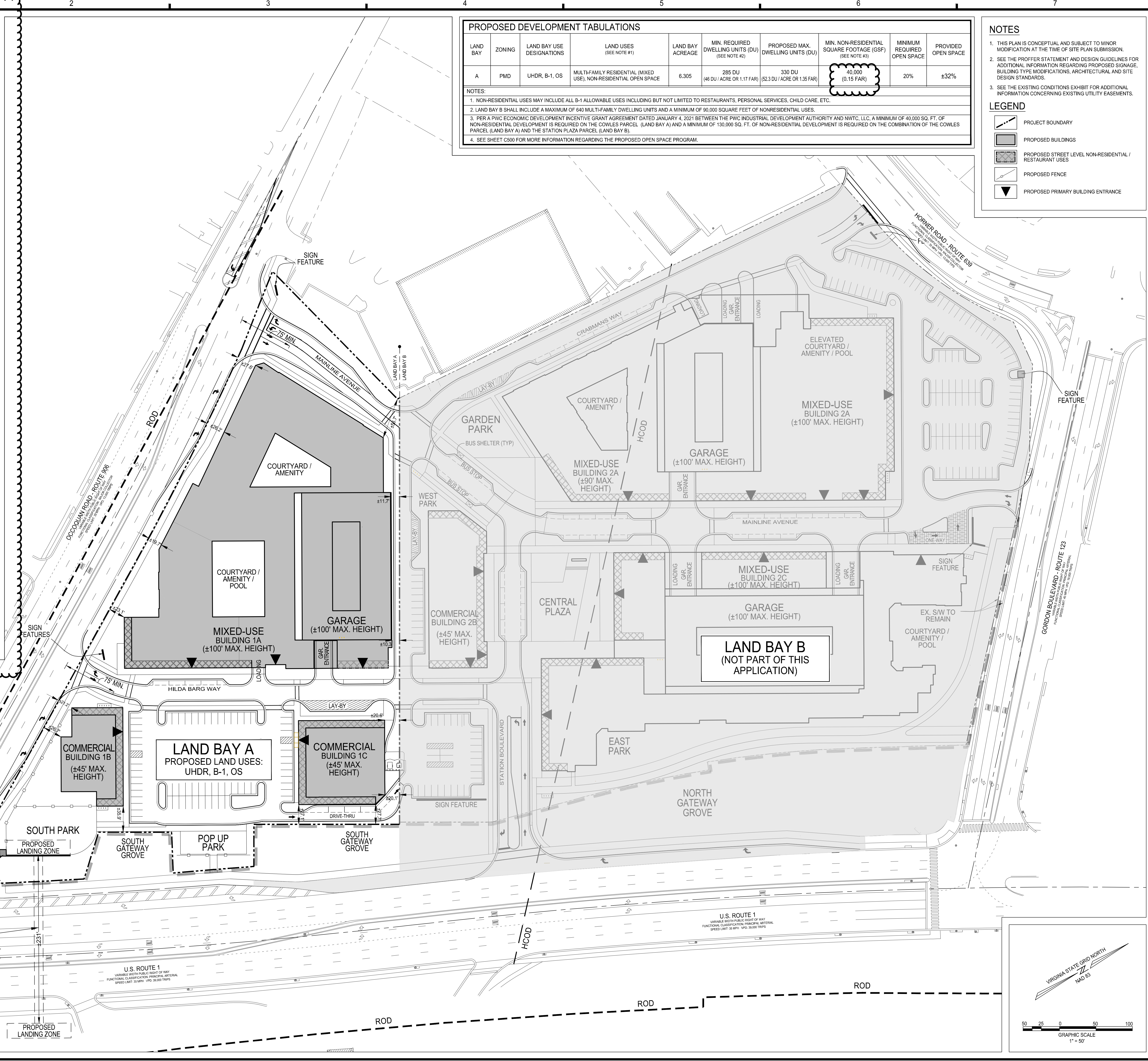
- NON-RESIDENTIAL USES MAY INCLUDE ALL B-1 ALLOWABLE USES INCLUDING BUT NOT LIMITED TO RESTAURANTS, PERSONAL SERVICES, CHILD CARE, ETC.
- LAND BAY B SHALL INCLUDE A MAXIMUM OF 640 MULTI-FAMILY DWELLING UNITS AND A MINIMUM OF 90,000 SQUARE FEET OF NONRESIDENTIAL USES.
- PER A PWC ECONOMIC DEVELOPMENT INCENTIVE GRANT AGREEMENT DATED JANUARY 4, 2021 BETWEEN THE PWC INDUSTRIAL DEVELOPMENT AUTHORITY AND NWTG, LLC, A MINIMUM OF 40,000 SQ. FT. OF NON-RESIDENTIAL DEVELOPMENT IS REQUIRED ON THE COWLES PARCEL (LAND BAY A) AND A MINIMUM OF 130,000 SQ. FT. OF NON-RESIDENTIAL DEVELOPMENT IS REQUIRED ON THE COMBINATION OF THE COWLES PARCEL (LAND BAY A) AND THE STATION PLAZA PARCEL (LAND BAY B).
- SEE SHEET C500 FOR MORE INFORMATION REGARDING THE PROPOSED OPEN SPACE PROGRAM.

NOTES

- THIS PLAN IS CONCEPTUAL AND SUBJECT TO MINOR MODIFICATION AT THE TIME OF SITE PLAN SUBMISSION.
- SEE THE PROFFER STATEMENT AND DESIGN GUIDELINES FOR ADDITIONAL INFORMATION REGARDING PROPOSED SIGNAGE, BUILDING TYPE MODIFICATIONS, ARCHITECTURAL AND SITE DESIGN STANDARDS.
- SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.

LEGEND

- PROJECT BOUNDARY
- PROPOSED BUILDINGS
- PROPOSED STREET LEVEL NON-RESIDENTIAL / RESTAURANT USES
- PROPOSED FENCE
- PROPOSED PRIMARY BUILDING ENTRANCE



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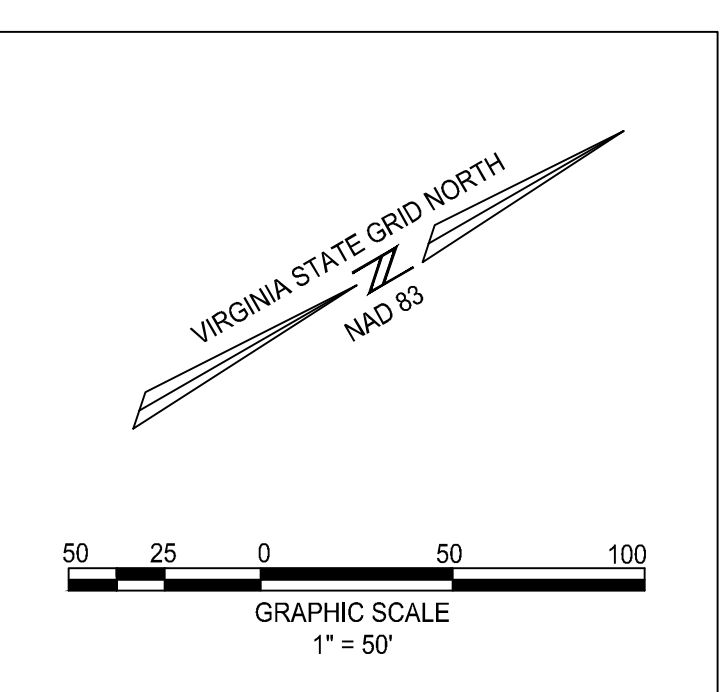
COMMONWEALTH OF VIRGINIA
 GREGORY S. DREW
 Lic. No. 38892
 07/12/2022
 PROFESSIONAL ENGINEER

RIVERSIDE STATION
 LAND BAY A
 MASTER ZONING PLAN - REZ 2022-0007
 WOODBRIDGE MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA

REVISION	DATE	DESCRIPTION
02/25/2022		REVISED PER COUNTY COMMENTS (2ND SUBMISSION)
05/20/2022		REVISED PER COUNTY COMMENTS (3RD SUBMISSION)
07/12/2022		REVISED PER COUNTY COMMENTS (4TH SUBMISSION)

PROJECT No.: 12032.007.001
 DRAWING No.: 110653
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:
OVERALL PROJECT PLAN
 SHEET No.:
C200



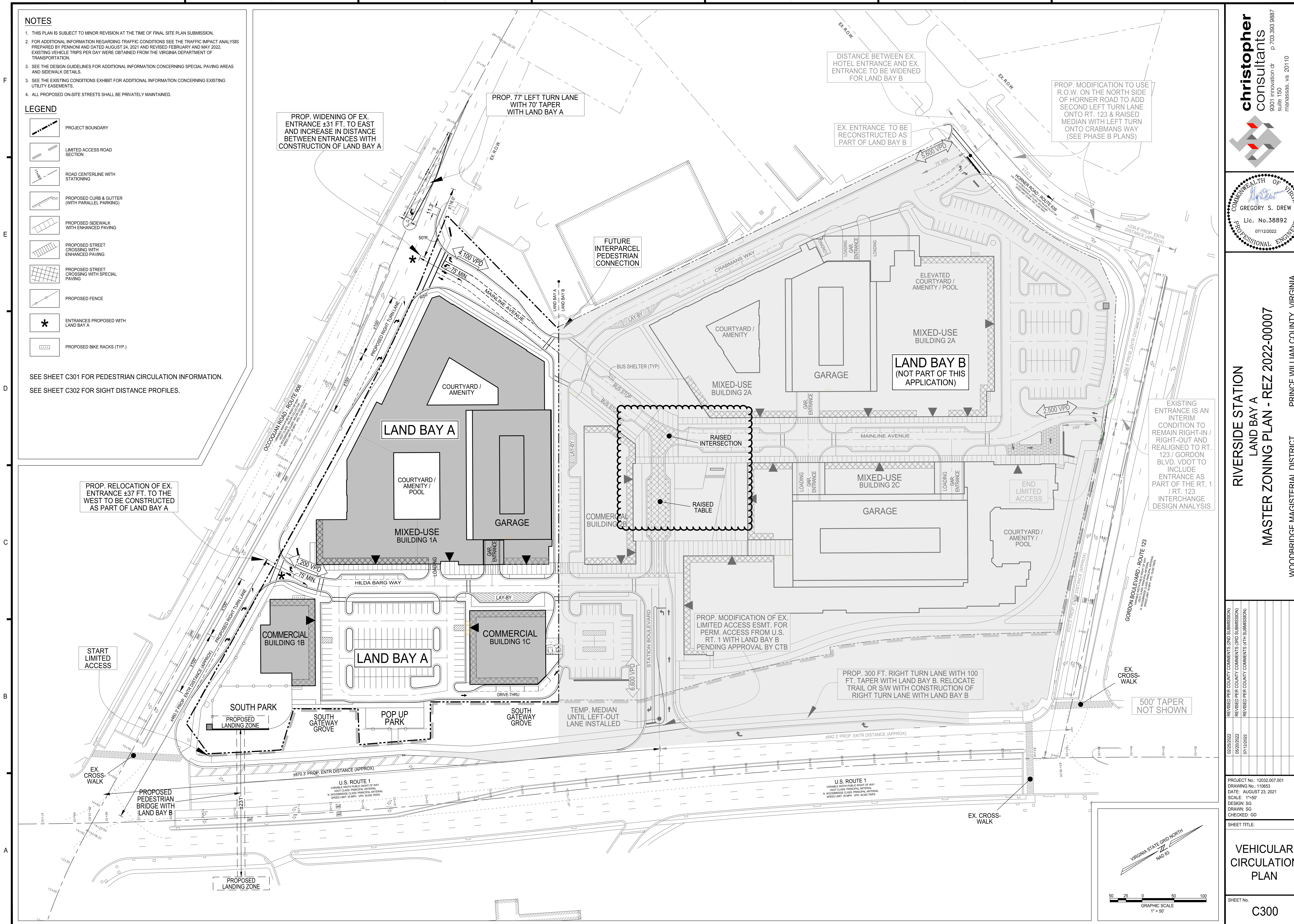
NOTES

1. THIS PLAN IS SUBJECT TO MINOR REVISION AT THE TIME OF FINAL SITE PLAN SUBMISSION.
2. FOR ADDITIONAL INFORMATION REGARDING TRAFFIC CONDITIONS SEE THE TRAFFIC IMPACT ANALYSIS PREPARED BY PENNINI AND DATED AUGUST 24, 2021 AND REVISED FEBRUARY AND MAY 2022. EXISTING VEHICLE TRIPS PER DAY WERE OBTAINED FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION.
3. SEE THE DESIGN GUIDELINES FOR ADDITIONAL INFORMATION CONCERNING SPECIAL PAVING AREAS AND SIDEWALK DETAILS.
3. SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.
4. ALL PROPOSED ON-SITE STREETS SHALL BE PRIVATELY MAINTAINED.

LEGEND

- PROJECT BOUNDARY
- LIMITED ACCESS ROAD SECTION
- ROAD CENTERLINE WITH STATIONING
- PROPOSED CURB & GUTTER (WITH PARALLEL PARKING)
- PROPOSED SIDEWALK WITH ENHANCED PAVING
- PROPOSED STREET CROSSING WITH ENHANCED PAVING
- PROPOSED STREET CROSSING WITH SPECIAL PAVING
- PROPOSED FENCE
- ENTRANCES PROPOSED WITH LAND BAY A
- PROPOSED BIKE RACKS (TYP.)

SEE SHEET C301 FOR PEDESTRIAN CIRCULATION INFORMATION.
SEE SHEET C302 FOR SIGHT DISTANCE PROFILES.



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07/12/2022		REVISED PER COUNTY COMMENTS (4TH SUBMISSION)

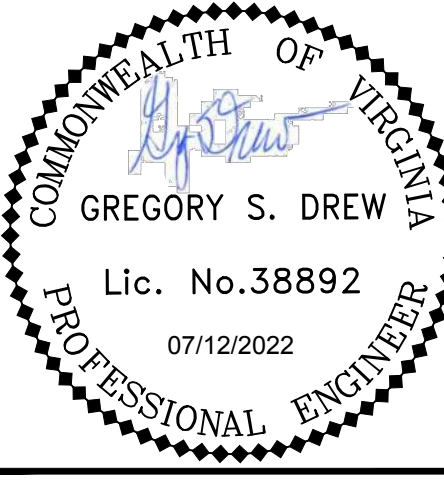
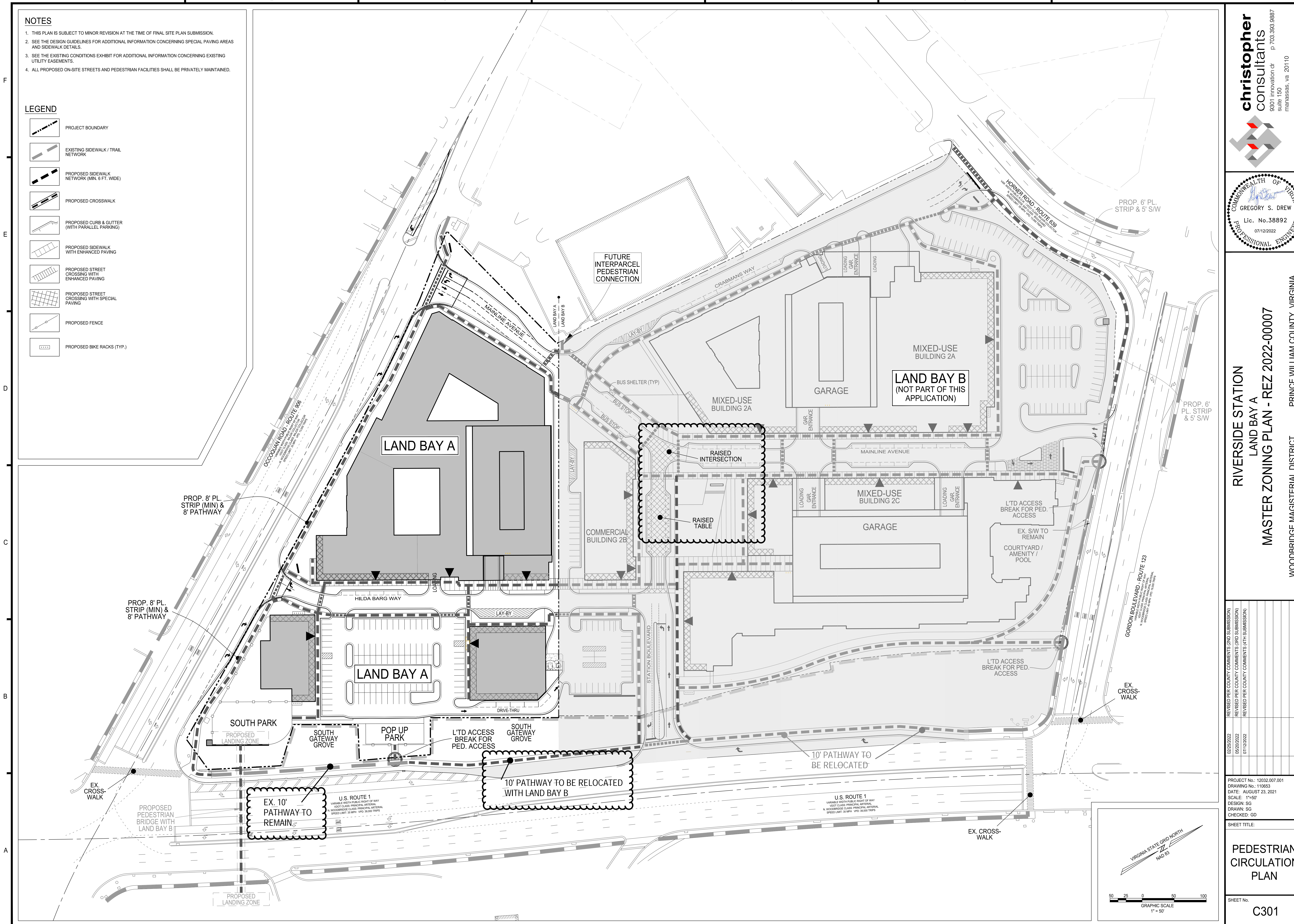
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DRAWING No.: 110653
DATE: AUGUST 23, 2021
SCALE: 1"=50'
DESIGN: SG
DRAWN: SG
CHECKED: GD

SHEET TITLE:
VEHICULAR CIRCULATION PLAN

SHEET No.:
C300

- NOTES**
- THIS PLAN IS SUBJECT TO MINOR REVISION AT THE TIME OF FINAL SITE PLAN SUBMISSION.
 - SEE THE DESIGN GUIDELINES FOR ADDITIONAL INFORMATION CONCERNING SPECIAL PAVING AREAS AND SIDEWALK DETAILS.
 - SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.
 - ALL PROPOSED ON-SITE STREETS AND PEDESTRIAN FACILITIES SHALL BE PRIVATELY MAINTAINED.

- LEGEND**
- PROJECT BOUNDARY
 - EXISTING SIDEWALK / TRAIL NETWORK
 - PROPOSED SIDEWALK NETWORK (MIN. 6 FT. WIDE)
 - PROPOSED CROSSWALK
 - PROPOSED CURB & GUTTER (WITH PARALLEL PARKING)
 - PROPOSED SIDEWALK WITH ENHANCED PAVING
 - PROPOSED STREET CROSSING WITH ENHANCED PAVING
 - PROPOSED STREET CROSSING WITH SPECIAL PAVING
 - PROPOSED FENCE
 - PROPOSED BIKE RACKS (TYP.)



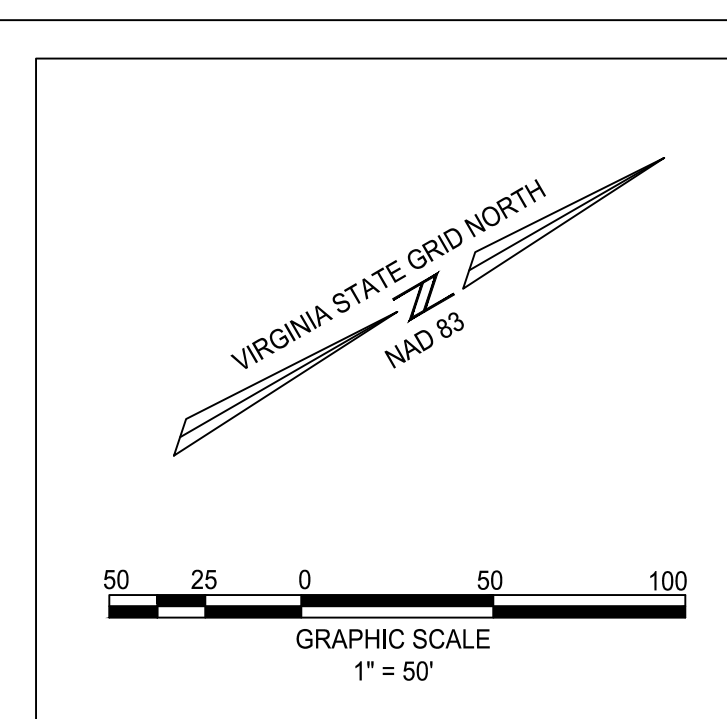
RIVERSIDE STATION
LAND BAY A
MASTER ZONING PLAN - REZ 2022-0007
WOODBRIDGE MAGISTERIAL DISTRICT
PRINCE WILLIAM COUNTY, VIRGINIA

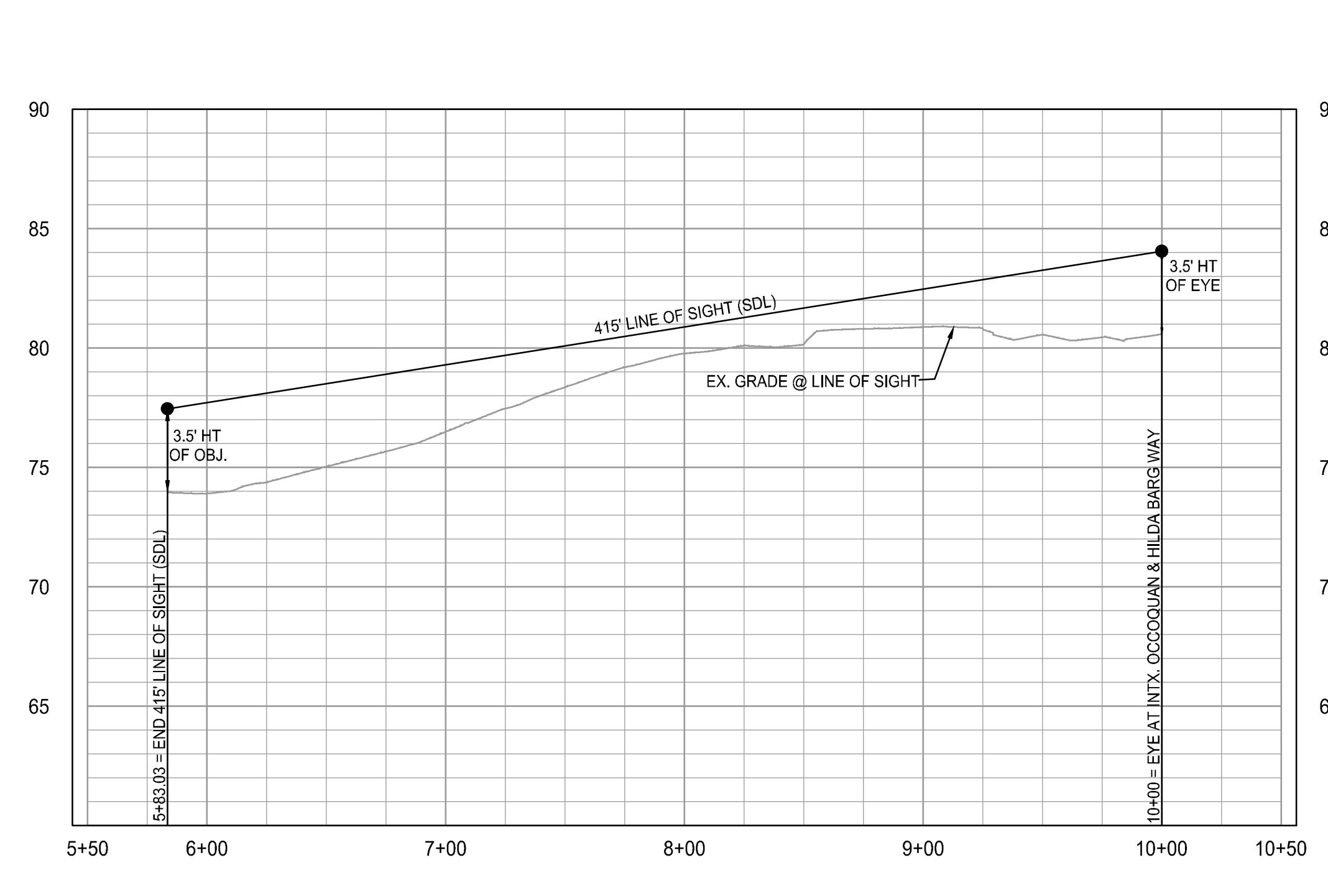
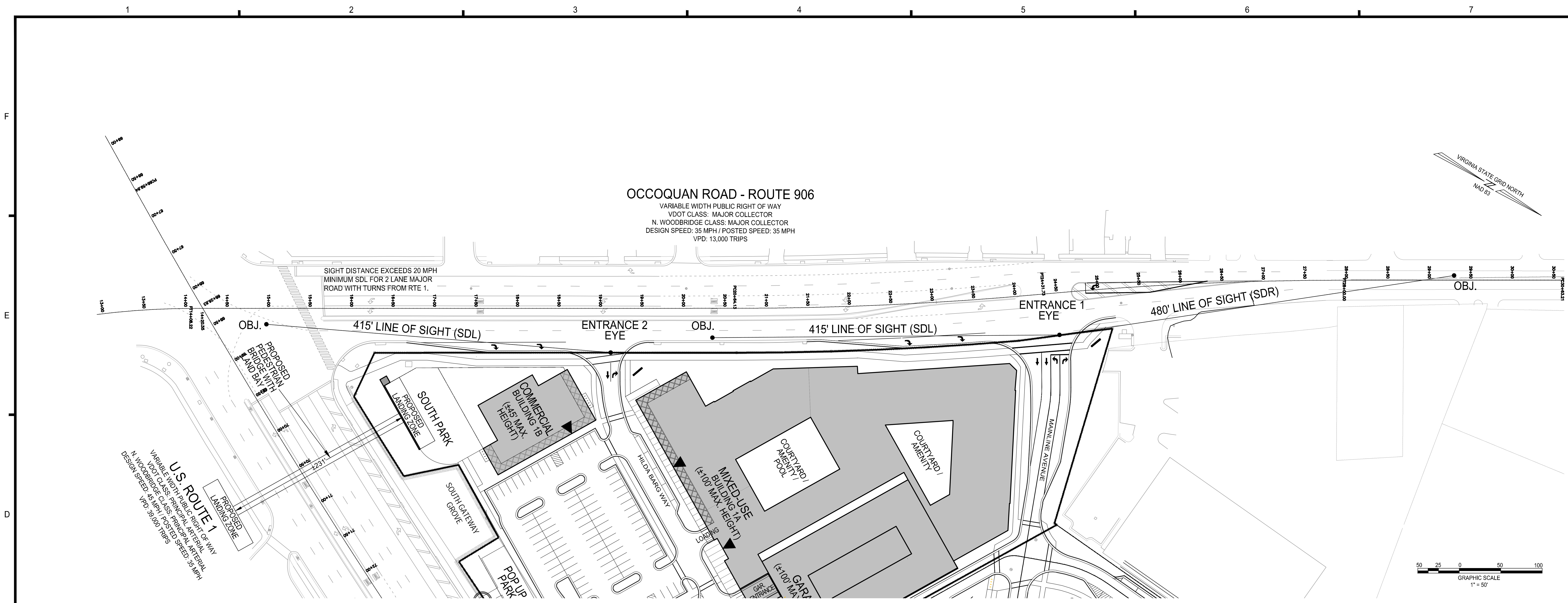
REVISION	DATE	DESCRIPTION
02/25/2022		REVISED PER COUNTY COMMENTS (2ND SUBMISSION)
05/20/2022		REVISED PER COUNTY COMMENTS (3RD SUBMISSION)
07/12/2022		REVISED PER COUNTY COMMENTS (4TH SUBMISSION)

PROJECT No.: 12032.007.001
DRAWING No.: 110653
DATE: AUGUST 23, 2021
SCALE: 1"=50'
DESIGN: SG
DRAWN: SG
CHECKED: GD

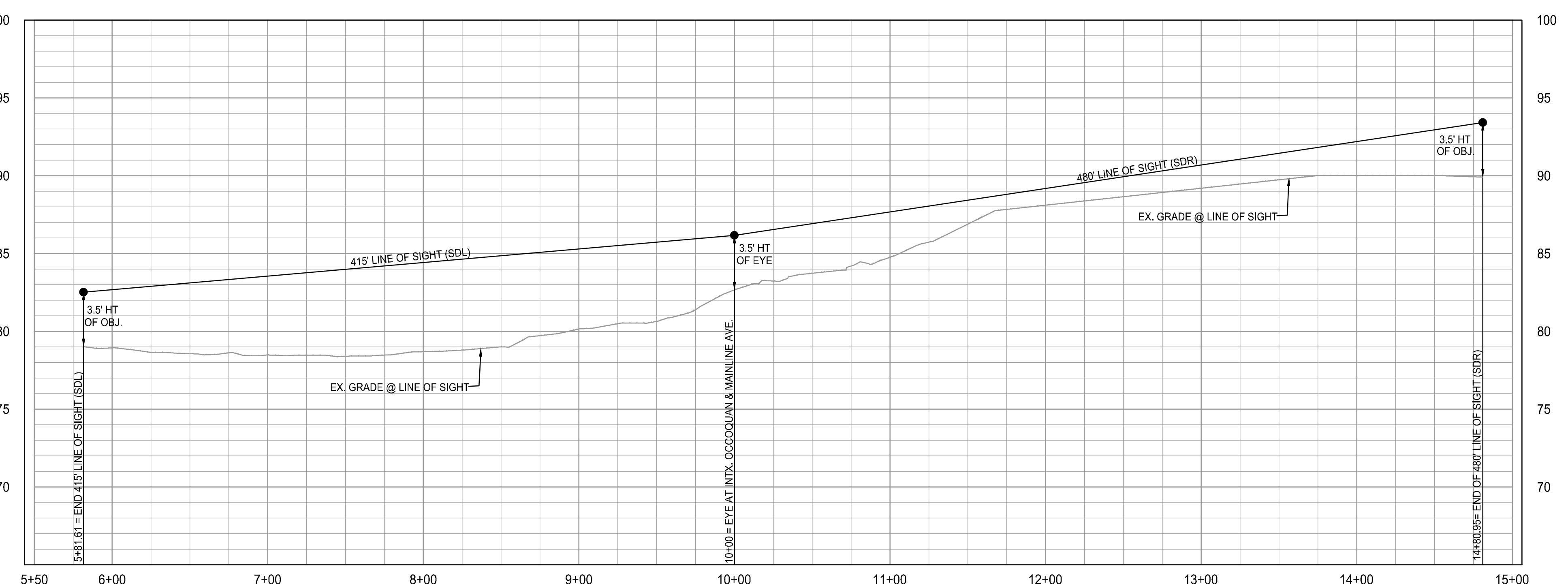
SHEET TITLE:
PEDESTRIAN CIRCULATION PLAN

SHEET No.:
C301

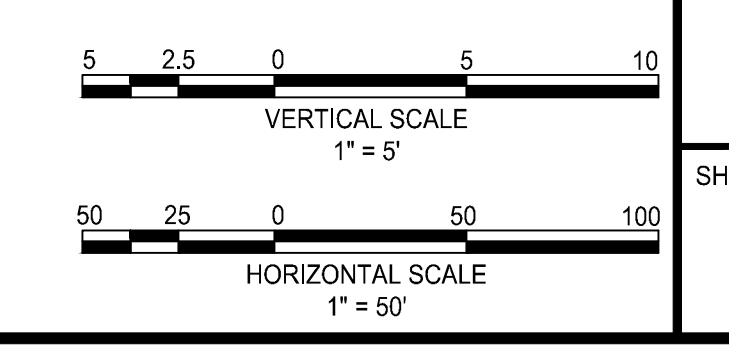




OCCOQUAN ROAD ENTRANCE 2 SIGHT DISTANCE PROFILE



OCCOQUAN ROAD ENTRANCE 1 SIGHT DISTANCE PROFILE



REVISION	DATE	DESCRIPTION
02/25/2022		REVISED PER COUNTY COMMENTS (2ND SUBMISSION)
05/20/2022		REVISED PER COUNTY COMMENTS (3RD SUBMISSION)

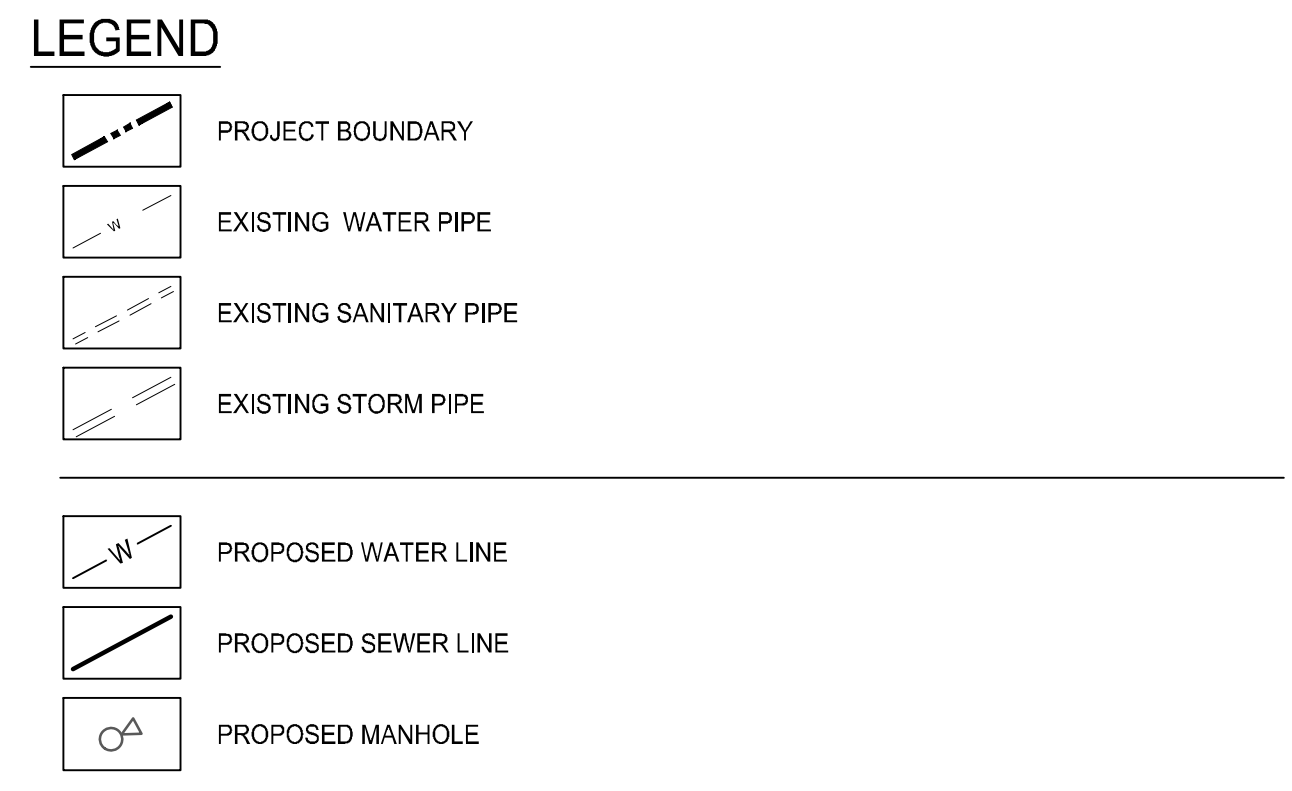
PROJECT No.: 12032.007.001
 DRAWING No.: 110653
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:
SIGHT DISTANCE PROFILES

SHEET No.:
C302

NOTES

1. THIS PLAN IS CONCEPTUAL AND SUBJECT TO MINOR MODIFICATION AT THE TIME OF SITE PLAN SUBMISSION.
2. SEE THE PROFFER STATEMENT AND DESIGN GUIDELINES FOR ADDITIONAL INFORMATION.
3. SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.



WATER QUANTITY & QUALITY NARRATIVE

SWM FOR THIS PROJECT SHALL BE PROVIDED IN ACCORDANCE WITH STATE CODE 9VAC25-870-66 AND PRINCE WILLIAM COUNTY DCSM.

EXISTING CONDITIONS:
THE OVERALL PROJECT CONSISTS OF 19.259 ACRES. THE SITE CONSISTS OF TWO LAND BAYS OF WHICH ONLY LAND BAY A (6.305 ACRES) IS PART OF THIS APPLICATION. THE TWO PROJECT SITES ARE DEVELOPED AS A COMMERCIAL SHOPPING CENTER AND VEHICLE STORAGE YARD WITH MOSTLY IMPERVIOUS COVER. THE SITE DRAINS TO THE NORTH, EAST AND SOUTH AND IS COLLECTED INTO STORM SEWER NETWORKS ON GORDON BLVD., ROUTE 1 AND OCCOQUAN ROAD. FIVE OUTFALLS HAVE BEEN ANALYZED TO DETERMINE THE SITE'S EXISTING RUNOFF.

CHANNEL & FLOOD PROTECTION:
CHANNEL PROTECTION WILL BE ADDRESSED BY REDUCING THE SITE'S CONCENTRATED DISCHARGE FOR EACH OF THE EXISTING OUTFALLS USING THE FOLLOWING METHODOLOGY: ODEVELOPED<0.80'(PRE-DEVELOPED)/RV(PRE-DEVELOPED)/RV DEVELOPED

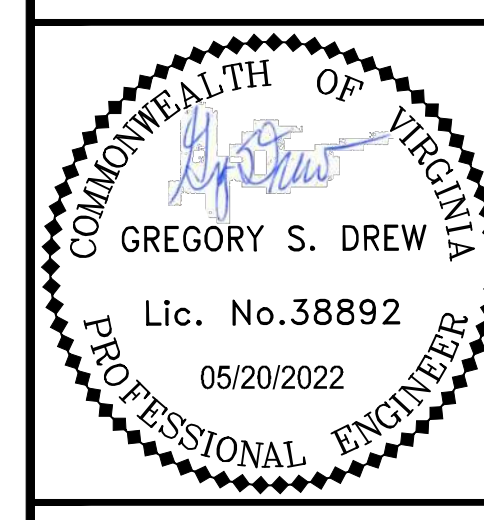
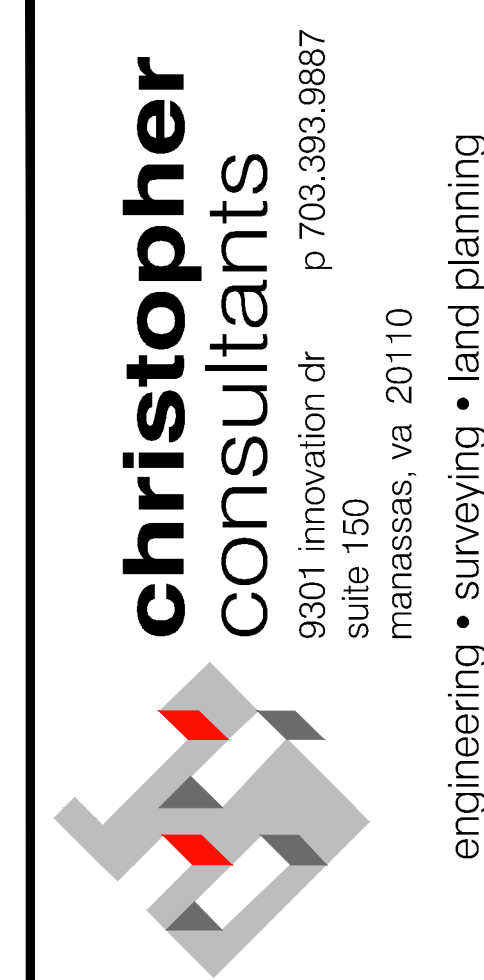
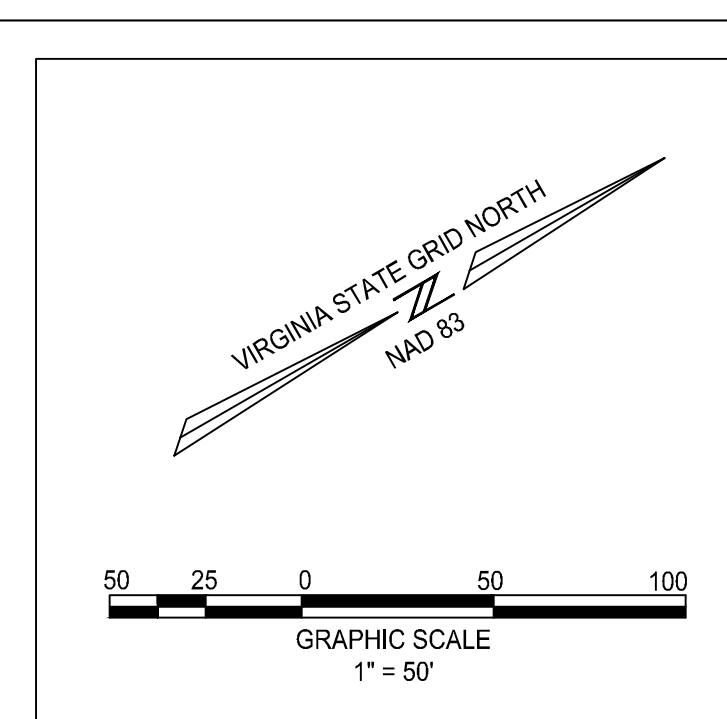
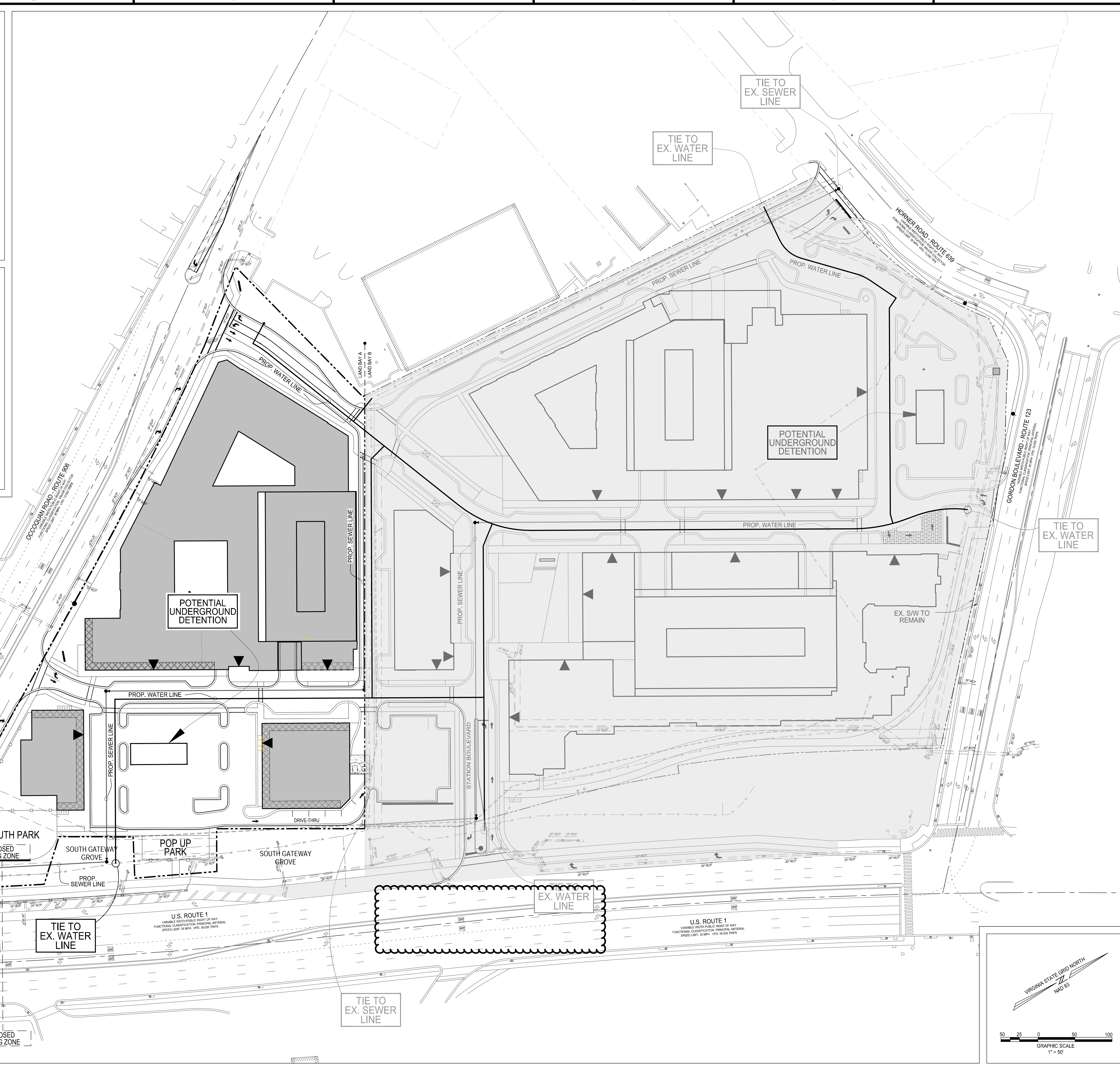
FLOOD PROTECTION WILL BE ADDRESS BY RELEASING THE POSTDEVELOPMENT PEAK FLOW RATE FOR THE 10-YEAR 24-HOUR STORM EVENT AT A RATE THAT IS LESS THAN THE PREDEVELOPMENT PEAK FLOW RATE FROM THE 10-YEAR 24-HOUR STORM EVENT.

TWO OF THE OUTFALLS WILL UTILIZE AN UNDERGROUND DETENTION TO REDUCE THE PEAK FLOW. THE OTHER OUTFALLS WILL REDUCE THE PEAK FLOW BY REDUCING THE DRAINAGE AREAS.

WATER QUALITY:
COMPLIANCE WITH THE WATER QUALITY DESIGN CRITERIA HAS BEEN DETERMINED BY UTILIZING THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) FOR REDEVELOPMENT WHICH REQUIRES THE TOTAL PHOSPHORUS LOAD FROM THE POST-DEVELOPED SITE TO BE REDUCED AT LEAST 20% BELOW THE PRE-DEVELOPED TOTAL PHOSPHORUS LOAD. TO REDUCE THE POST-DEVELOPED PHOSPHORUS LOAD, TWO ISOLATOR ROWS THAT ARE APPROVED TO RECEIVE A 40% PHOSPHORUS REDUCTION RATE MAY BE UTILIZED IN CONJUNCTION WITH THE UNDERGROUND DETENTION FACILITIES

SWM / BMP FACILITY WARNING SIGN

SIGNAGE SHALL BE POSTED INDICATING THE PRESENCE OF UNDERGROUND SWM / BMP FACILITIES AND THE LOAD CARRYING CAPACITY OF THE FACILITY. ADDITIONAL DETAILS SHALL BE PROVIDED AT THE TIME OF SITE PLAN SUBMISSION.



RIVERSIDE STATION
LAND BAY A
MASTER ZONING PLAN - REZ 2022-0007

WOODBRIDGE MAGISTERIAL DISTRICT
PRINCE WILLIAM COUNTY, VIRGINIA

REVISION	DATE	DESCRIPTION
02/25/2022		REVISED PER COUNTY COMMENTS (2ND SUBMISSION)
05/20/2022		REVISED PER COUNTY COMMENTS (3RD SUBMISSION)

PROJECT No.: 12032.007.001
DRAWING No.: 110653
DATE: AUGUST 23, 2021
SCALE: 1"=50'
DESIGN: SG
DRAWN: SG
CHECKED: GD

SHEET TITLE:
UTILITIES & SWM PLAN

SHEET No.:
C400

TREE CANOPY CALCULATIONS - LAND BAY A

REQUIRED TREE CANOPY COVER (10% of total land area) 27,442 sq.ft.

PROPOSED TREE CANOPY - LAND BAY A 28,750 sq.ft.

TREE TYPE	QUANTITY	CANOPY	CANOPY SQ. FT.
LARGE DECIDUOUS TREES	115	250 sq.ft.	28,750 sq.ft.
EVERGREEN TREE	19	100 sq. ft.	1,900 sq. ft.
MEDIUM DECIDUOUS TREE	8	150 sq. ft.	1,200 sq. ft.

VDOT SOUTH GATEWAY GROVE

LARGE DECIDUOUS TREES	23	250 sq.ft.	5,750 sq.ft.
-----------------------	----	------------	--------------

OPEN SPACE- LAND BAY A

ACRES	PUBLIC*	PRIVATE**	TOTAL O.S	PERCENTAGE
6.3 AC	2.0 AC	0.3 AC	2.3 AC	37% O.S

OPEN SPACE IN VDOT SOUTH GATEWAY GROVE 0.4 AC

*PUBLIC OPEN SPACE IS AREA WITHIN LAND BAY A PROPERTY LINES AS CALCULATED PER SECTION 32.100

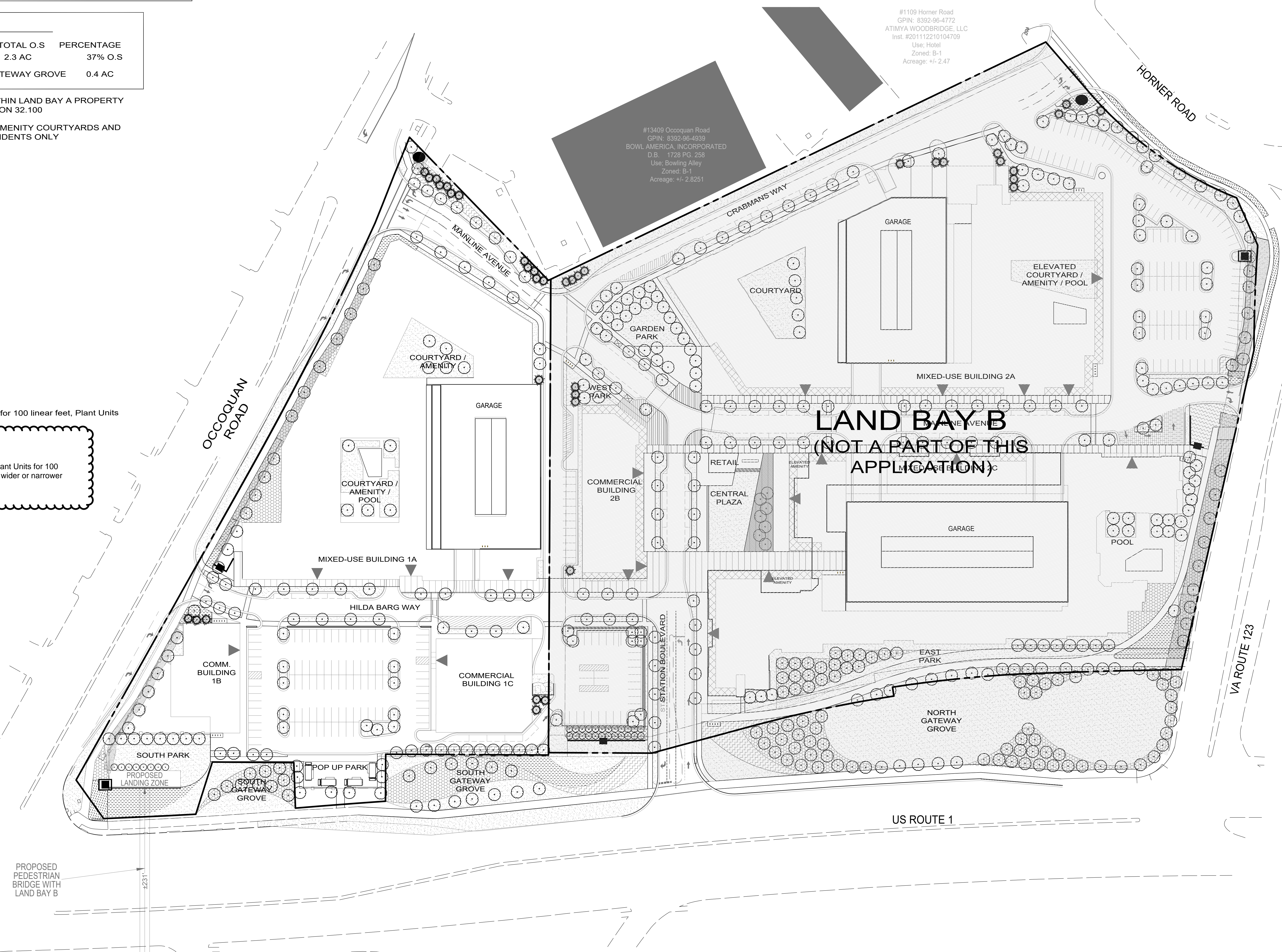
**PRIVATE OPEN SPACE IS AREA AMENITY COURTYARDS AND POOL AREAS ACCESSIBLE BY RESIDENTS ONLY

- LEGEND**
- PYLON SIGN
 - PRIMARY SIGN
 - SECONDARY SIGN
 - LARGE DECIDUOUS TREES
 - ⊗ EVERGREEN TREE
 - MEDIUM DECIDUOUS TREES
 - ▨ EVERGREEN SHRUB, DECIDUOUS SHRUB, GRASSES, GROUND COVER, PERENNIALS
 - ▨ NATURALIZED AREA
 - LAWN
 - BIKE RACKS

For Occoquan Road
10" Landscape Strip with 80 Plant Units for 100 linear feet, Plant Units will be proportional for wider areas

Naturalized area will be 20pu / 400sf.

For Route 1:
variable width buffer (avg 10' wide) with 80 Plant Units for 100 linear feet. Plant Units will be proportional for wider or narrower areas.

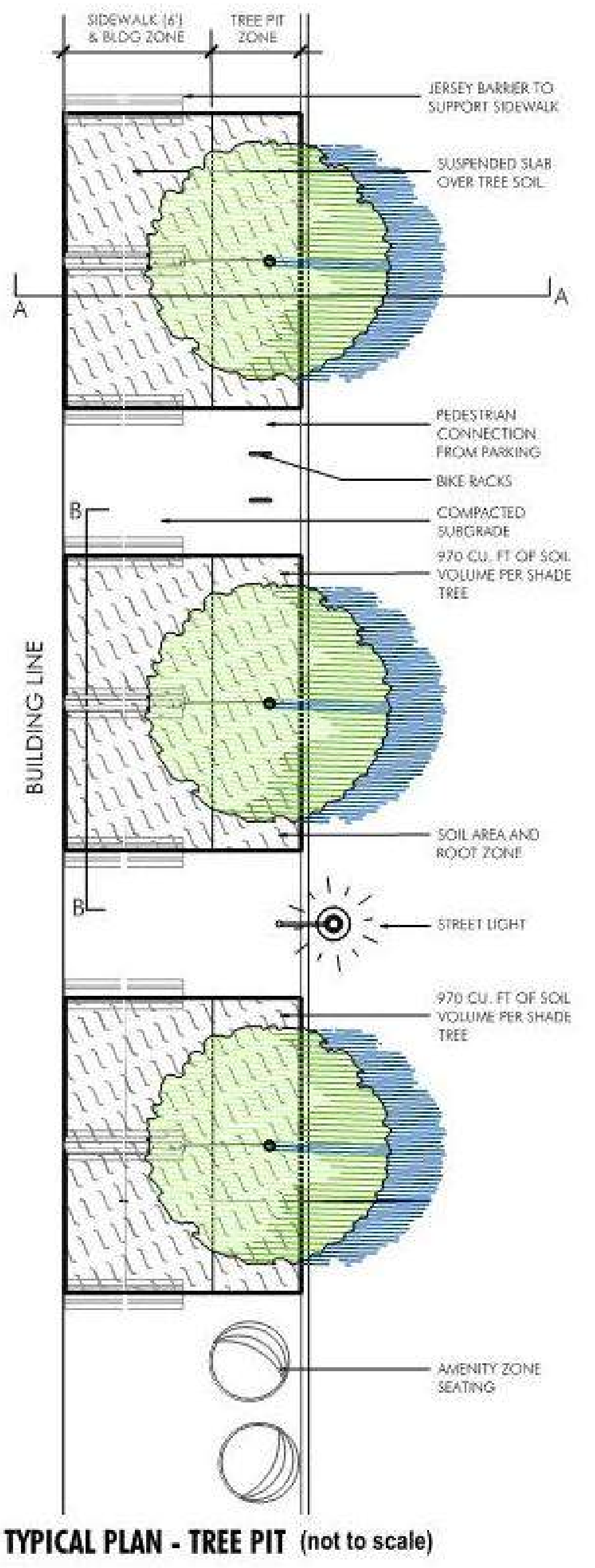


MARK	DATE	DESCRIPTION
2/25/2022		Revised per county comments (2nd submission)
06/20/2022		Revised per county comments (3rd submission)
07/12/2022		Revised per county comments (4th submission)

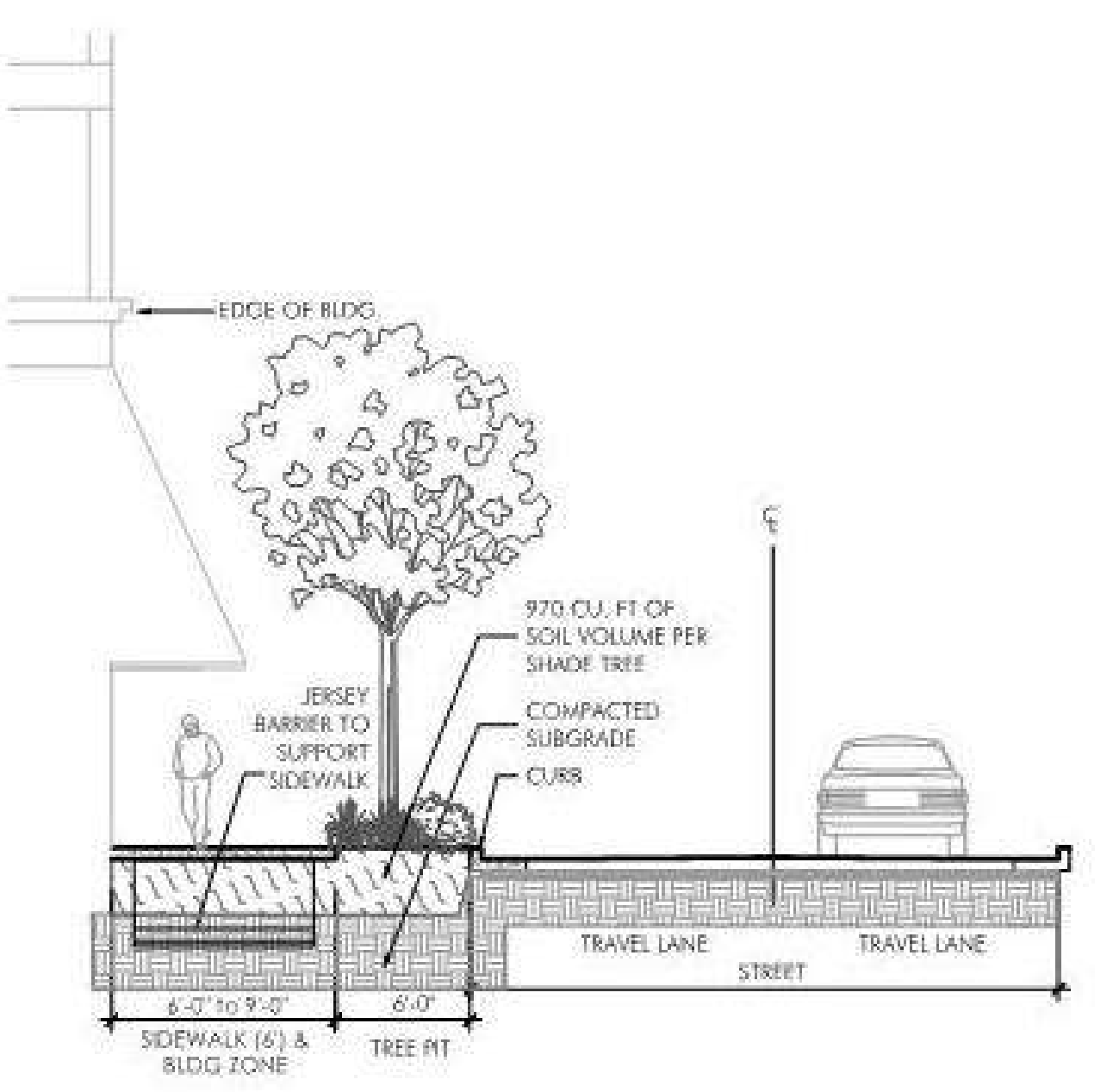
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DRAWING No.: 110653
DATE: AUGUST 23, 2021
SCALE: 1"=50'
DESIGN: DA
DRAWN: DA
CHECKED: DA

SHEET TITLE:
LANDSCAPE & OPEN SPACE PLAN

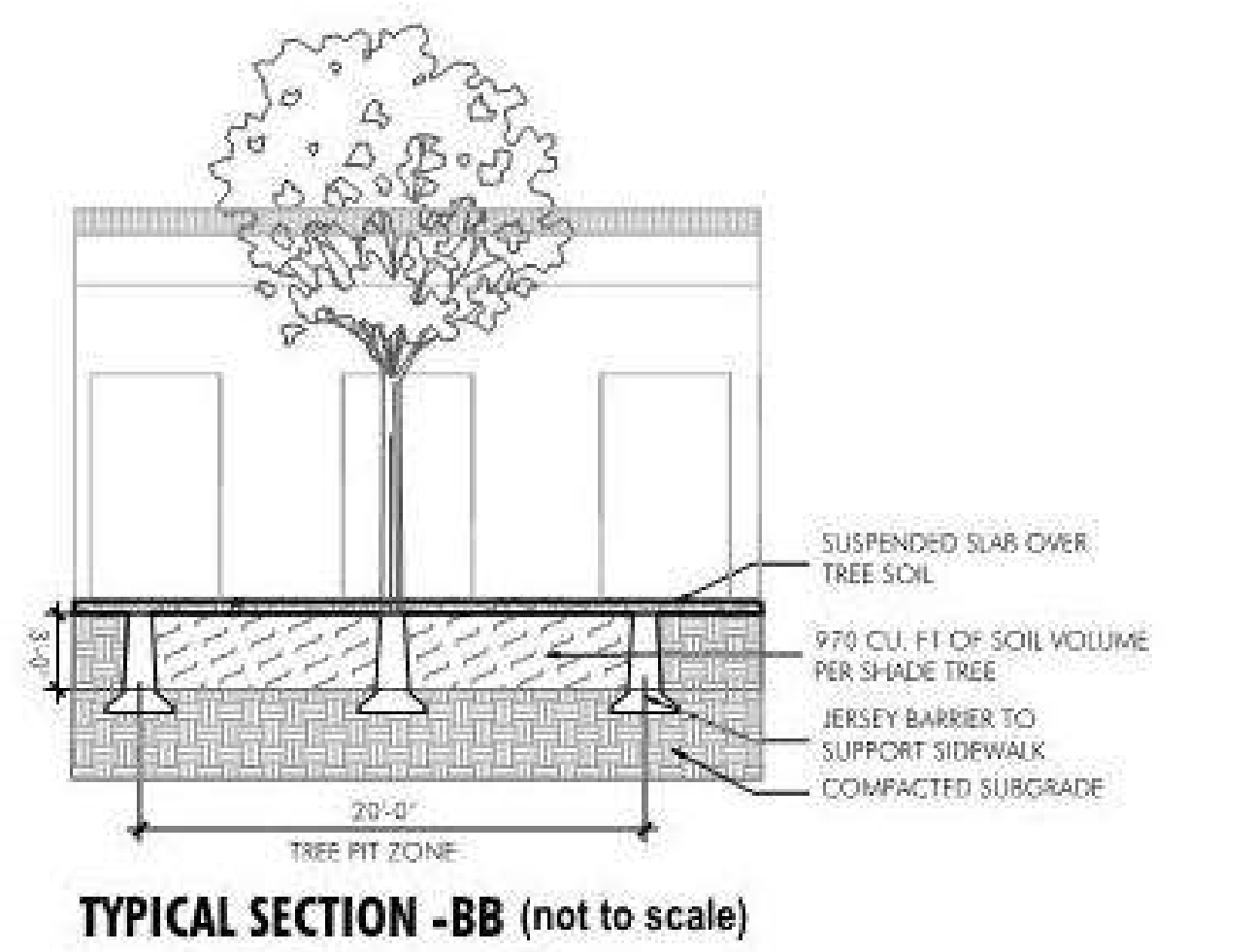
SHEET No.
C500



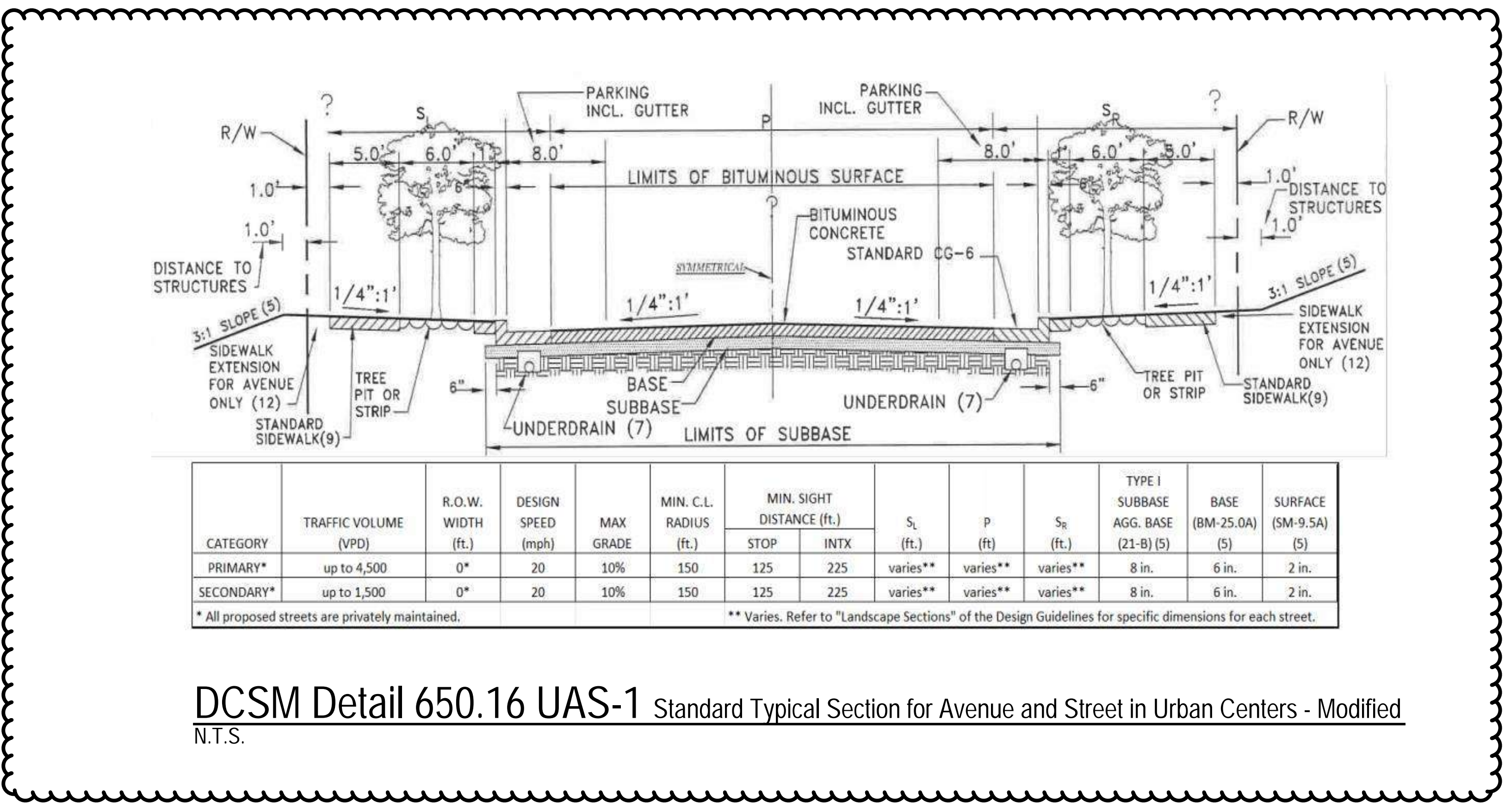
TYPICAL PLAN - TREE PIT (not to scale)



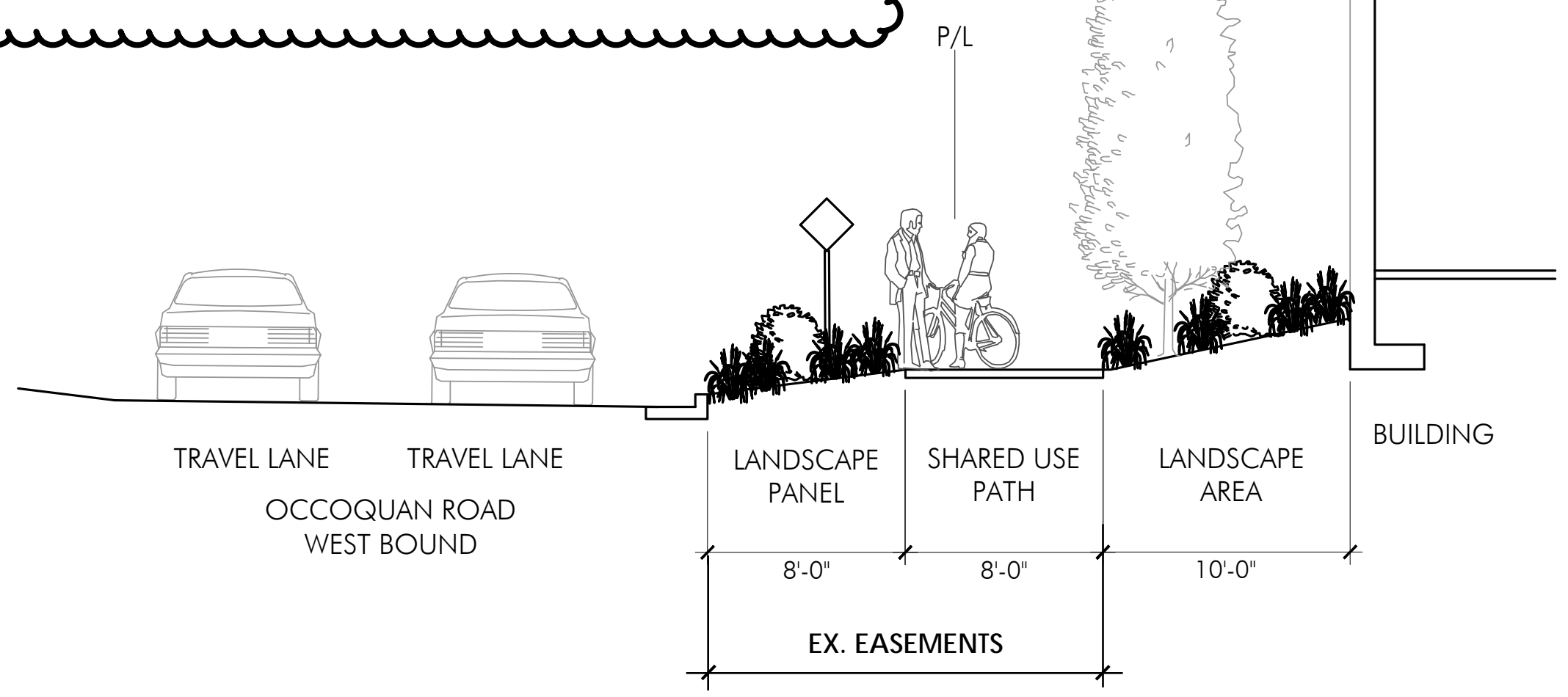
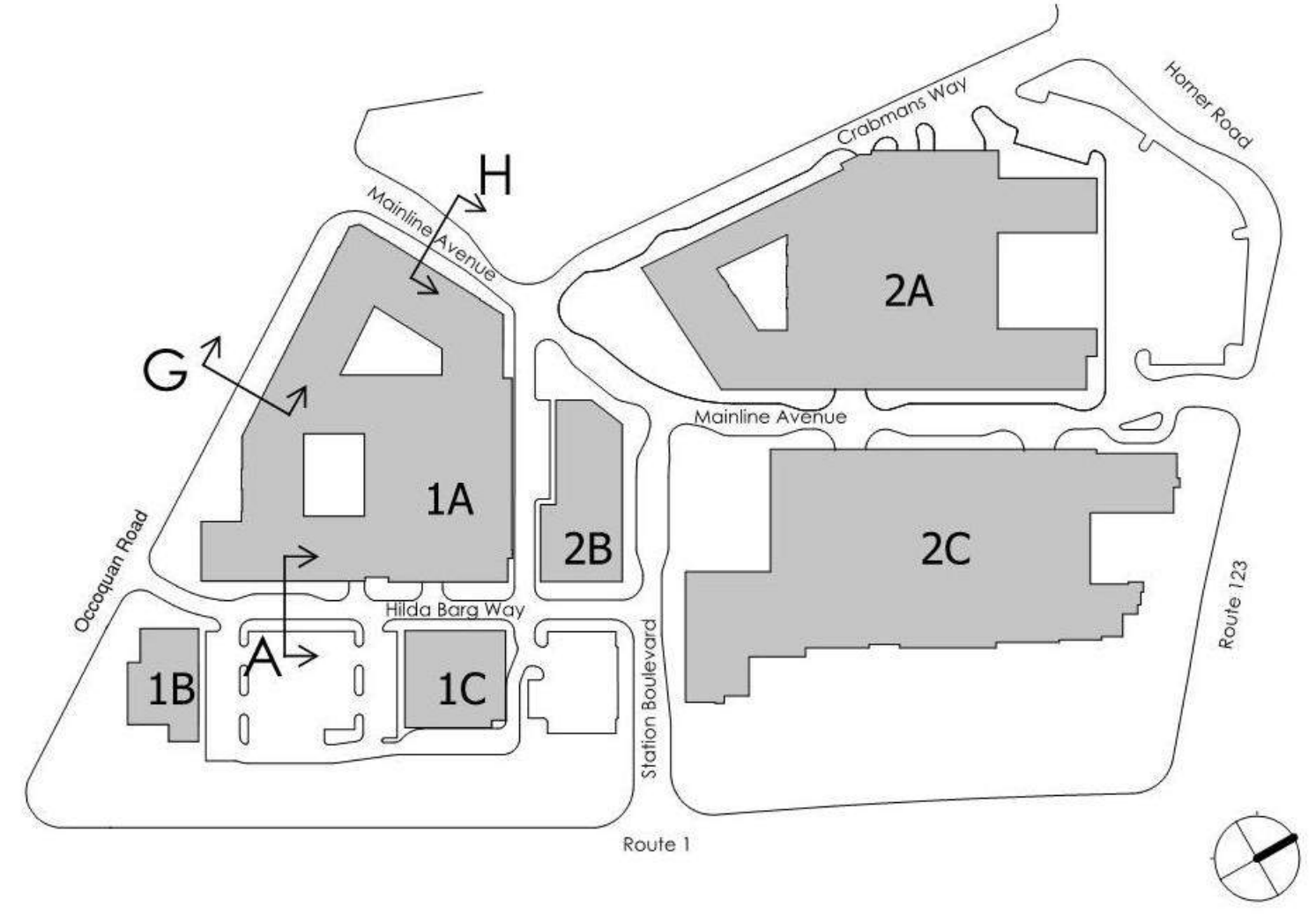
TYPICAL SECTION -AA (not to scale)



TYPICAL SECTION -BB (not to scale)

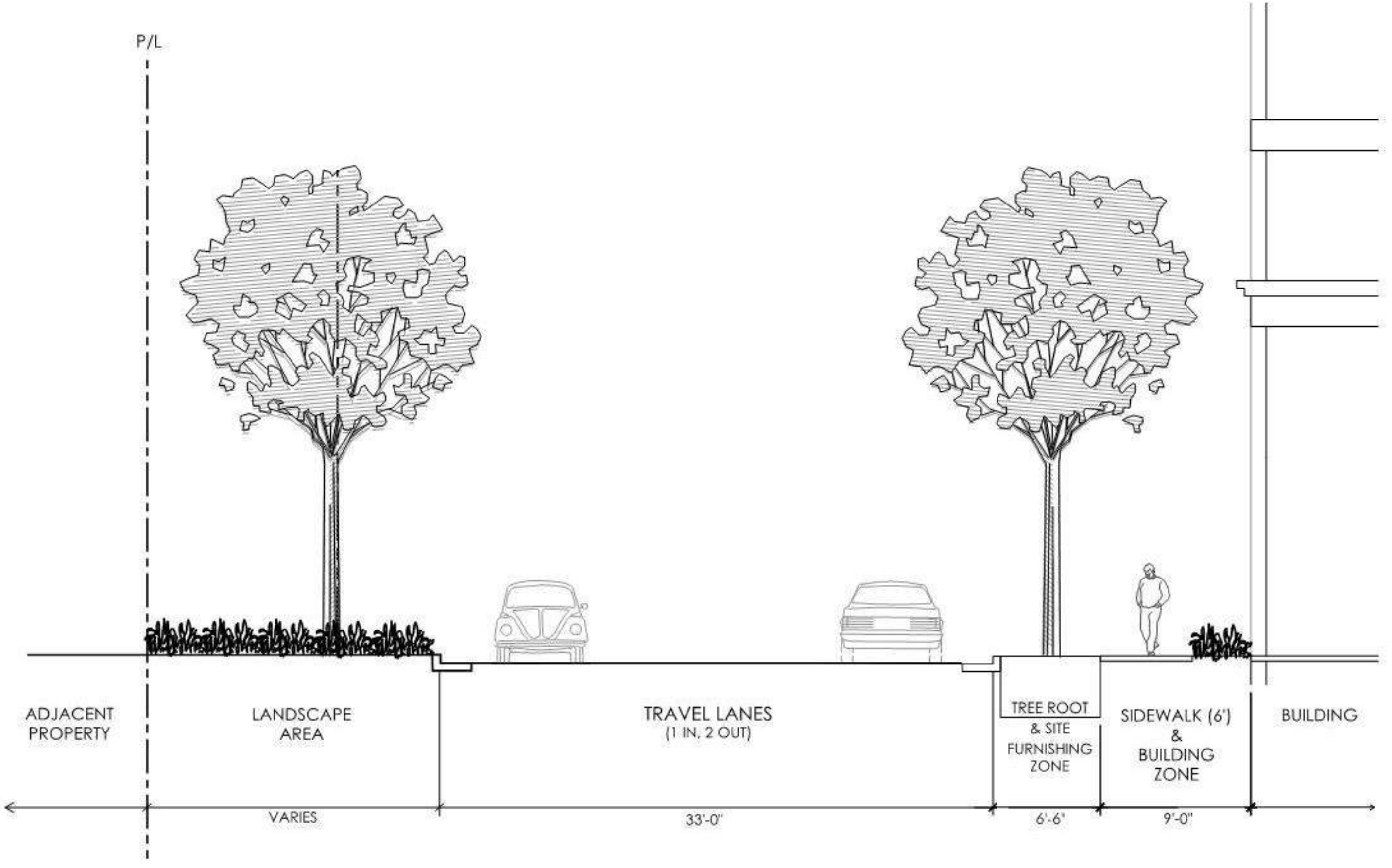


DCSM Detail 650.16 UAS-1 Standard Typical Section for Avenue and Street in Urban Centers - Modified N.T.S.

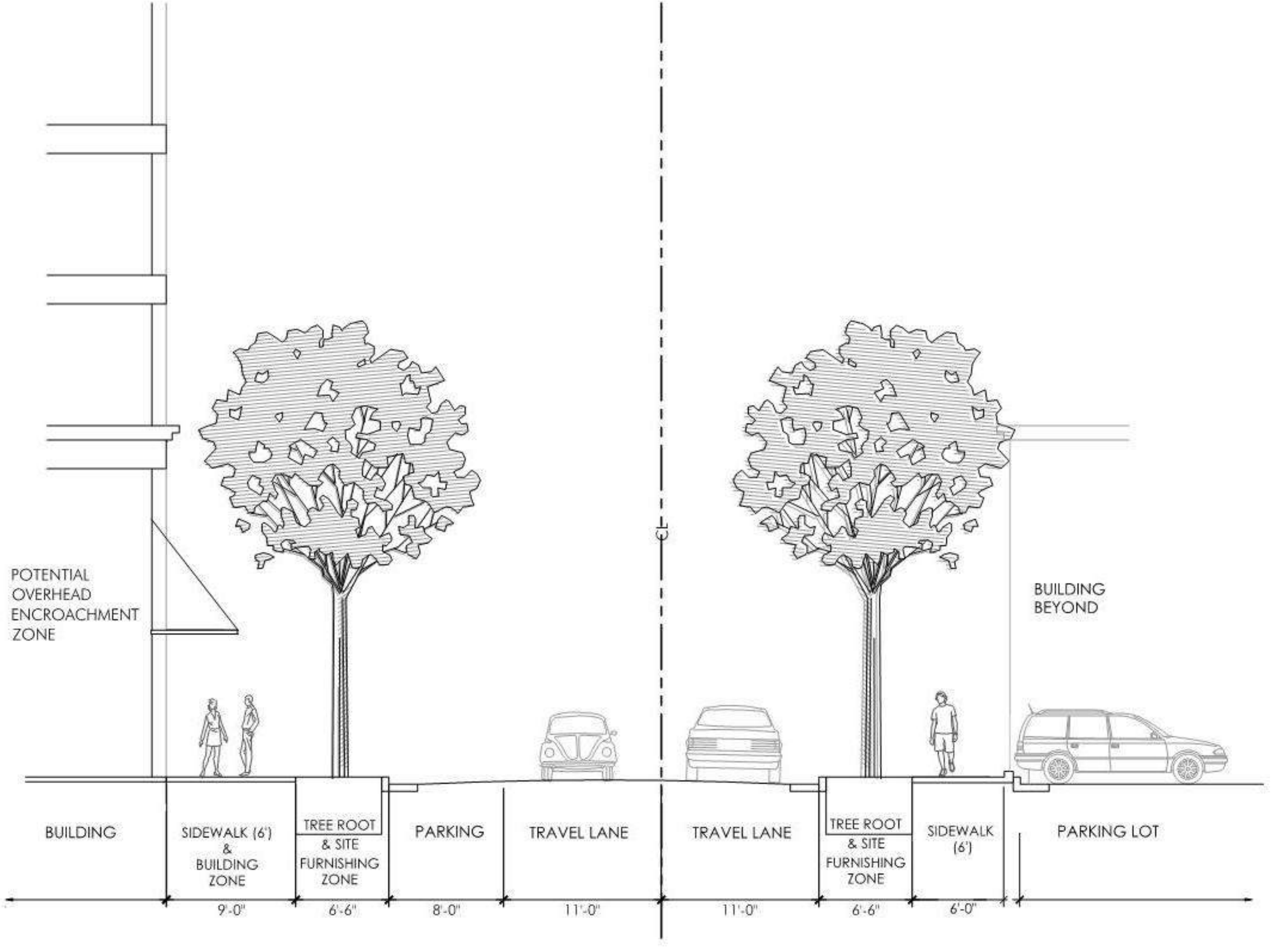


Street Section G "Shared Use Path" N.T.S.

Detail 1 "Typical Street Tree/Site Furnishing Zone & Details" N.T.S.



Street Section H "Mainline Avenue" (primary street) N.T.S.



Street Section A "Hilda Barg Way" (primary street) N.T.S.

MARK	DATE	DESCRIPTION
5/20/2022		Revised per county comments (3rd submission)
7/12/2022		Revised per county comments (4th submission)

PROJECT No.: 12032.007.001
 DRAWING No.: 110653
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: DA
 DRAWN: DA
 CHECKED: DA

SHEET TITLE:
**LANDSCAPE
 DETAILS
 &
 STREET
 SECTIONS**

SHEET No.
C501

MASTER ZONING PLAN REZ 2022-00008

RIVERSIDE STATION LAND BAY B

WOODBIDGE MAGISTERIAL DISTRICT
PRINCE WILLIAM COUNTY, VIRGINIA

PROJECT TEAM

APPLICANT / DEVELOPER
NORTH WOODBRIDGE TC, LLC
 2101 WILSON BOULEVARD, SUITE 1200
 ARLINGTON, VA 22201

OWNER OF RECORD
STATION PLAZA, LLC
 13562 JEFFERSON DAVIS HIGHWAY, #100
 WOODBRIDGE, VA 22191

LAND USE ATTORNEY
COMPTON & DULING
 12701 MARBLESTONE DRIVE, STE. #350
 WOODBRIDGE, VA 22192
 703-583-6060

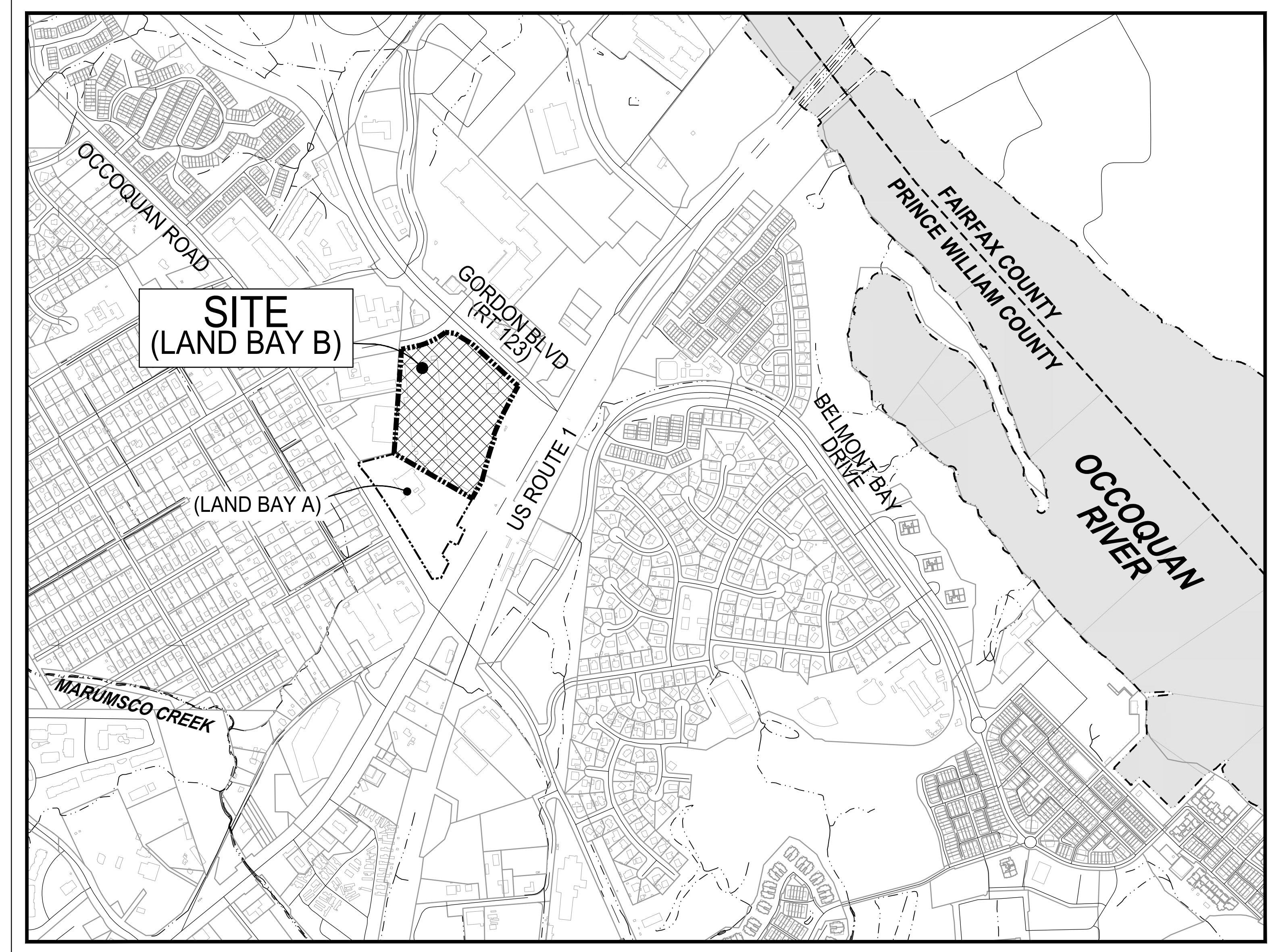
CIVIL ENGINEER & LAND PLANNING
christopher consultants, ltd
 9301 INNOVATION DRIVE, SUITE 150
 MANASSAS, VA 20110

PROJECT ARCHITECT
HEFFNER ARCHITECTS
 604 MONTGOMERY STREET
 ALEXANDRIA, VA 22314
 703-549-7766

RETAIL DESIGN PLANNER
MV+A ARCHITECTS
 11200 G STREET, NW, SUITE 250
 WASHINGTON, DC 20005
 202-682-2822

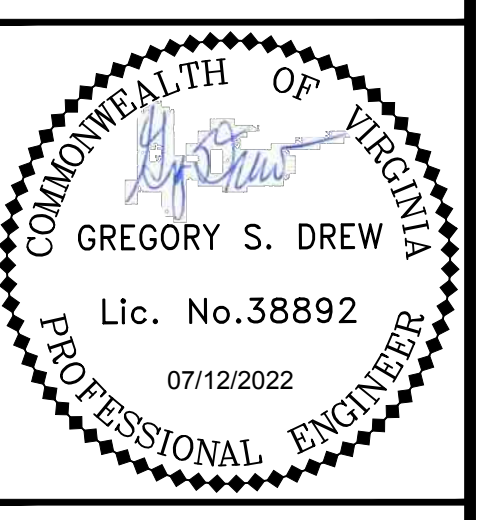
LANDSCAPE ARCHITECT
ParkerRodriguez
 101 NORTH UNION STREET, STE. #320
 ALEXANDRIA, VA 22314
 703-548-5010

TRANSPORTATION CONSULTANT
PENNONI
 1602 VILLAGE MARKET BOULEVARD SE, SUITE 330
 LEESBURG, VA 20175
 703-840-4830



VICINITY MAP
SCALE: 1" = 500'

SHEET INDEX	
SHEET #	SHEET TITLE
C000	COVER SHEET
C100	REGIONAL CONTEXT PLAN
C200	OVERALL PROJECT PLAN
C300	VEHICULAR CIRCULATION PLAN
C301	PEDESTRIAN CIRCULATION PLAN
C302	SIGHT DISTANCE PROFILES
C303	SIGHT DISTANCE PROFILES
C304	FUTURE ROAD IMPROVEMENTS PLAN
C305	REGIONAL ROAD IMPROVEMENTS PLAN
C400	UTILITIES & SWM PLAN
C500	LANDSCAPE & OPEN SPACE PLAN
C501	LANDSCAPE DETAILS & STREET SECTIONS
C502	LANDSCAPE DETAILS & STREET SECTIONS



RIVERSIDE STATION
LAND BAY B
MASTER ZONING PLAN - REZ 2022-00008

WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

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07/12/2022		REVISED PER COUNTY COMMENTS (4TH SUBMISSION)

PROJECT No.: 12032.007.001
 DRAWING No.: 110728
 DATE: AUGUST 23, 2021
 SCALE: 1"=500'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:

COVER SHEET

SHEET No.

C000

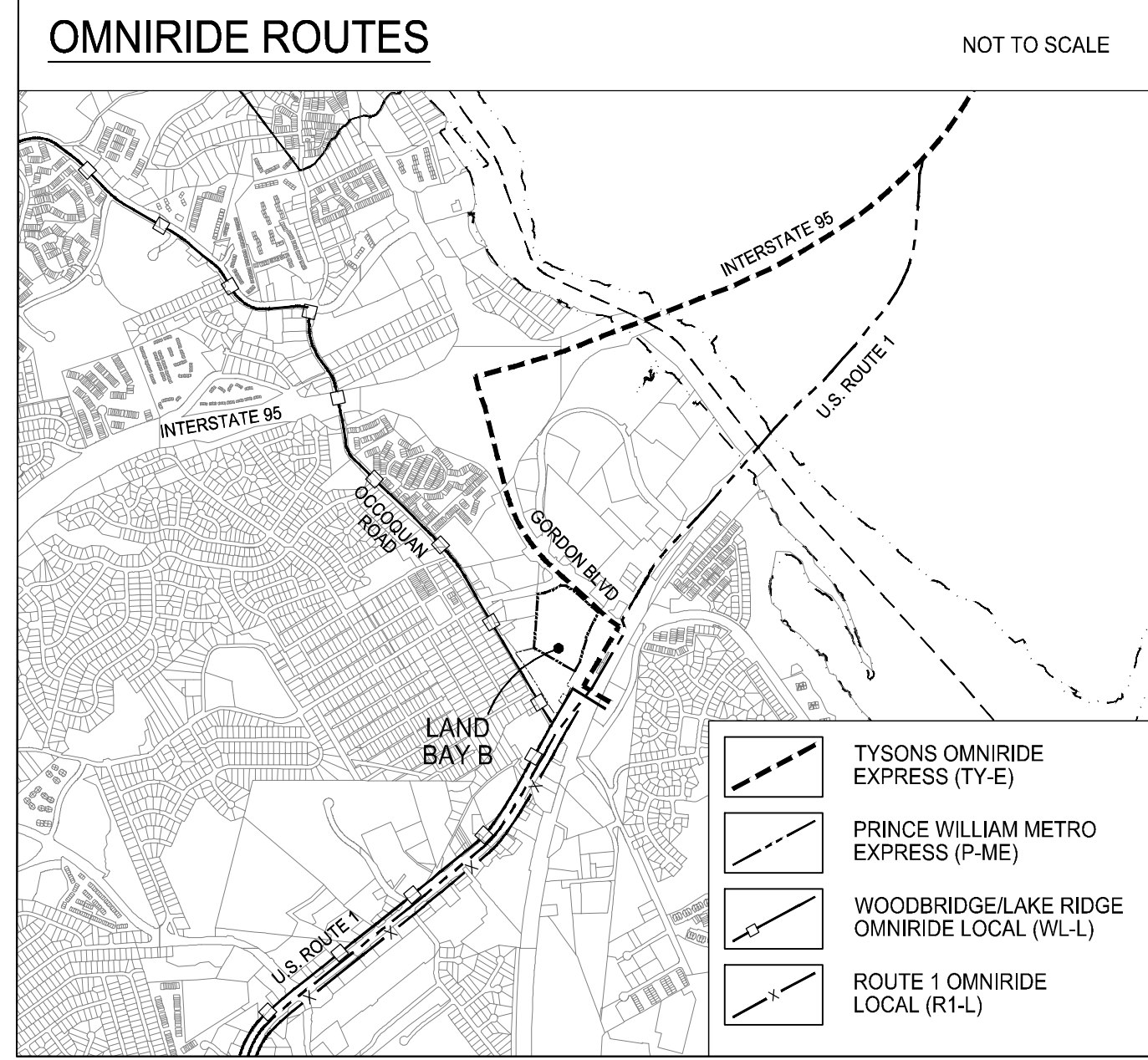
NOTES

- THIS PLAN IS CONCEPTUAL AND SUBJECT TO MINOR MODIFICATION AT THE TIME OF SITE PLAN SUBMISSION.
- SEE THE PROFFER STATEMENT AND DESIGN GUIDELINES FOR ADDITIONAL INFORMATION.

LEGEND

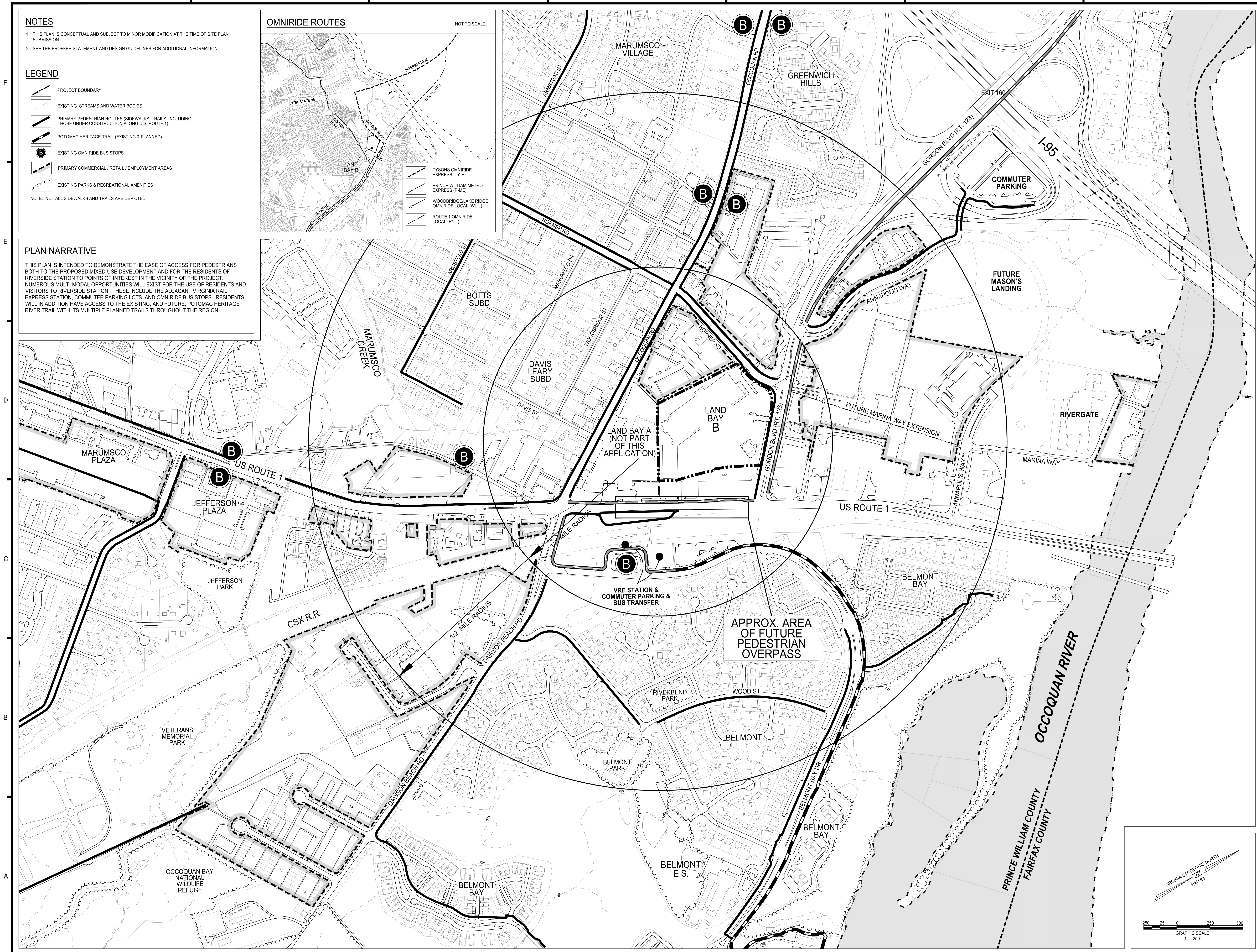
- PROJECT BOUNDARY
- EXISTING STREAMS AND WATER BODIES
- PRIMARY PEDESTRIAN ROUTES (SIDEWALKS, TRAILS, INCLUDING THOSE UNDER CONSTRUCTION ALONG U.S. ROUTE 1)
- POTOMAC HERITAGE TRAIL (EXISTING & PLANNED)
- EXISTING OMNIRIDE BUS STOPS
- PRIMARY COMMERCIAL / RETAIL / EMPLOYMENT AREAS
- EXISTING PARKS & RECREATIONAL AMENITIES

NOTE: NOT ALL SIDEWALKS AND TRAILS ARE DEPICTED.



PLAN NARRATIVE

THIS PLAN IS INTENDED TO DEMONSTRATE THE EASE OF ACCESS FOR PEDESTRIANS BOTH TO THE PROPOSED MIXED-USE DEVELOPMENT AND FOR THE RESIDENTS OF RIVERSIDE STATION TO POINTS OF INTEREST IN THE VICINITY OF THE PROJECT. NUMEROUS MULTI-MODAL OPPORTUNITIES WILL EXIST FOR THE USE OF RESIDENTS AND VISITORS TO RIVERSIDE STATION. THESE INCLUDE THE ADJACENT VIRGINIA RAIL EXPRESS STATION, COMMUTER PARKING LOTS, AND OMNIRIDE BUS STOPS. RESIDENTS WILL IN ADDITION HAVE ACCESS TO THE EXISTING, AND FUTURE, POTOMAC HERITAGE RIVER TRAIL WITH ITS MULTIPLE PLANNED TRAILS THROUGHOUT THE REGION.



christopher consultants
 9301 innovation dr
 suite 150
 manassas, va 20110
 engineering • surveying • land planning

COMMONWEALTH OF VIRGINIA
 GREGORY S. DREW
 Lic. No. 38892
 02/25/2022
 PROFESSIONAL ENGINEER

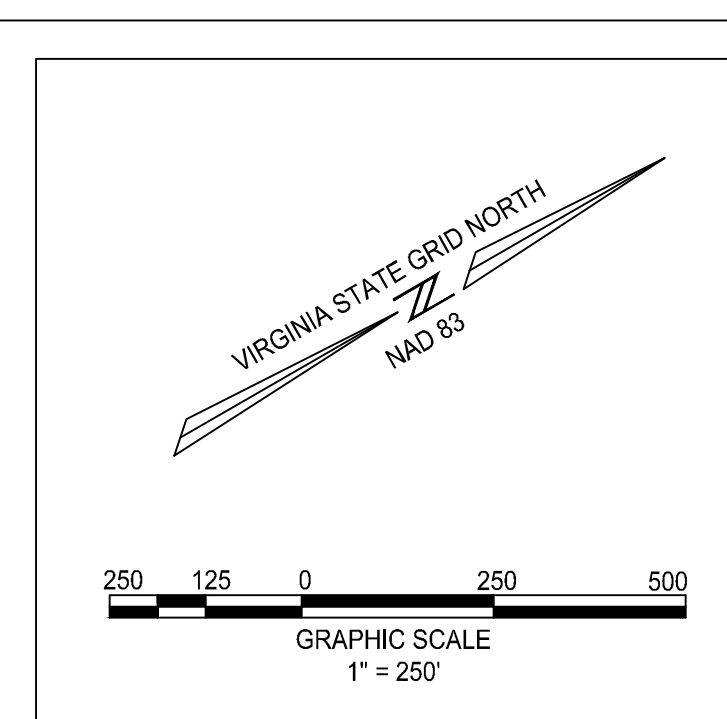
RIVERSIDE STATION
 LAND BAY B
 MASTER ZONING PLAN - REZ 2022-00008
 WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

REVISION	DATE	DESCRIPTION
02/25/2022	05/20/2022	REVISED PER COUNTY COMMENTS (2ND SUBMISSION) REVISED PER COUNTY COMMENTS (3RD SUBMISSION)

PROJECT No.: 12032.007.001
 DRAWING No.: 110728
 DATE: AUGUST 23, 2021
 SCALE: 1"=250'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:
REGIONAL CONTEXT PLAN

SHEET No.:
C100



PROPOSED PARKING TABULATIONS

PWC DCSM TABLE 6-8	
RESIDENTIAL PARKING:	640 DU (MAX)
MULTIFAMILY, HIGH-RISE (8' OR HIGHER):	
VISITORS: 1 SP / 10 DU (7%)	64
STUDIO: 1 SP / DU	109
1BR: 1.25 SP / DU	436
2BR + 2 SP / DU	365
TOTAL RESIDENTIAL PARKING PER DCSM:	975
NON-RESIDENTIAL PARKING:	106,000 GSF
FOOD STORE: 1 SP / 200 NSF	133
RESTAURANT IN-LINE: 1 SP / 100 NSF	271
RETAIL SALES / SERVICE: 1 SP / 200 NSF	128
TOTAL NON-RESIDENTIAL PARKING REQUIRED:	532
TOTAL PARKING REQUIRED PER DCSM:	1507
30% REDUCTION PER DCSM 610.03A	-452
TOTAL REDUCED PARKING PER DCSM	1055
REDUCTION (% OF TOTAL PARKING PER DCSM)	30%
PROPOSED PARKING: VISITOR AS SHARED PARKING	
RESIDENTIAL PARKING:	640 DU / 860 BED (MAX)
MULTIFAMILY, HIGH-RISE (5-7 STORIES):	
VISITOR PARKING (5% RESIDENTIAL)	43
STUDIO: 1 SP / BR	110
1 BR: 1 SP / BR	348
2 BR + 1 SP / BR	405
TOTAL RESIDENTIAL PARKING PROPOSED:	906
NON-RESIDENTIAL PARKING:	106,000 GSF
FOOD STORE: 1 SP / 200 NSF	133
RESTAURANTS IN-LINE: 1 SP / 100 NSF	271
RETAIL SALES / SERVICE: 1 SP / 200 NSF	128
TOTAL NON-RESIDENTIAL PARKING REQUIRED:	532
TOTAL PARKING PROPOSED	1438
REDUCE NON-RESIDENTIAL FOR VISITOR PARKING	-43
TOTAL REDUCED PARKING PROPOSED	1395
REDUCTION (% OF TOTAL PARKING PER DCSM)	7.4%

NOTES:

- PER DCSM TABLE 6-8, NET FLOOR AREA = 75% OF GROSS FLOOR AREA.
- PER DCSM 610.03A UP TO 30% OF THE REQUIRED PARKING SPACES MAY BE WAIVED WHEN THE USE IS LOCATED IN AN AREA OF DEVELOPMENT THAT IS SO INTENSE THAT NORMAL INDIVIDUAL DEMAND WILL NOT BE GENERATED. THE PROPOSED DEVELOPMENT INCLUDES PARKING GARAGES FOR BOTH RESIDENTIAL AND RETAIL PARKING WITH RESIDENTIAL PARKING BEING ASSIGNED. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES WITHIN THE SAME BUILDING AND LAND DEVELOPMENT TO REDUCE TRAFFIC IMPACTS. A NETWORK OF PEDESTRIAN AND BIKE PATHS LINKING VARIOUS RESIDENTIAL AND NON-RESIDENTIAL USES. A PEDESTRIAN BRIDGE TO CONNECT BETWEEN THE NEW DEVELOPMENT AND THE WOODBRIDGE VINE STATION AND (2) INTERNAL BUS STOPS FOR THE OMNIRIDE WOODBRIDGE LAKE RIDGE LOCAL.
- MULTIFAMILY RENTAL MARKET DEMAND SUPPORTS 1 SPACE PER BEDROOM. THE TOTAL RESIDENTIAL PARKING PROPOSED INCLUDES 69 LESS SPACES THAN DCSM TABLE 6-8 FOR THE UNIT MIX PROPOSED.

PROPOSED DEVELOPMENT TABULATIONS

LAND BAY	ZONING	LAND BAY USE DESIGNATIONS	LAND USES (SEE NOTE #1)	LAND BAY ACREAGE	MIN. REQUIRED DWELLING UNITS (DU) (SEE NOTE #2)	PROPOSED MAX. DWELLING UNITS (DU)	MIN. NON-RESIDENTIAL SQUARE FOOTAGE (GSF) (SEE NOTE #3)	MINIMUM REQUIRED OPEN SPACE	PROVIDED OPEN SPACE
B	PMD	UHDR, B-1, OS	MULTIFAMILY RESIDENTIAL (MIXED USE), NON-RESIDENTIAL, OPEN SPACE	12.954	560 DU (43 DU / ACRE OR 1.03 FAR)	640 DU (49.4 DU / ACRE OR 1.18 FAR)	90,000 (0.16 FAR)	20%	±34%

NOTES:

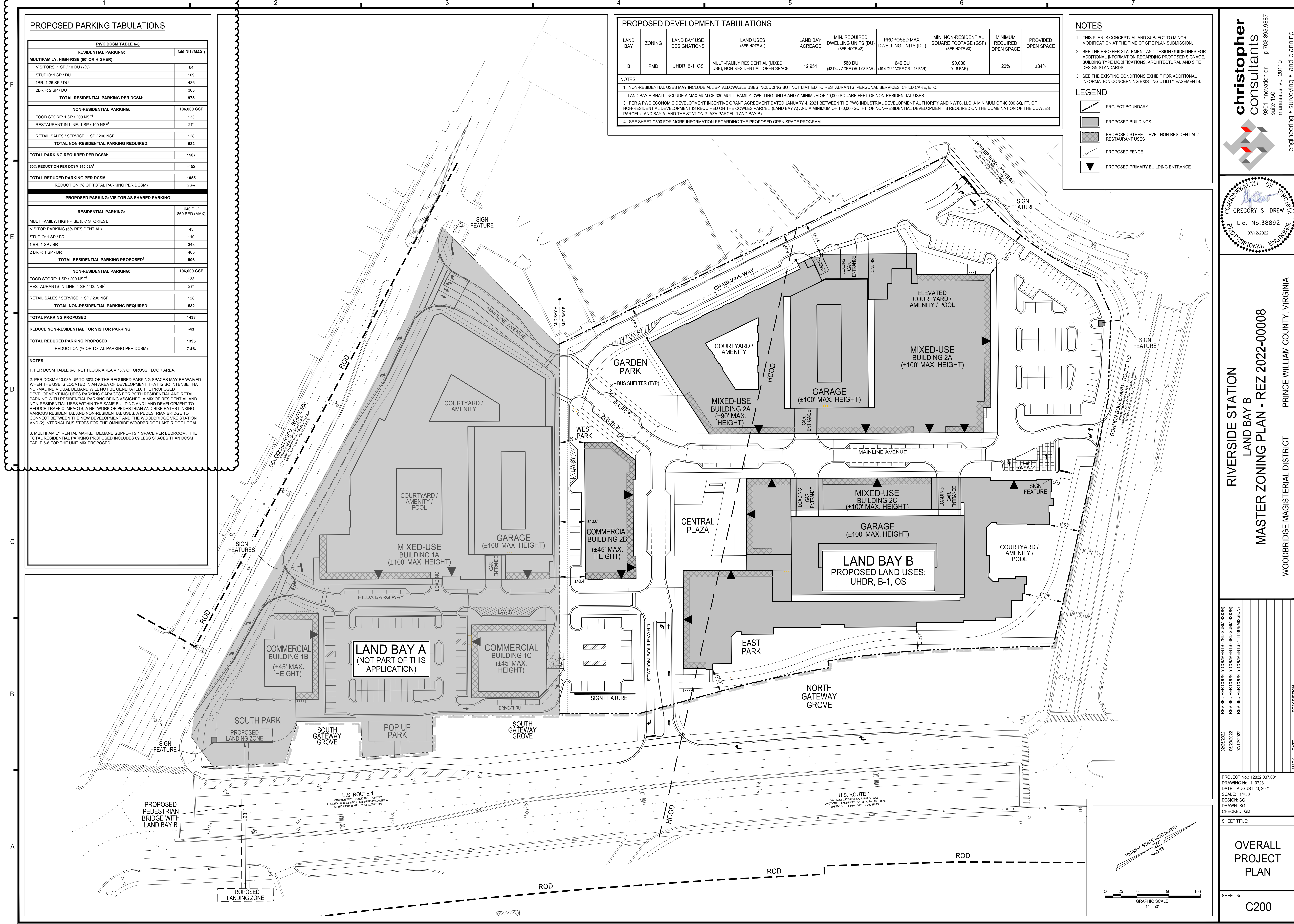
- NON-RESIDENTIAL USES MAY INCLUDE ALL B-1 ALLOWABLE USES INCLUDING BUT NOT LIMITED TO RESTAURANTS, PERSONAL SERVICES, CHILD CARE, ETC.
- LAND BAY A SHALL INCLUDE A MAXIMUM OF 330 MULTI-FAMILY DWELLING UNITS AND A MINIMUM OF 40,000 SQUARE FEET OF NON-RESIDENTIAL USES.
- PER A PWC ECONOMIC DEVELOPMENT INCENTIVE GRANT AGREEMENT DATED JANUARY 4, 2021 BETWEEN THE PWC INDUSTRIAL DEVELOPMENT AUTHORITY AND NWTG, LLC, A MINIMUM OF 40,000 SQ. FT. OF NON-RESIDENTIAL DEVELOPMENT IS REQUIRED ON THE COWLES PARCEL (LAND BAY A) AND A MINIMUM OF 130,000 SQ. FT. OF NON-RESIDENTIAL DEVELOPMENT IS REQUIRED ON THE COMBINATION OF THE COWLES PARCEL (LAND BAY A) AND THE STATION PLAZA PARCEL (LAND BAY B).
- SEE SHEET C500 FOR MORE INFORMATION REGARDING THE PROPOSED OPEN SPACE PROGRAM.

NOTES

- THIS PLAN IS CONCEPTUAL AND SUBJECT TO MINOR MODIFICATION AT THE TIME OF SITE PLAN SUBMISSION.
- SEE THE PROFFER STATEMENT AND DESIGN GUIDELINES FOR ADDITIONAL INFORMATION REGARDING PROPOSED SIGNAGE, BUILDING TYPE MODIFICATIONS, ARCHITECTURAL AND SITE DESIGN STANDARDS.
- SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.

LEGEND

- PROJECT BOUNDARY
- PROPOSED BUILDINGS
- PROPOSED STREET LEVEL NON-RESIDENTIAL / RESTAURANT USES
- PROPOSED FENCE
- PROPOSED PRIMARY BUILDING ENTRANCE



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 9301 Innovation Dr
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 Manassas, VA 20108
 p 703.993.9887
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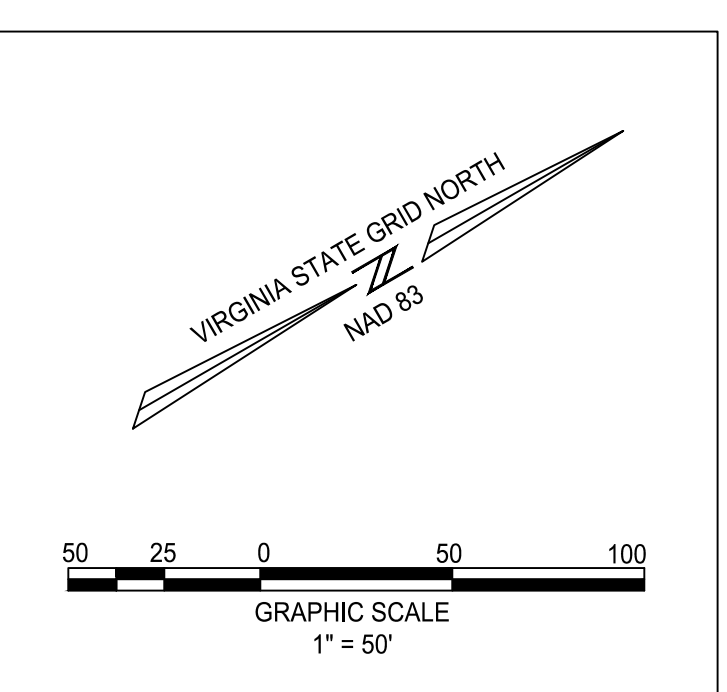
COMMONWEALTH OF VIRGINIA
 GREGORY S. DREW
 Lic. No. 38892
 07/12/2022
 PROFESSIONAL ENGINEER

RIVERSIDE STATION
 LAND BAY B
 MASTER ZONING PLAN - REZ 2022-0008
 WOODBRIDGE MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA

REVISION	DATE	DESCRIPTION
02/25/2022		REVISED PER COUNTY COMMENTS (2ND SUBMISSION)
05/20/2022		REVISED PER COUNTY COMMENTS (3RD SUBMISSION)
07/12/2022		REVISED PER COUNTY COMMENTS (4TH SUBMISSION)

PROJECT No.: 12032.007.001
 DRAWING No.: 110728
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:
OVERALL PROJECT PLAN
 SHEET No.:
C200



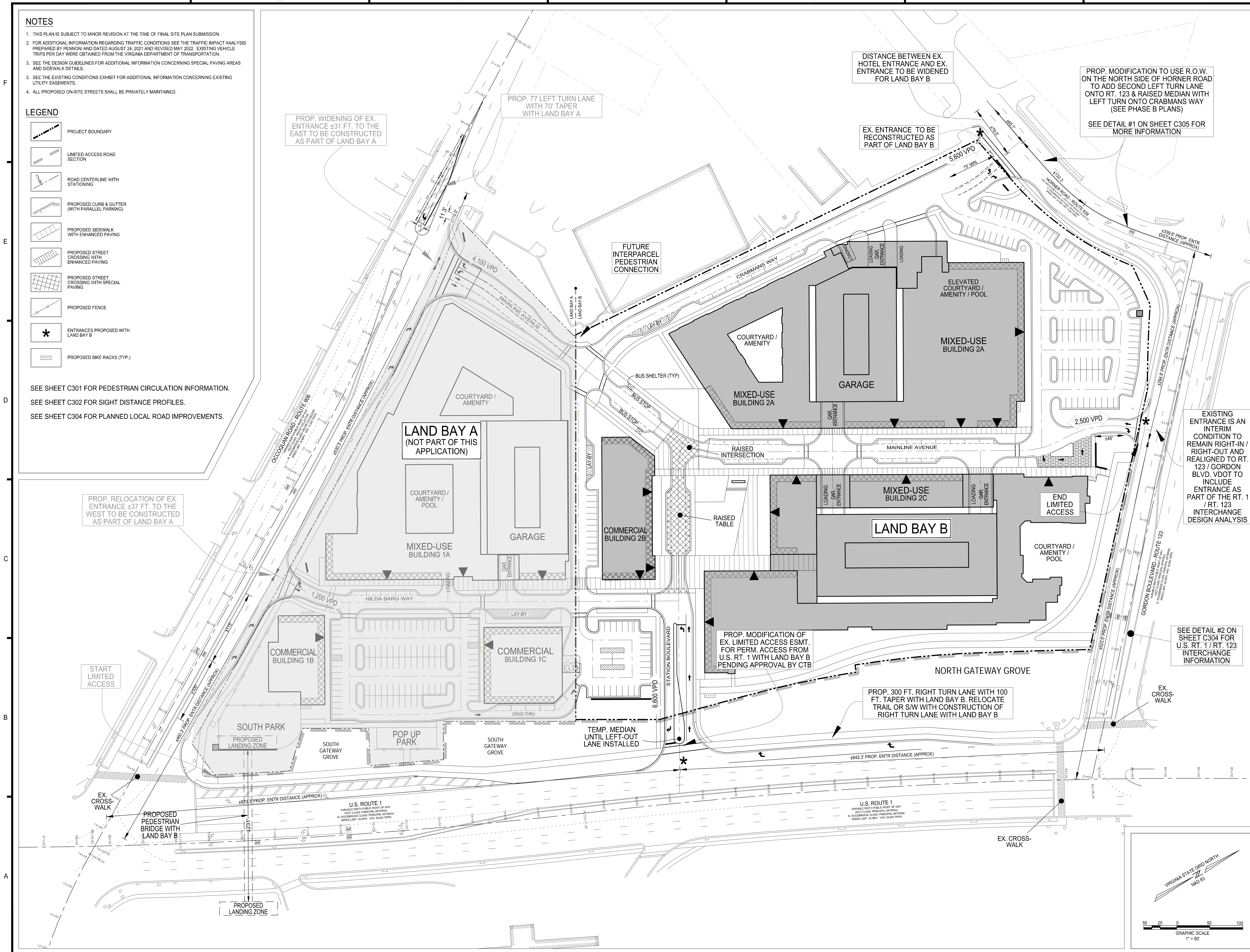
NOTES

1. THIS PLAN IS SUBJECT TO MINOR REVISION AT THE TIME OF FINAL SITE PLAN SUBMISSION.
2. FOR ADDITIONAL INFORMATION REGARDING TRAFFIC CONDITIONS SEE THE TRAFFIC IMPACT ANALYSIS PREPARED BY PENKON AND DATED AUGUST 24, 2021 AND REVISED MAY 2022. EXISTING VEHICLE TRIPS PER DAY WERE OBTAINED FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION.
3. SEE THE DESIGN GUIDELINES FOR ADDITIONAL INFORMATION CONCERNING SPECIAL PAVING AREAS AND SIDEWALK DETAILS.
3. SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.
4. ALL PROPOSED ON-SITE STREETS SHALL BE PRIVATELY MAINTAINED.

LEGEND

- PROJECT BOUNDARY
- LIMITED ACCESS ROAD SECTION
- ROAD CENTERLINE WITH STATIONING
- PROPOSED CURB & GUTTER (WITH PARALLEL PARKING)
- PROPOSED SIDEWALK WITH ENHANCED PAVING
- PROPOSED STREET CROSSING WITH ENHANCED PAVING
- PROPOSED STREET CROSSING WITH SPECIAL PAVING
- PROPOSED FENCE
- ENTRANCES PROPOSED WITH LAND BAY B
- PROPOSED BIKE RACKS (TYP.)

SEE SHEET C301 FOR PEDESTRIAN CIRCULATION INFORMATION.
 SEE SHEET C302 FOR SIGHT DISTANCE PROFILES.
 SEE SHEET C304 FOR PLANNED LOCAL ROAD IMPROVEMENTS.



PROP. WIDENING OF EX. ENTRANCE ±31 FT. TO THE EAST TO BE CONSTRUCTED AS PART OF LAND BAY A

PROP. 77' LEFT TURN LANE WITH 70' TAPER WITH LAND BAY A

DISTANCE BETWEEN EX. HOTEL ENTRANCE AND EX. ENTRANCE TO BE WIDENED FOR LAND BAY B

EX. ENTRANCE TO BE RECONSTRUCTED AS PART OF LAND BAY B

PROP. MODIFICATION TO USE R.O.W. ON THE NORTH SIDE OF HORNER ROAD TO ADD SECOND LEFT TURN LANE ONTO RT. 123 & RAISED MEDIAN WITH LEFT TURN ONTO CRABMANS WAY (SEE PHASE B PLANS)
 SEE DETAIL #1 ON SHEET C305 FOR MORE INFORMATION

LAND BAY A (NOT PART OF THIS APPLICATION)

LAND BAY B

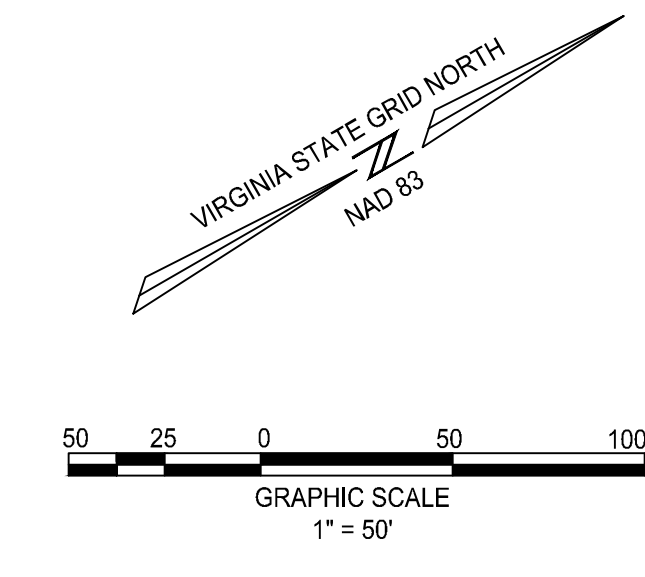
PROP. RELOCATION OF EX. ENTRANCE ±37 FT. TO THE WEST TO BE CONSTRUCTED AS PART OF LAND BAY A

EXISTING ENTRANCE IS AN INTERIM CONDITION TO REMAIN RIGHT-IN / RIGHT-OUT AND REALIGNED TO RT. 123 / GORDON BLVD. VDOT TO INCLUDE ENTRANCE AS PART OF THE RT. 1 / RT. 123 INTERCHANGE DESIGN ANALYSIS

PROP. MODIFICATION OF EX. LIMITED ACCESS ESMT. FOR PERM. ACCESS FROM U.S. RT. 1 WITH LAND BAY B PENDING APPROVAL BY CTB

SEE DETAIL #2 ON SHEET C304 FOR U.S. RT. 1 / RT. 123 INTERCHANGE INFORMATION

PROP. 300 FT. RIGHT TURN LANE WITH 100 FT. TAPER WITH LAND BAY B. RELOCATE TRAIL OR S/W WITH CONSTRUCTION OF RIGHT TURN LANE WITH LAND BAY B



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COMMONWEALTH OF VIRGINIA
 GREGORY S. DREW
 Lic. No. 38892
 02/25/2022
 PROFESSIONAL ENGINEER

RIVERSIDE STATION
 LAND BAY B
 MASTER ZONING PLAN - REZ 2022-0008
 WOODBRIDGE MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA

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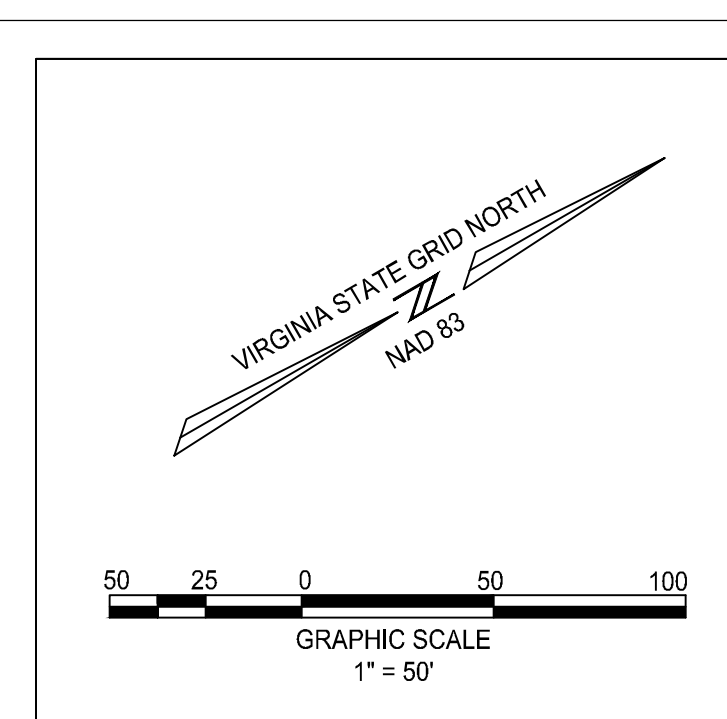
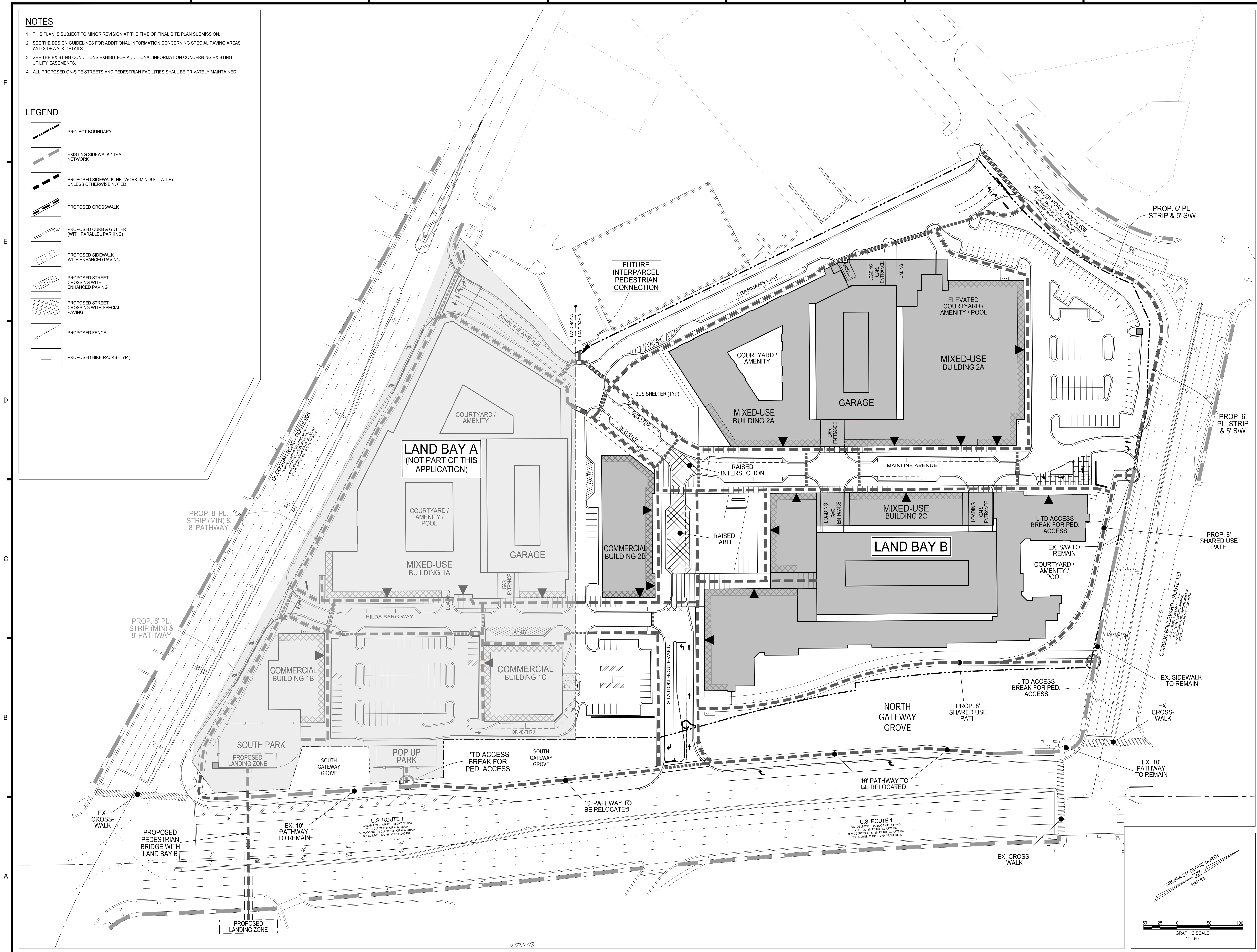
PROJECT No.: 12032.007.001
 DRAWING No.: 110728
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:
VEHICULAR CIRCULATION PLAN

SHEET No.:
C300

- NOTES**
1. THIS PLAN IS SUBJECT TO MINOR REVISION AT THE TIME OF FINAL SITE PLAN SUBMISSION.
 2. SEE THE DESIGN GUIDELINES FOR ADDITIONAL INFORMATION CONCERNING SPECIAL PAVING AREAS AND SIDEWALK DETAILS.
 3. SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.
 4. ALL PROPOSED ON-SITE STREETS AND PEDESTRIAN FACILITIES SHALL BE PRIVATELY MAINTAINED.

- LEGEND**
- PROJECT BOUNDARY
 - EXISTING SIDEWALK / TRAIL NETWORK
 - PROPOSED SIDEWALK NETWORK (MIN. 6 FT. WIDE) UNLESS OTHERWISE NOTED
 - PROPOSED CROSSWALK
 - PROPOSED CURB & GUTTER (WITH PARALLEL PARKING)
 - PROPOSED SIDEWALK WITH ENHANCED PAVING
 - PROPOSED STREET CROSSING WITH ENHANCED PAVING
 - PROPOSED STREET CROSSING WITH SPECIAL PAVING
 - PROPOSED FENCE
 - PROPOSED BIKE RACKS (TYP.)



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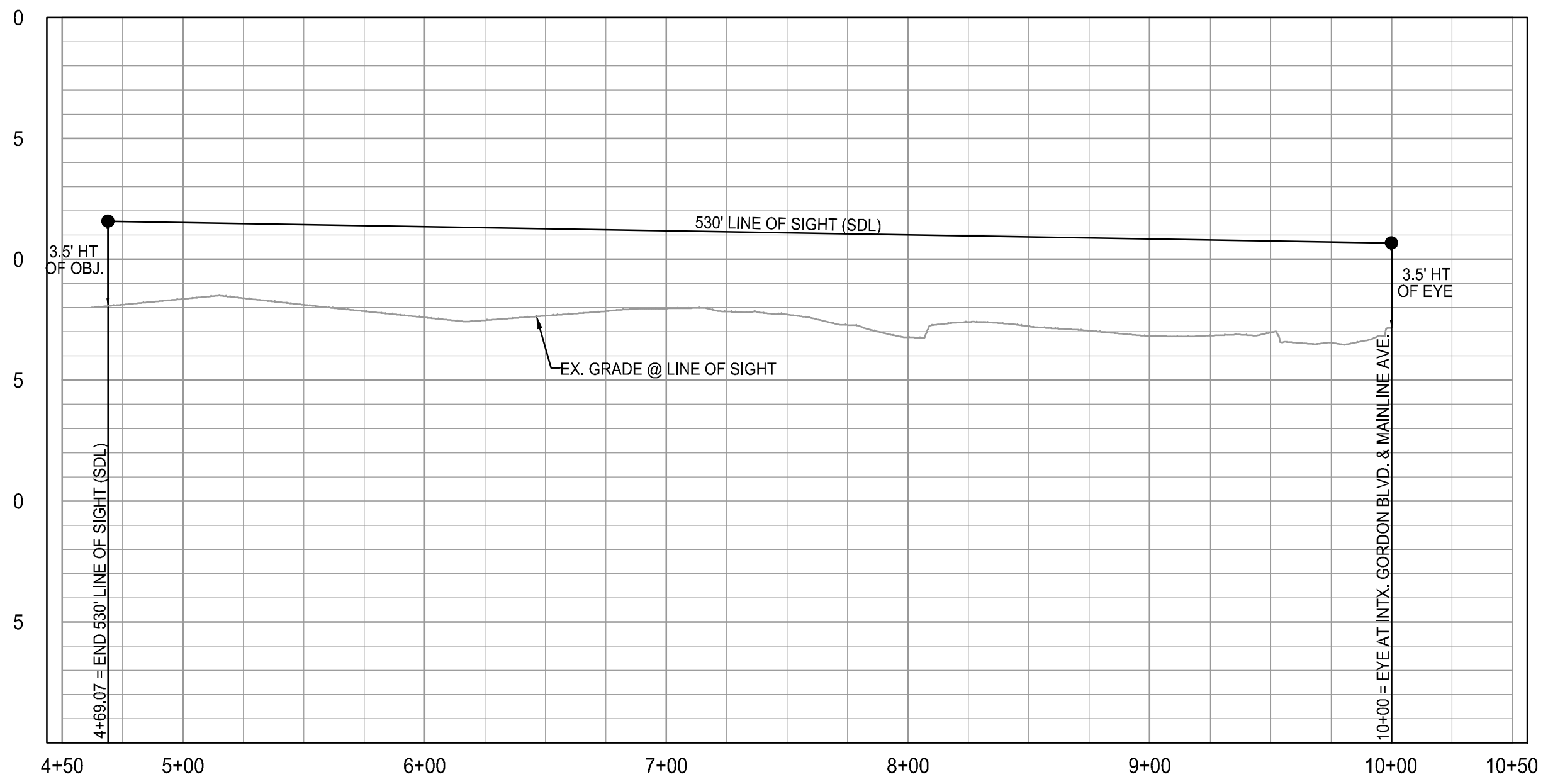
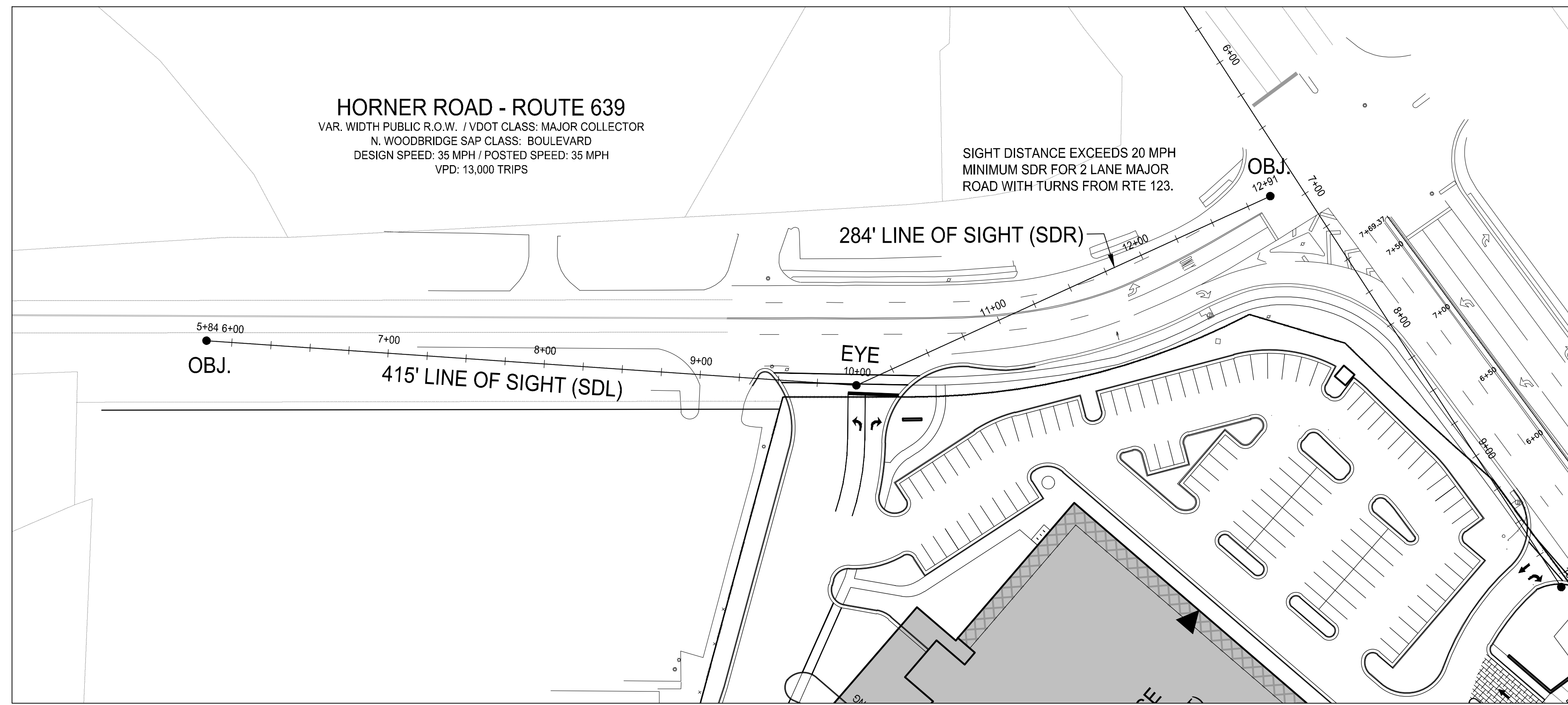
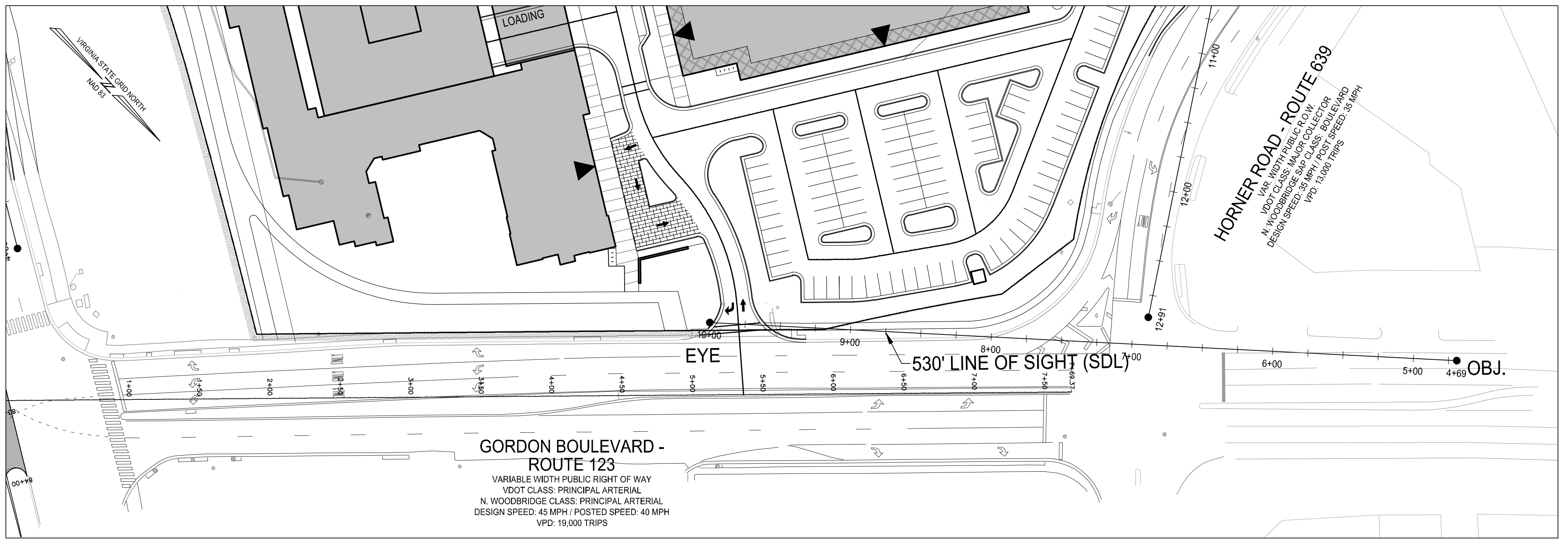
RIVERSIDE STATION
 LAND BAY B
 MASTER ZONING PLAN - REZ 2022-00008
 WOODBRIDGE MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA

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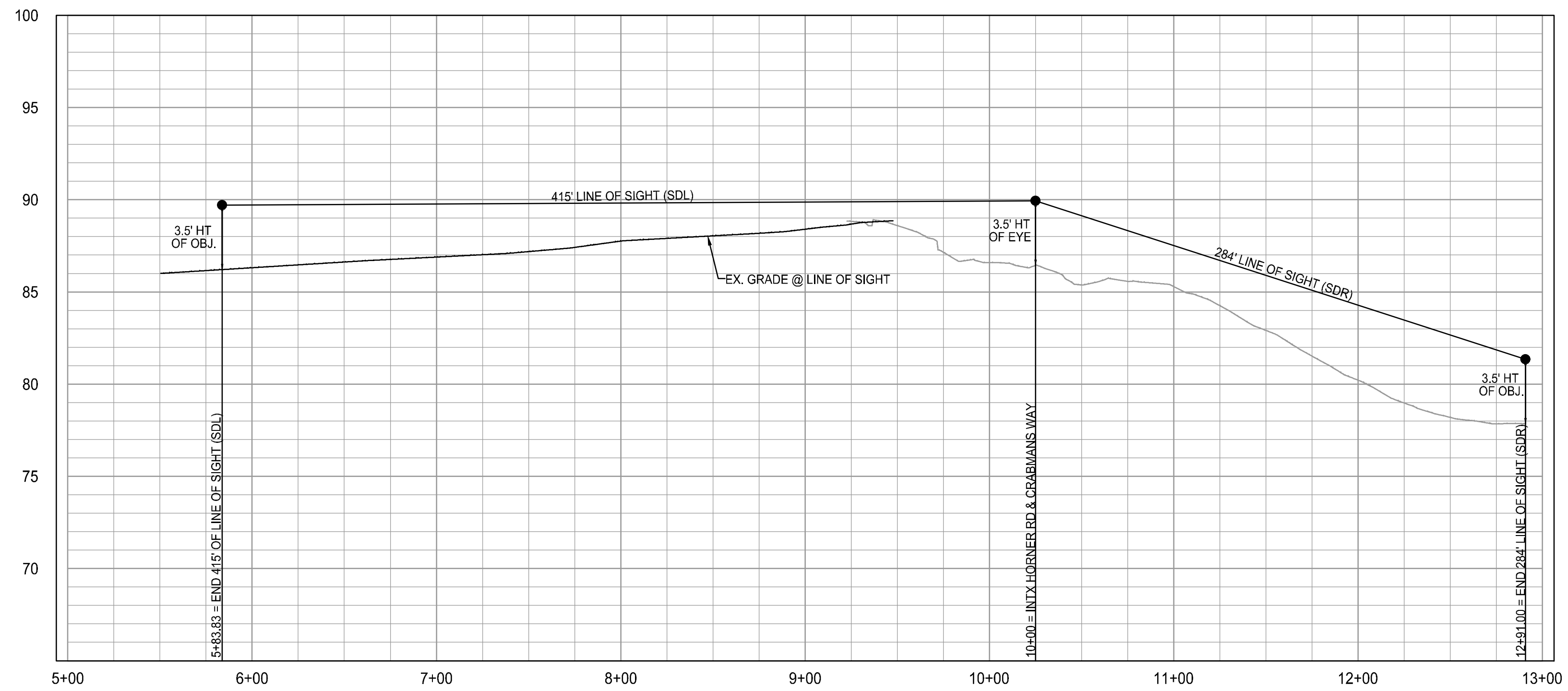
PROJECT No.: 12032.007.001
 DRAWING No.: 110728
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: SG
 CHECKED: GD

SHEET TITLE:
PEDESTRIAN CIRCULATION PLAN

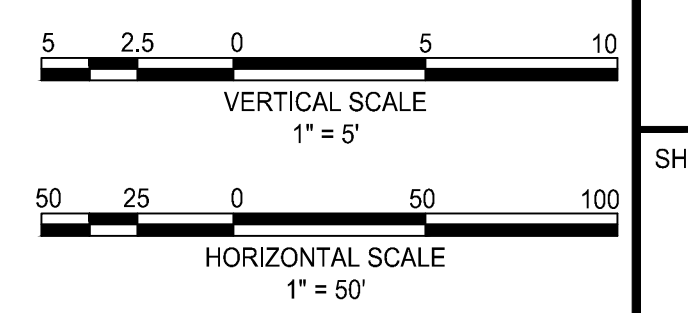
SHEET No.:
C301



GORDON ROAD SIGHT DISTANCE PROFILE



HORNER ROAD SIGHT DISTANCE PROFILE

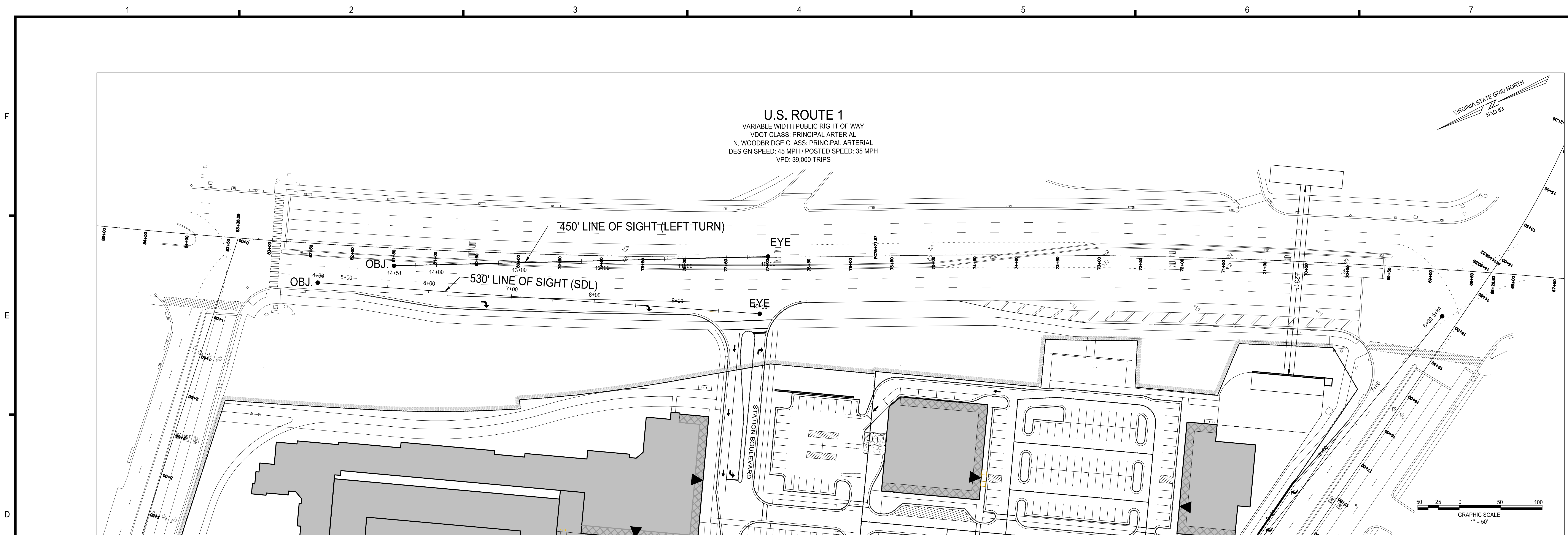


REVISION	DATE	DESCRIPTION
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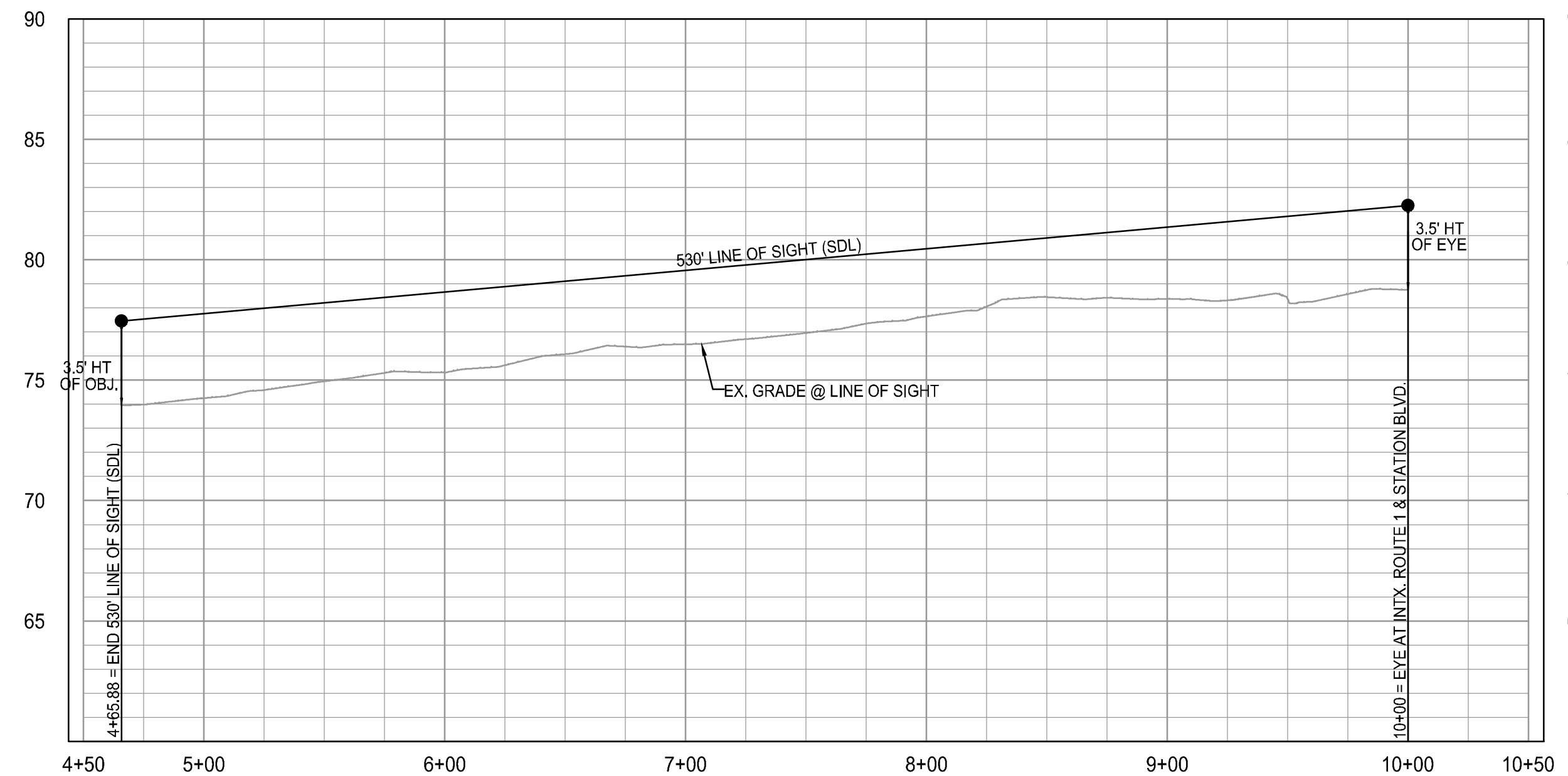
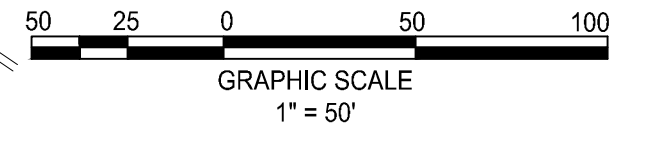
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 DRAWING No.: 110728
 DATE: AUGUST 23, 2021
 SCALE: 1"=50'
 DESIGN: SG
 DRAWN: SG
 CHECKED: GD

SHEET TITLE:
SIGHT DISTANCE PROFILES

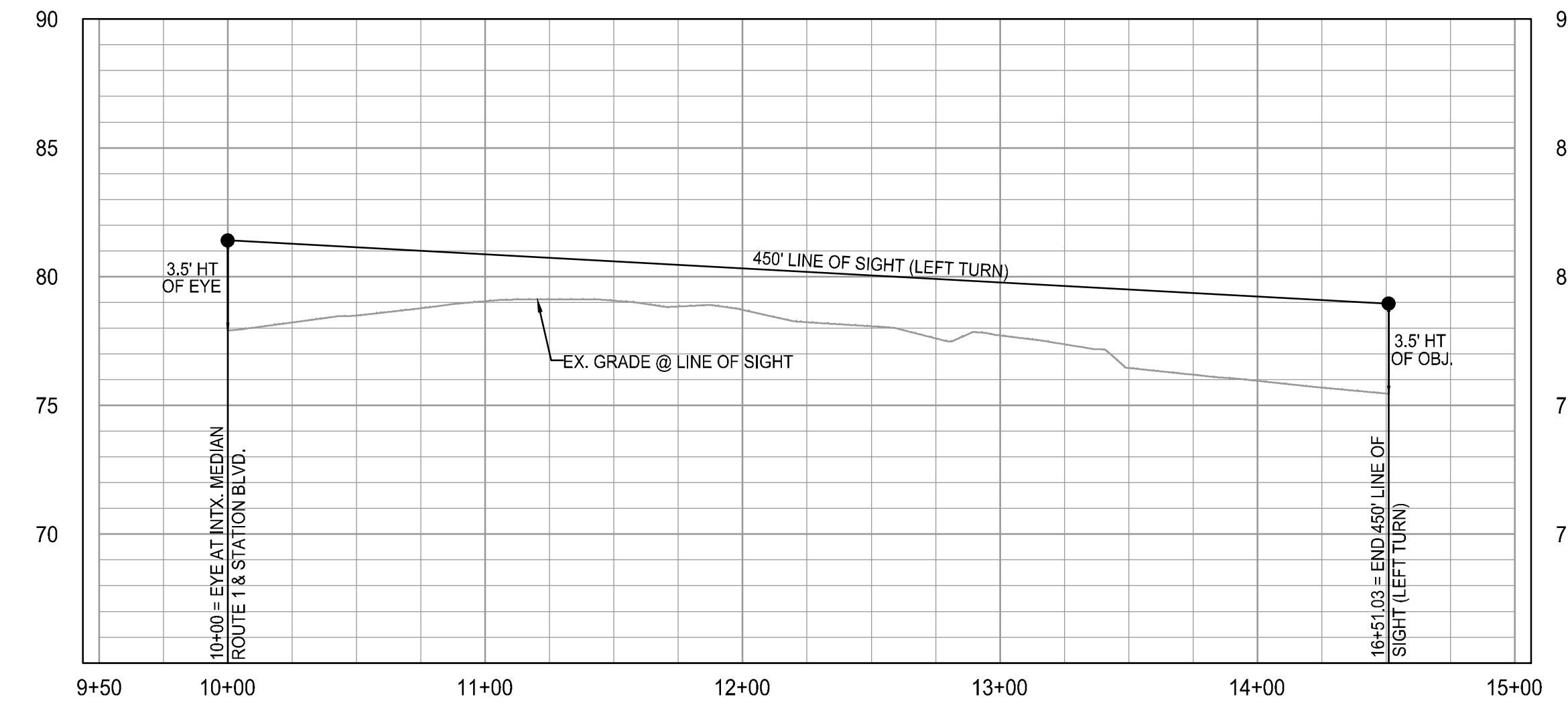
SHEET No.:
C302



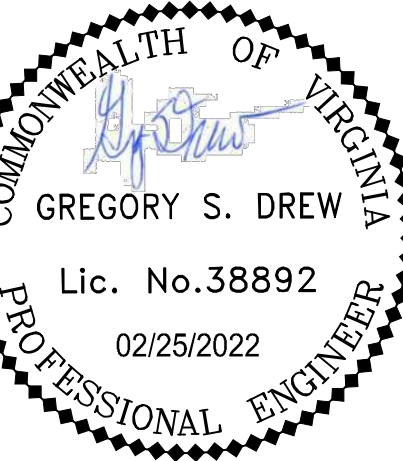
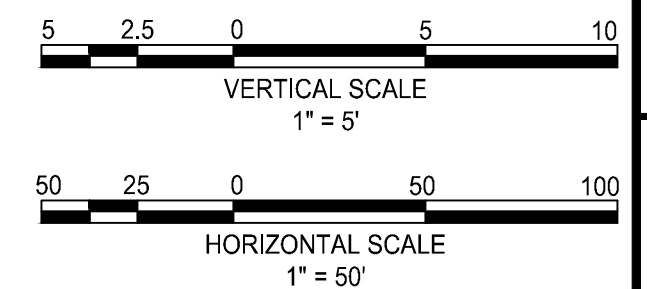
U.S. ROUTE 1
 VARIABLE WIDTH PUBLIC RIGHT OF WAY
 VDOT CLASS: PRINCIPAL ARTERIAL
 N. WOODBRIDGE CLASS: PRINCIPAL ARTERIAL
 DESIGN SPEED: 45 MPH / POSTED SPEED: 35 MPH
 VPD: 39,000 TRIPS



ROUTE 1 ENTRANCE 1 SIGHT DISTANCE PROFILE



ROUTE 1 ENTRANCE 1 LEFT TURN FROM MEDIAN SIGHT DISTANCE PROFILE



**RIVERSIDE STATION
 LAND BAY B
 MASTER ZONING PLAN - REZ 2022-0008**

WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

REVISION	DATE	DESCRIPTION
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05/20/2022		

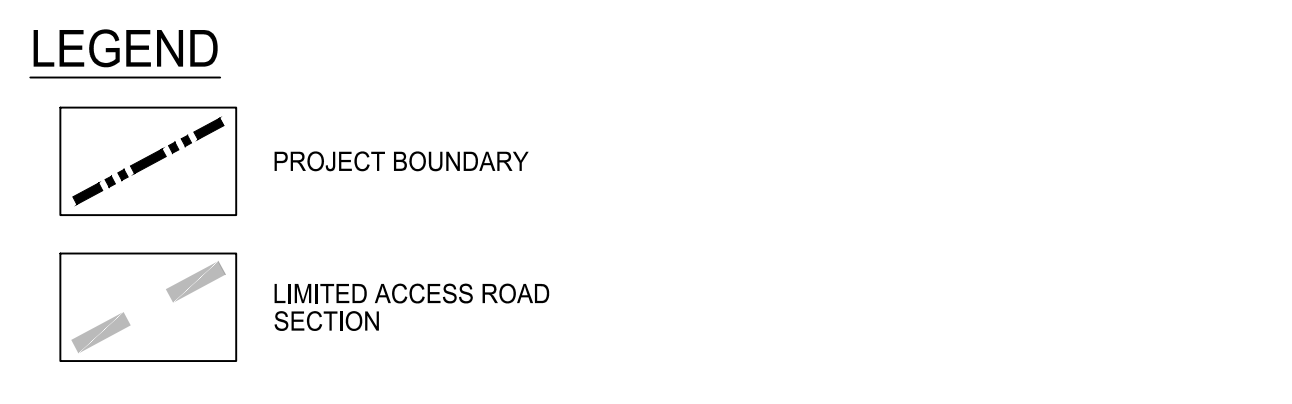
PROJECT No.: 12032.007.001
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 SCALE: 1"=50'
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SIGHT DISTANCE PROFILES

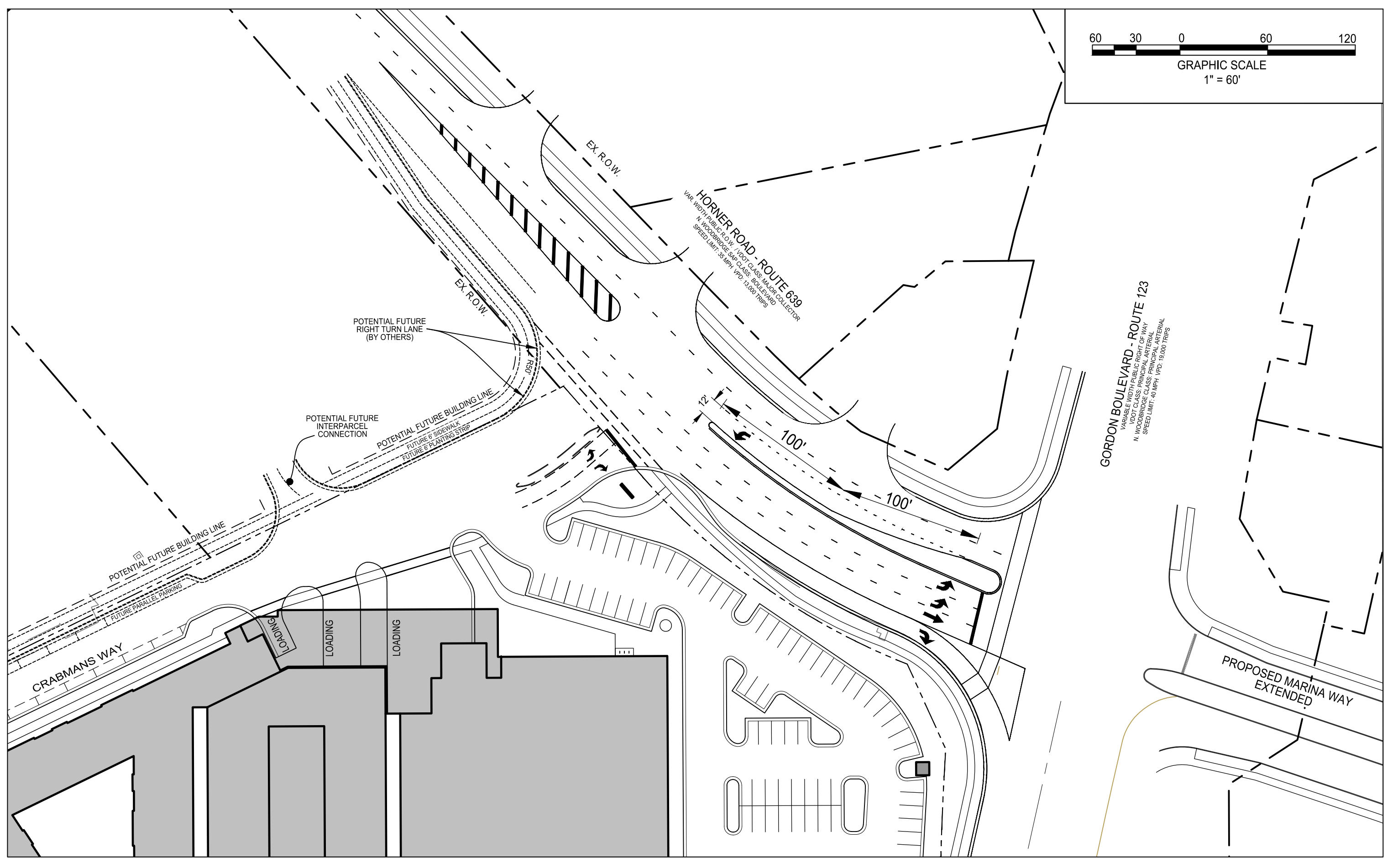
SHEET No. **C303**

NOTES

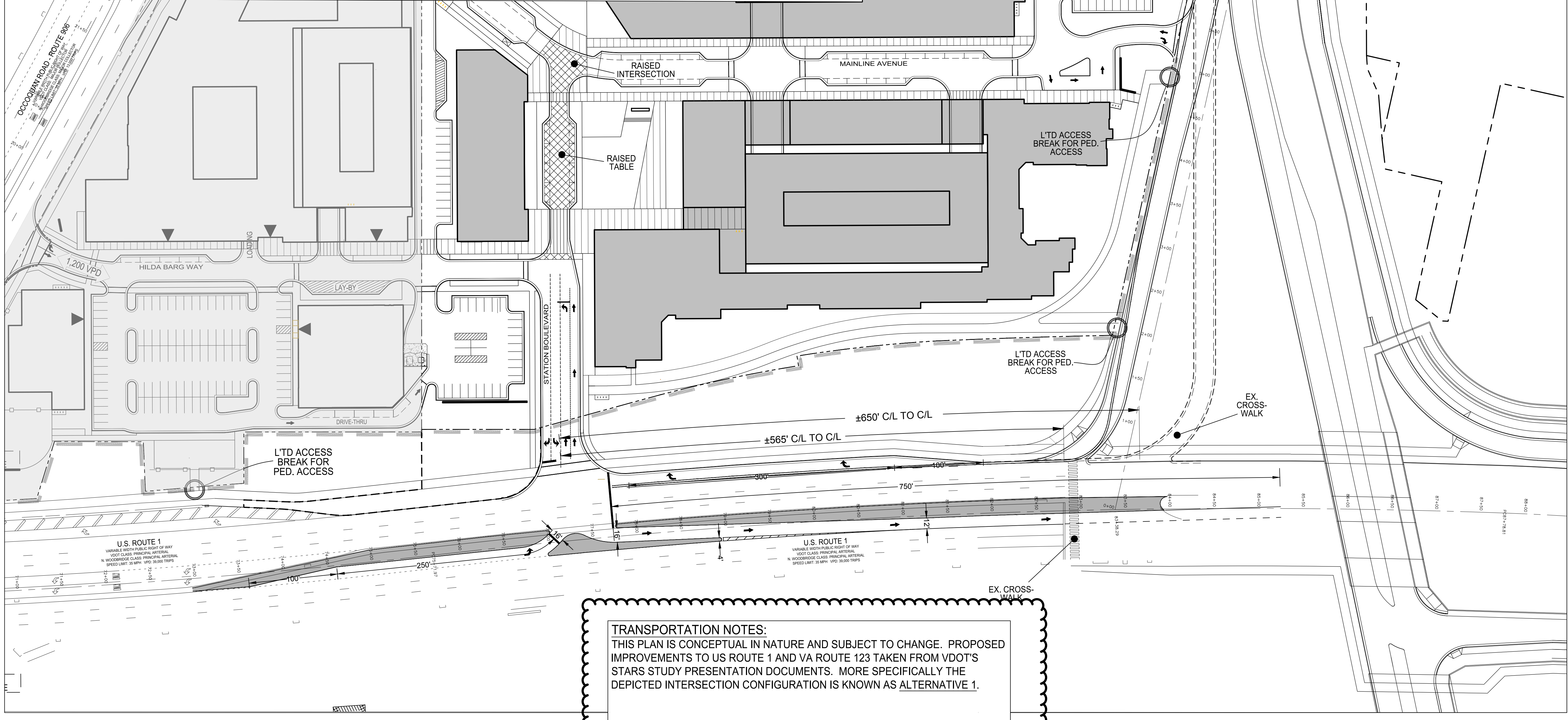
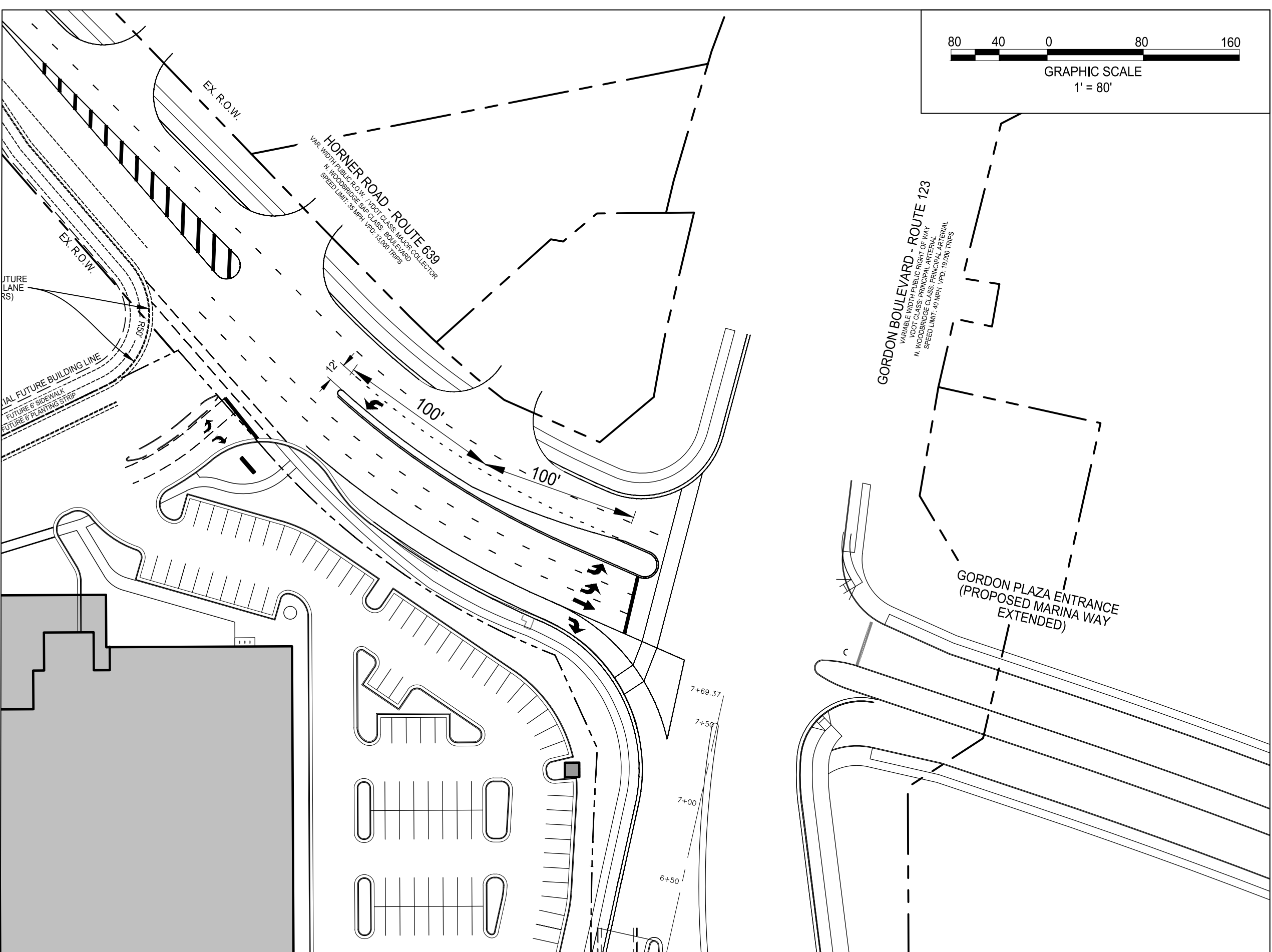
1. THIS PLAN IS SUBJECT TO MINOR REVISION AT THE TIME OF FINAL SITE PLAN SUBMISSION.
2. FOR ADDITIONAL INFORMATION REGARDING TRAFFIC CONDITIONS SEE THE TRAFFIC IMPACT ANALYSIS PREPARED BY PENNING AND DATED FEBRUARY 25, 2022, AND REVISED MAY 2022. EXISTING VEHICLE TRIPS PER DAY WERE OBTAINED FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION.
3. SEE THE DESIGN GUIDELINES FOR ADDITIONAL INFORMATION CONCERNING SPECIAL PAVING AREAS AND SIDEWALK DETAILS.
3. SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.
4. ALL PROPOSED ON-SITE STREETS SHALL BE PRIVATELY MAINTAINED.



DETAIL #1 - POTENTIAL FUTURE HORNER ROAD & CRABMANS WAY IMPROVEMENTS

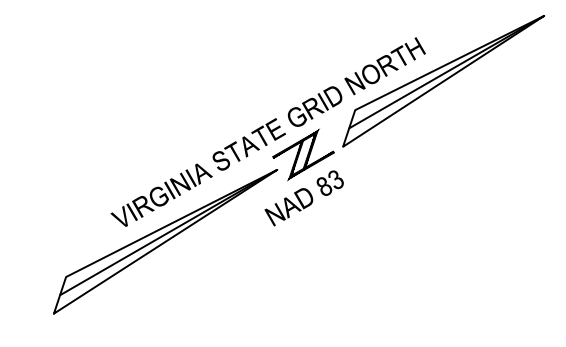


DETAIL #2 - POTENTIAL FUTURE STATION BLVD / US ROUTE 1 / GORDON BLVD IMPROVEMENTS



TRANSPORTATION NOTES:
 THIS PLAN IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE. PROPOSED IMPROVEMENTS TO US ROUTE 1 AND VA ROUTE 123 TAKEN FROM VDOT'S STARS STUDY PRESENTATION DOCUMENTS. MORE SPECIFICALLY THE DEPICTED INTERSECTION CONFIGURATION IS KNOWN AS ALTERNATIVE 1.

A GREEN T INTERSECTION, AS SHOWN ON THESE PLANS, IS BEING REQUESTED BY THE APPLICANT FOR THE STATION BOULEVARD AND US ROUTE 1 INTERSECTION. SEPARATE CTB AND VDOT APPROVAL IS REQUIRED FOR THE GREEN T INTERSECTION. IF CTB OR VDOT APPROVAL IS NOT GRANTED THEN THE GREEN T INTERSECTION WILL NOT BE CONSTRUCTED.



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COMMONWEALTH OF VIRGINIA
 GREGORY S. DREW
 Lic. No. 38892
 07/12/2022
 PROFESSIONAL ENGINEER

RIVERSIDE STATION
 LAND BAY B
 MASTER ZONING PLAN - REZ 2022-00008
 WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

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PROJECT No.: 12032.007.001
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 SCALE: SEE SHEET
 DESIGN: SG
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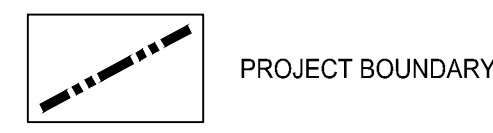
SHEET TITLE:
FUTURE ROAD IMPROVEMENTS PLAN

SHEET No.:
C304

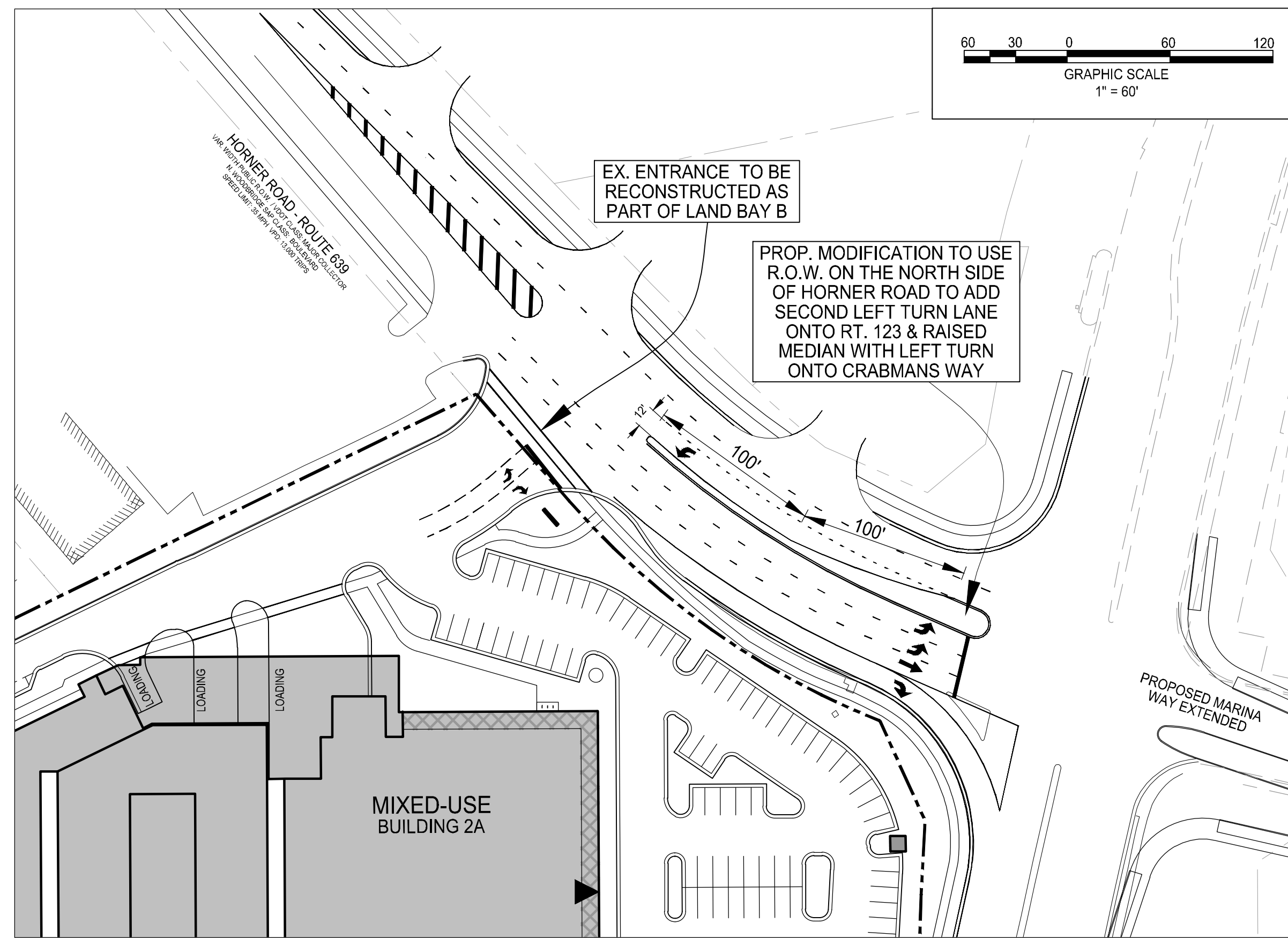
NOTES

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2. FOR ADDITIONAL INFORMATION REGARDING TRAFFIC CONDITIONS SEE THE TRAFFIC IMPACT ANALYSIS PREPARED BY PENNONI AND DATED AUGUST 24, 2021, AND REVISED FEBRUARY AND MAY 2022.
3. AERIAL PHOTOGRAPH OBTAINED FROM THE VIRGINIA GEOGRAPHIC INFORMATION NETWORK (VGIN). IMAGES ARE DATED 2021.
4. PROPOSED IMPROVEMENTS LOCATED WITHIN VDOT'S RIGHT-OF-WAY WILL BE PERMITTED PRIOR TO INSTALLATION.

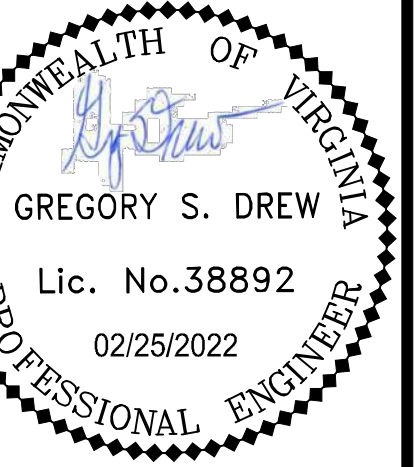
LEGEND



DETAIL #1 - INTERIM HORNER ROAD & CRABMANS WAY IMPROVEMENTS



DETAIL #2 - PROPOSED US ROUTE 1 NORTHBOUND LEFT TURN LANE & MEDIAN MODIFICATIONS



RIVERSIDE STATION
LAND BAY B
MASTER ZONING PLAN - REZ 2022-00008

WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

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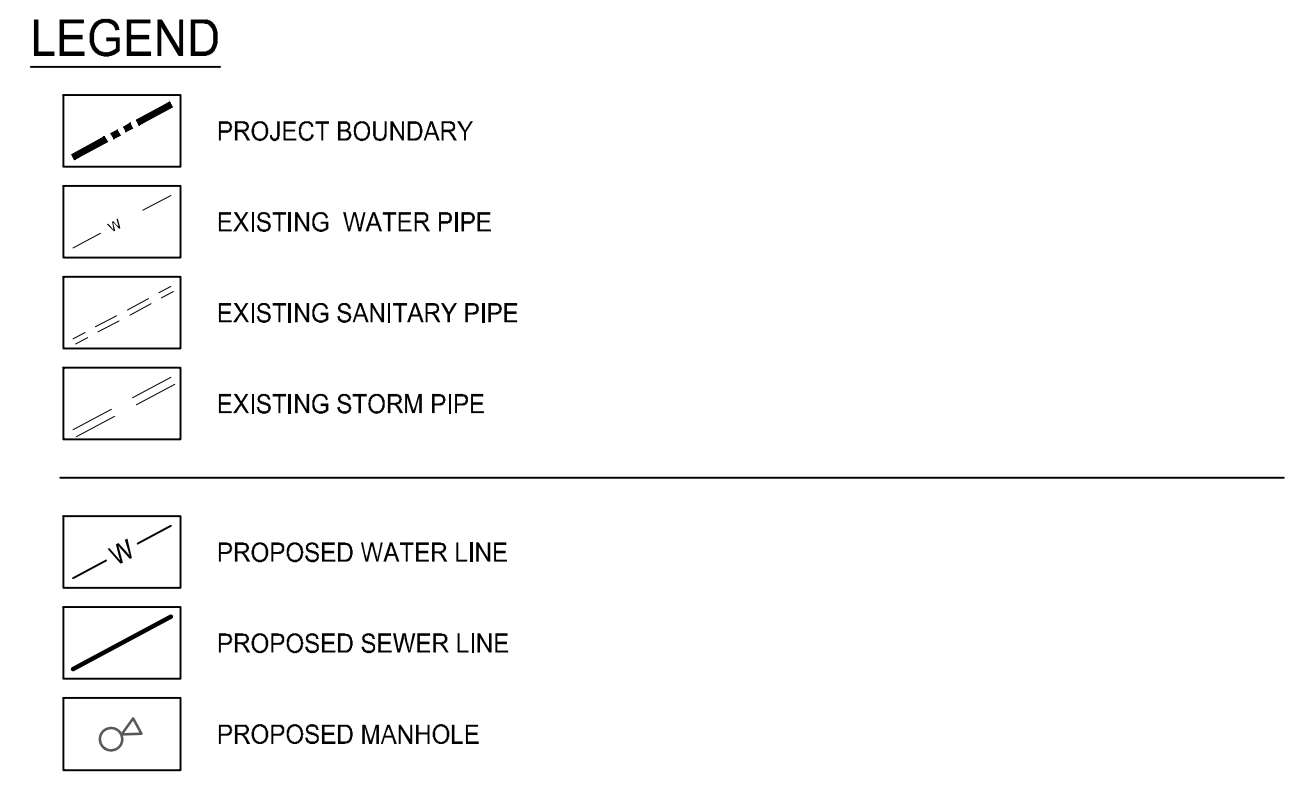
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DRAWING No.: 110728
DATE: AUGUST 23, 2021
SCALE: 1"=80'
DESIGN: SG
DRAWN: SG
CHECKED: GD

SHEET TITLE:
REGIONAL ROAD IMPROVEMENTS PLAN

SHEET No.:
C305

NOTES

1. THIS PLAN IS CONCEPTUAL AND SUBJECT TO MINOR MODIFICATION AT THE TIME OF SITE PLAN SUBMISSION.
2. SEE THE PROFFER STATEMENT AND DESIGN GUIDELINES FOR ADDITIONAL INFORMATION.
3. SEE THE EXISTING CONDITIONS EXHIBIT FOR ADDITIONAL INFORMATION CONCERNING EXISTING UTILITY EASEMENTS.



WATER QUANTITY & QUALITY NARRATIVE

SWM FOR THIS PROJECT SHALL BE PROVIDED IN ACCORDANCE WITH STATE CODE 9VAC25-870-66 AND PRINCE WILLIAM COUNTY DCSM.

EXISTING CONDITIONS:
THE OVERALL PROJECT CONSISTS OF 19.259 ACRES. THE SITE CONSISTS OF TWO LAND BAYS OF WHICH ONLY LAND BAY B (12.954 ACRES) IS PART OF THIS APPLICATION. THE TWO PROJECT SITES ARE DEVELOPED AS A COMMERCIAL SHOPPING CENTER AND VEHICLE STORAGE YARD WITH MOSTLY IMPERVIOUS COVER. THE SITE DRAINS TO THE NORTH, EAST AND SOUTH AND IS COLLECTED INTO STORM SEWER NETWORKS ON GORDON BLVD., ROUTE 1 AND OCCOQUAN ROAD. FIVE OUTFALLS HAVE BEEN ANALYZED TO DETERMINE THE SITE'S EXISTING RUNOFF.

CHANNEL & FLOOD PROTECTION:
CHANNEL PROTECTION WILL BE ADDRESSED BY REDUCING THE SITE'S CONCENTRATED DISCHARGE FOR EACH OF THE EXISTING OUTFALLS USING THE FOLLOWING METHODOLOGY: O(DEVELOPED<0.80)/P(PRE-DEVELOPED)/RV(PRE-DEVELOPED)/RV DEVELOPED

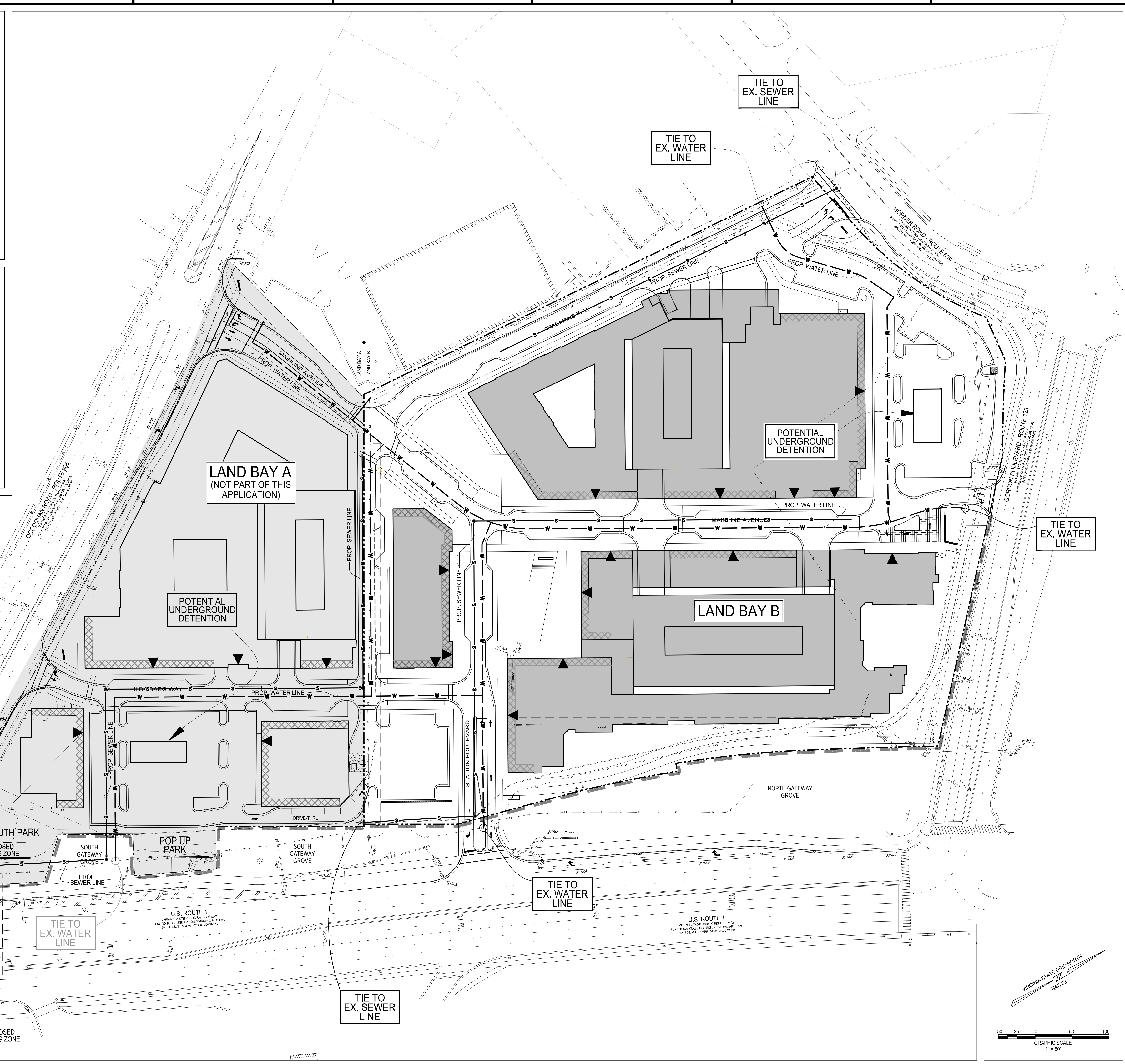
FLOOD PROTECTION WILL BE ADDRESS BY RELEASING THE POSTDEVELOPMENT PEAK FLOW RATE FOR THE 10-YEAR 24-HOUR STORM EVENT AT A RATE THAT IS LESS THAN THE PREDEVELOPMENT PEAK FLOW RATE FROM THE 10-YEAR 24-HOUR STORM EVENT.

TWO OF THE OUTFALLS WILL UTILIZE AN UNDERGROUND DETENTION TO REDUCE THE PEAK FLOW. THE OTHER OUTFALLS WILL REDUCE THE PEAK FLOW BY REDUCING THE DRAINAGE AREAS.

WATER QUALITY:
COMPLIANCE WITH THE WATER QUALITY DESIGN CRITERIA HAS BEEN DETERMINED BY UTILIZING THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) FOR RE-DEVELOPMENT WHICH REQUIRES THE TOTAL PHOSPHORUS LOAD FROM THE POST-DEVELOPED SITE TO BE REDUCED AT LEAST 20% BELOW THE PRE-DEVELOPED TOTAL PHOSPHORUS LOAD. TO REDUCE THE POST-DEVELOPED PHOSPHORUS LOAD, TWO ISOLATOR ROWS THAT ARE APPROVED TO RECEIVE A 40% PHOSPHOROUS REDUCTION RATE MAY BE UTILIZED IN CONJUNCTION WITH THE UNDERGROUND DETENTION FACILITIES.

SWM / BMP FACILITY WARNING SIGN

SIGNAGE SHALL BE POSTED INDICATING THE PRESENCE OF UNDERGROUND SWM / BMP FACILITIES AND THE LOAD CARRYING CAPACITY OF THE FACILITY. ADDITIONAL DETAILS SHALL BE PROVIDED AT THE TIME OF SITE PLAN SUBMISSION.



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COMMONWEALTH OF VIRGINIA
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Lic. No. 38892
02/25/2022
PROFESSIONAL ENGINEER

RIVERSIDE STATION
LAND BAY B
MASTER ZONING PLAN - REZ 2022-00008
WOODBRIDGE MAGISTERIAL DISTRICT
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CHECKED: GD

SHEET TITLE:
UTILITIES & SWM PLAN
SHEET No.:
C400

TREE CANOPY CALCULATIONS - LAND BAY B

REQUIRED TREE CANOPY COVER (10% of total land area)	56,410 sq.ft.		
PROPOSED TREE CANOPY - LAND BAY B	62,750 sq.ft.		
TREE TYPE	QUANTITY	CANOPY	CANOPY SQ. FT.
LARGE DECIDUOUS TREES	251	250 sq.ft.	62,750 sq.ft.
EVERGREEN TREE	19	100 sq. ft.	19,000 sq. ft.
MEDIUM DECIDUOUS TREE	24	150 sq. ft.	3,600 sq. ft.
VDOT NORTH GATEWAY GROVE			
LARGE DECIDUOUS TREES	62	250 sq.ft.	15,500 sq.ft.

OPEN SPACE- LAND BAY B

ACRES	PUBLIC	PRIVATE	TOTAL O.S	PERCENTAGE
12.95 AC	3.8 AC	0.6 AC	4.4 AC	34% O.S
OPEN SPACE IN VDOT NORTH GATEWAY GROVE				1.4 AC

*PUBLIC OPEN SPACE IS AREA WITHIN LAND BAY A PROPERTY LINES AS CALCULATED PER SECTION 32.100

**PRIVATE OPEN SPACE IS AREA AMENITY COURTYARDS AND POOL AREAS ACCESSIBLE BY RESIDENTS ONLY

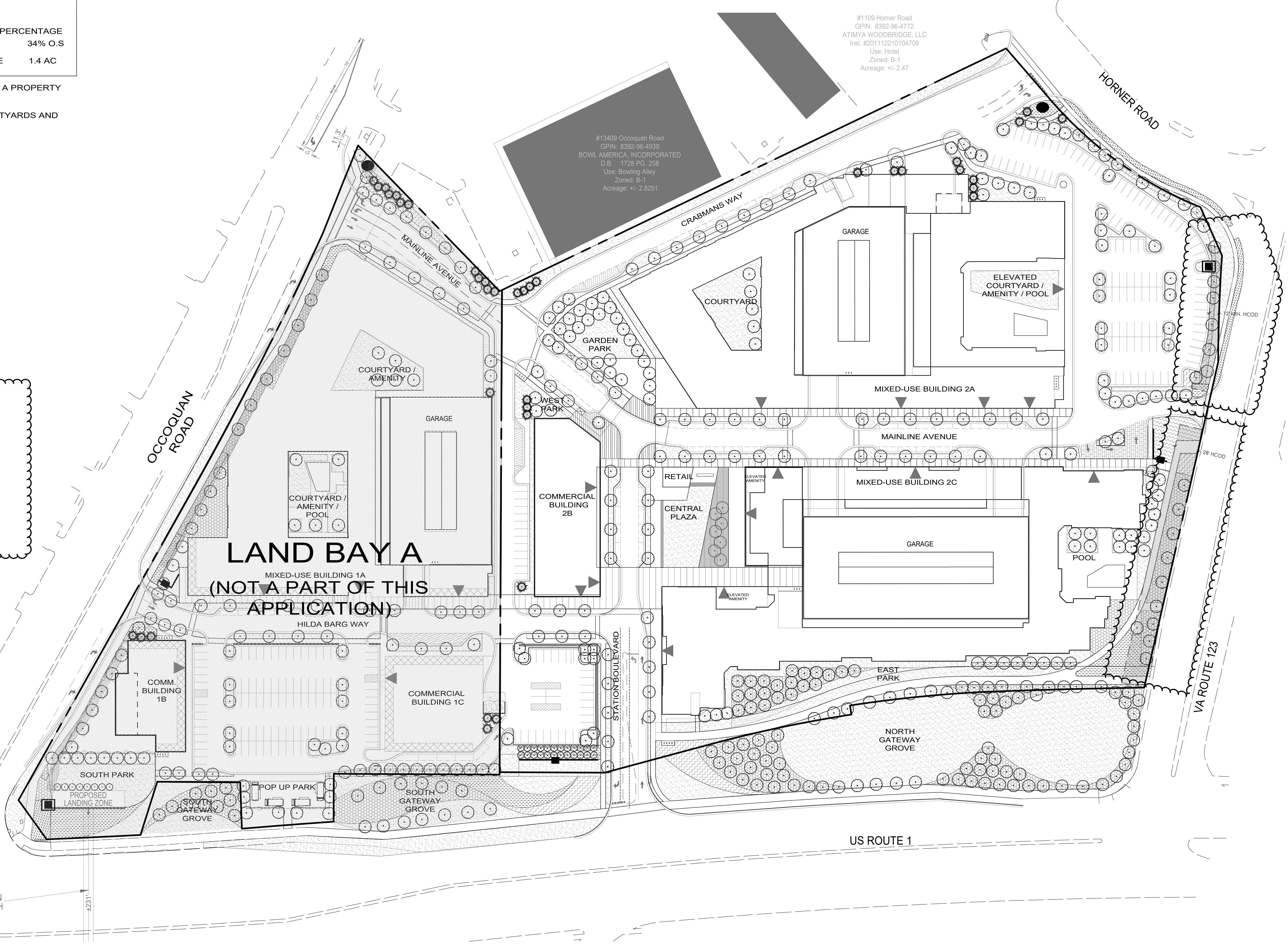
- LEGEND**
- PYLON SIGN
 - PRIMARY SIGN
 - SECONDARY SIGN
 - LARGE DECIDUOUS TREES
 - ⊗ EVERGREEN TREE
 - MEDIUM DECIDUOUS TREES
 - ▨ EVERGREEN SHRUB, DECIDUOUS SHRUB, GRASSES, GROUND COVER, PERENNIALS
 - ▨ NATURALIZED AREA
 - LAWN
 - BIKE RACKS

HCOD Urban Arterial Buffer
Minimum 640 Plant Units for 494 feet of frontage.
Plant units will be proportional in wider areas
Minimum area = 9,880 sq. ft. (494'x20')

Naturalized area will be 20pu / 400sf.

For Route 1:
variable width buffer (avg 10' wide) with 80 Plant Units for 100 linear feet. Plant Units will be proportional for wider or narrower areas.

For Horner Road:
variable width buffer (avg 10' wide) with 80 Plant Units for 100 linear feet. Plant Units will be proportional for wider or narrower areas.



#1109 Horner Road
GPN: 8392-96-4772
ATIMYA WOODBRIDGE, LLC
Inst. #201112210104709
Use: Hotel
Zoned: B-1
Acreage: +/- 2.47

#13409 Occoquan Road
GPN: 8392-96-4939
BOWL AMERICA, INCORPORATED
D.B. #1728 PG 258
Use: Bowling Alley
Zoned: B-1
Acreage: +/- 2.8251

RIVERSIDE STATION
LAND BAY B
MASTER ZONING PLAN

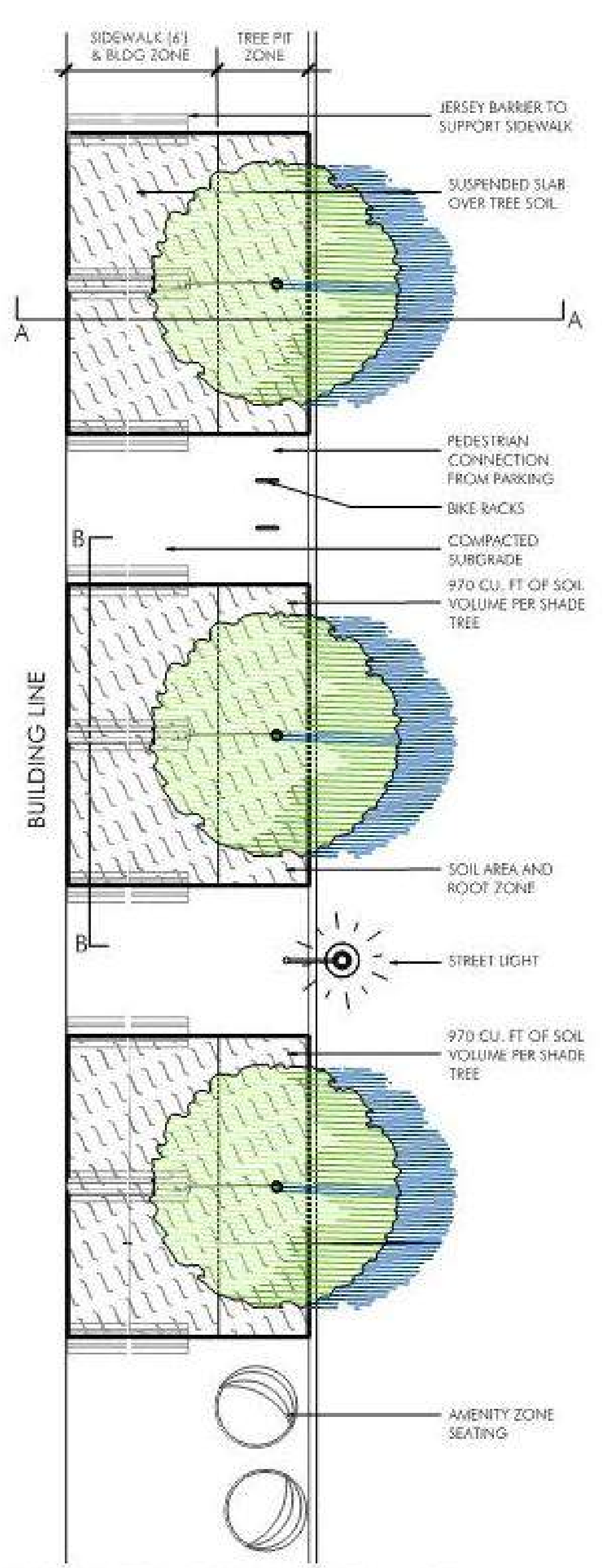
WOODBRIDGE MAGISTERIAL DISTRICT PRINCE WILLIAM COUNTY, VIRGINIA

DATE	DESCRIPTION
2/25/2022	Revised per county comments (2nd submission)
05/20/2022	Revised per county comments (3rd submission)
07/12/2022	Revised per county comments (4th submission)

PROJECT No.: 12032.007.001
DRAWING No.: 110653
DATE: AUGUST 23, 2021
SCALE: 1"=50'
DESIGN: DA
DRAWN: DA
CHECKED: DA

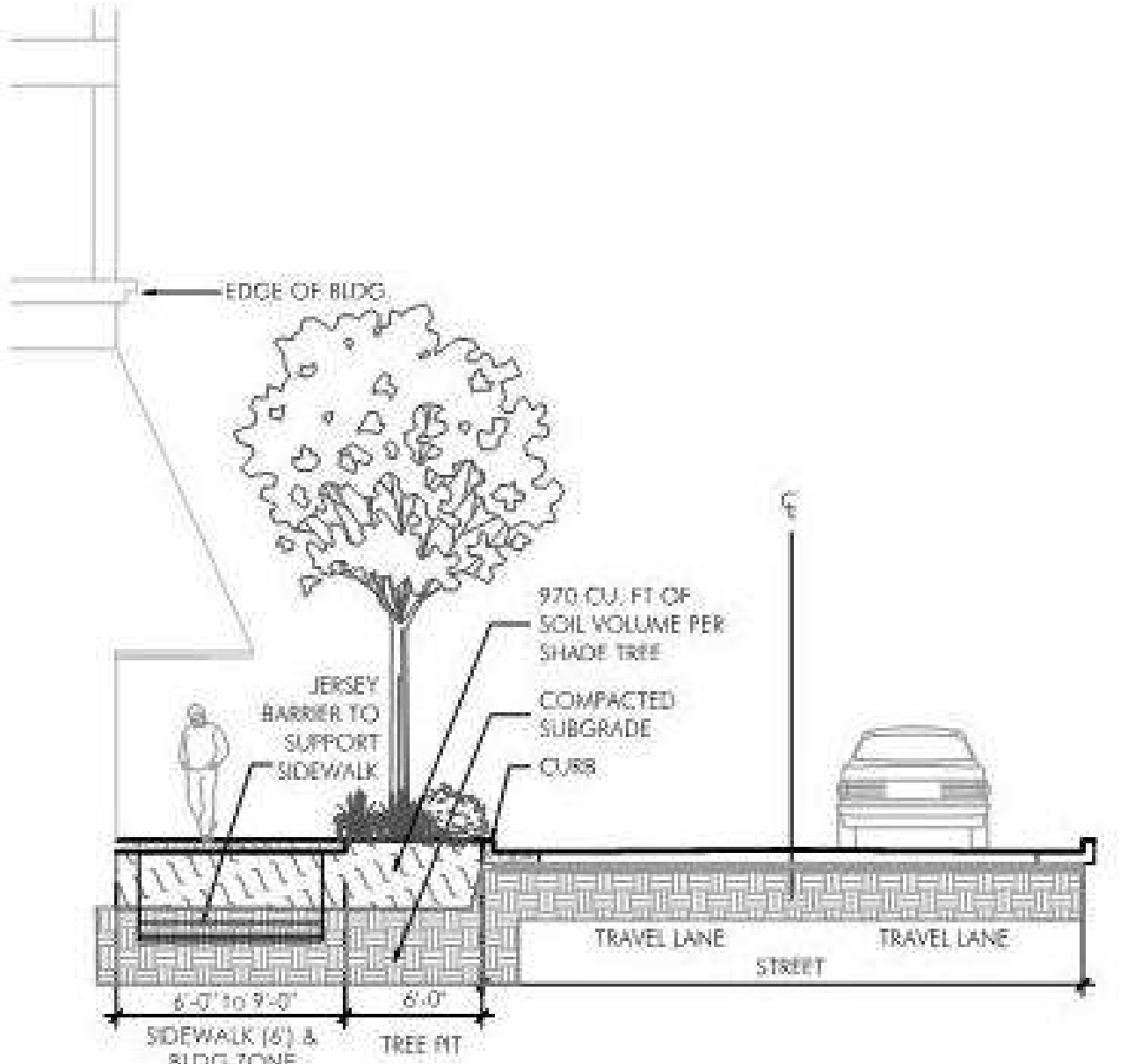
LANDSCAPE & OPEN SPACE PLAN

SHEET No.
C500

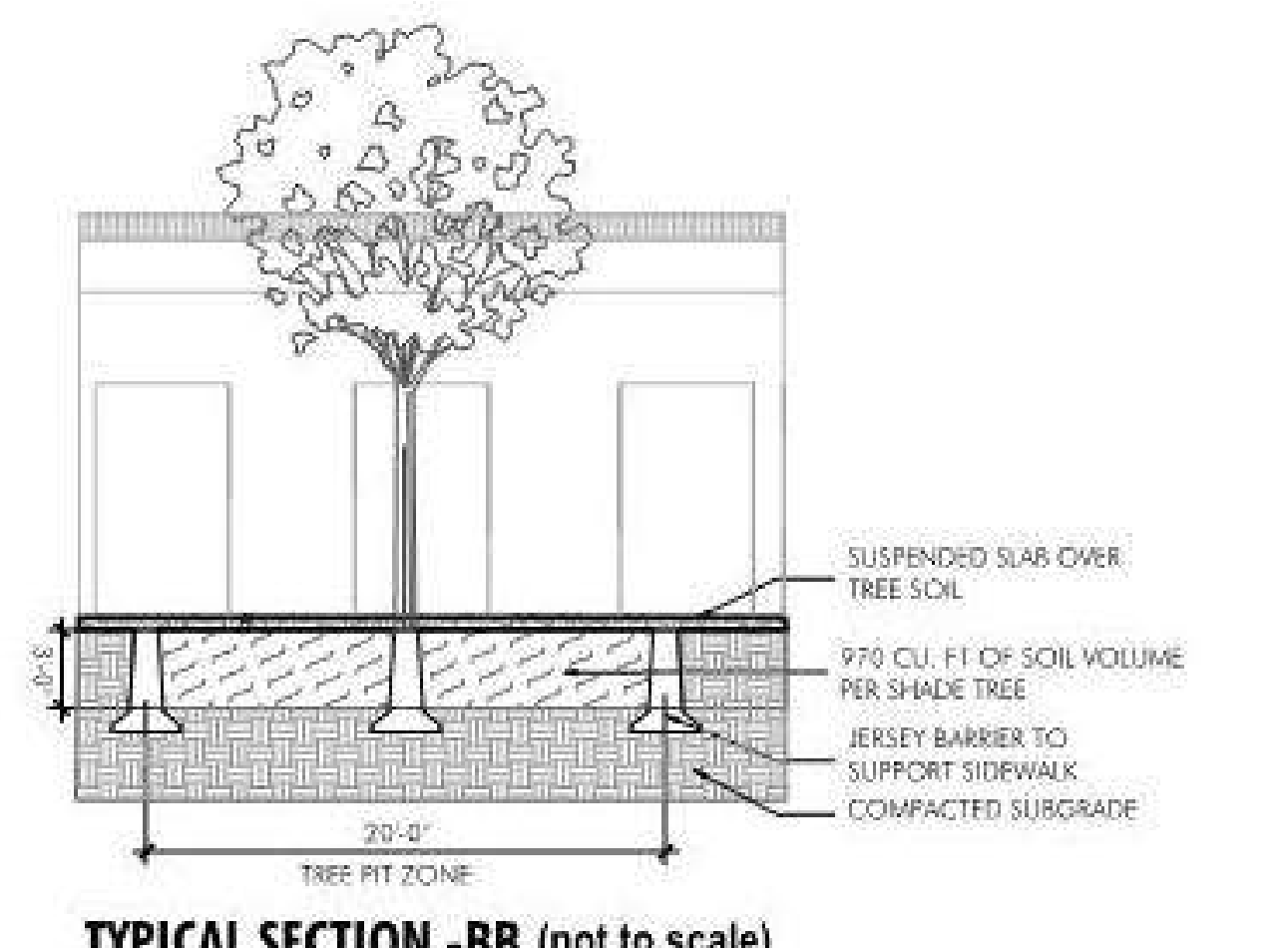


TYPICAL PLAN - TREE PIT (not to scale)

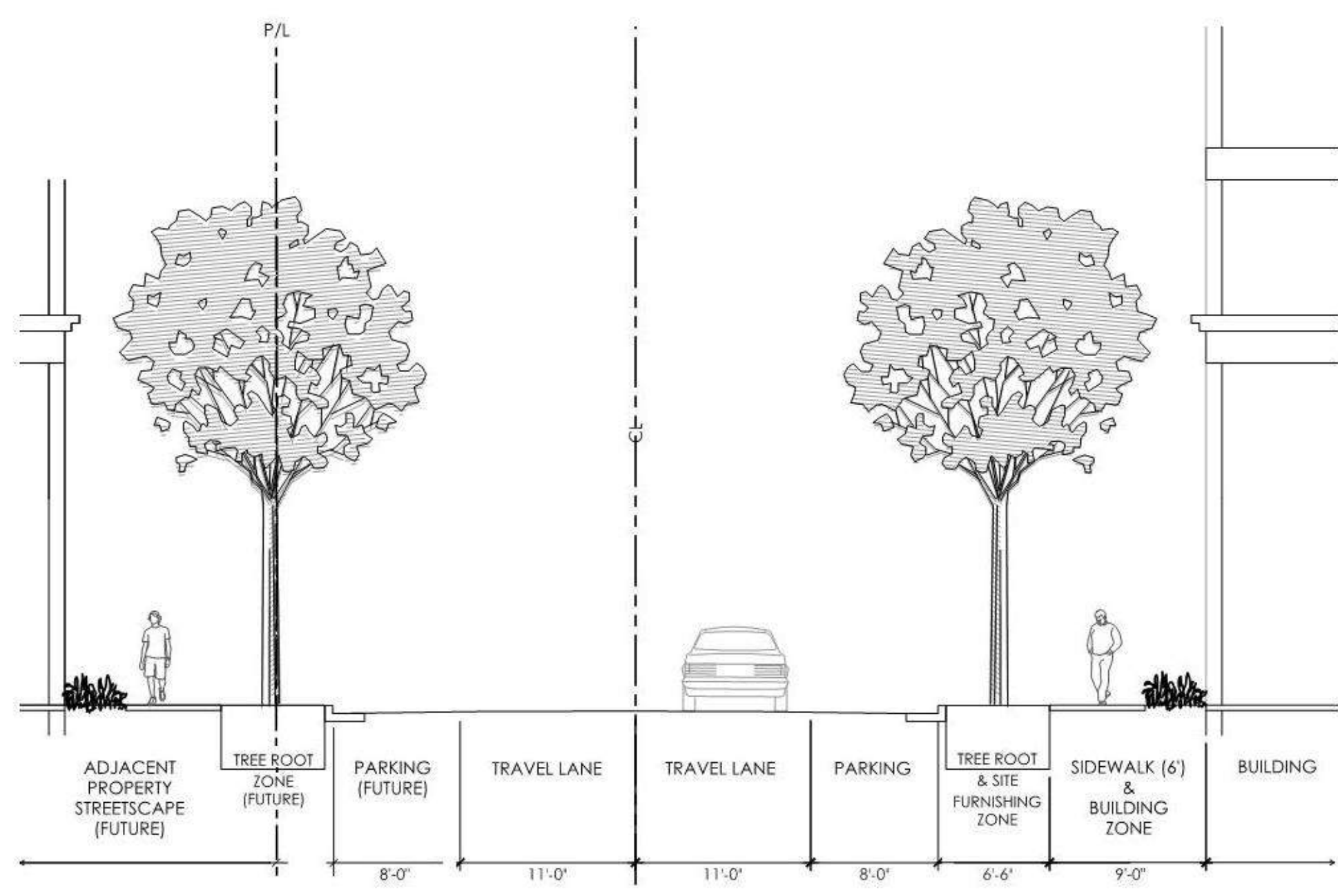
Detail 1 "Typical Street Tree/Site Furnishing Zone & Details"
N.T.S.



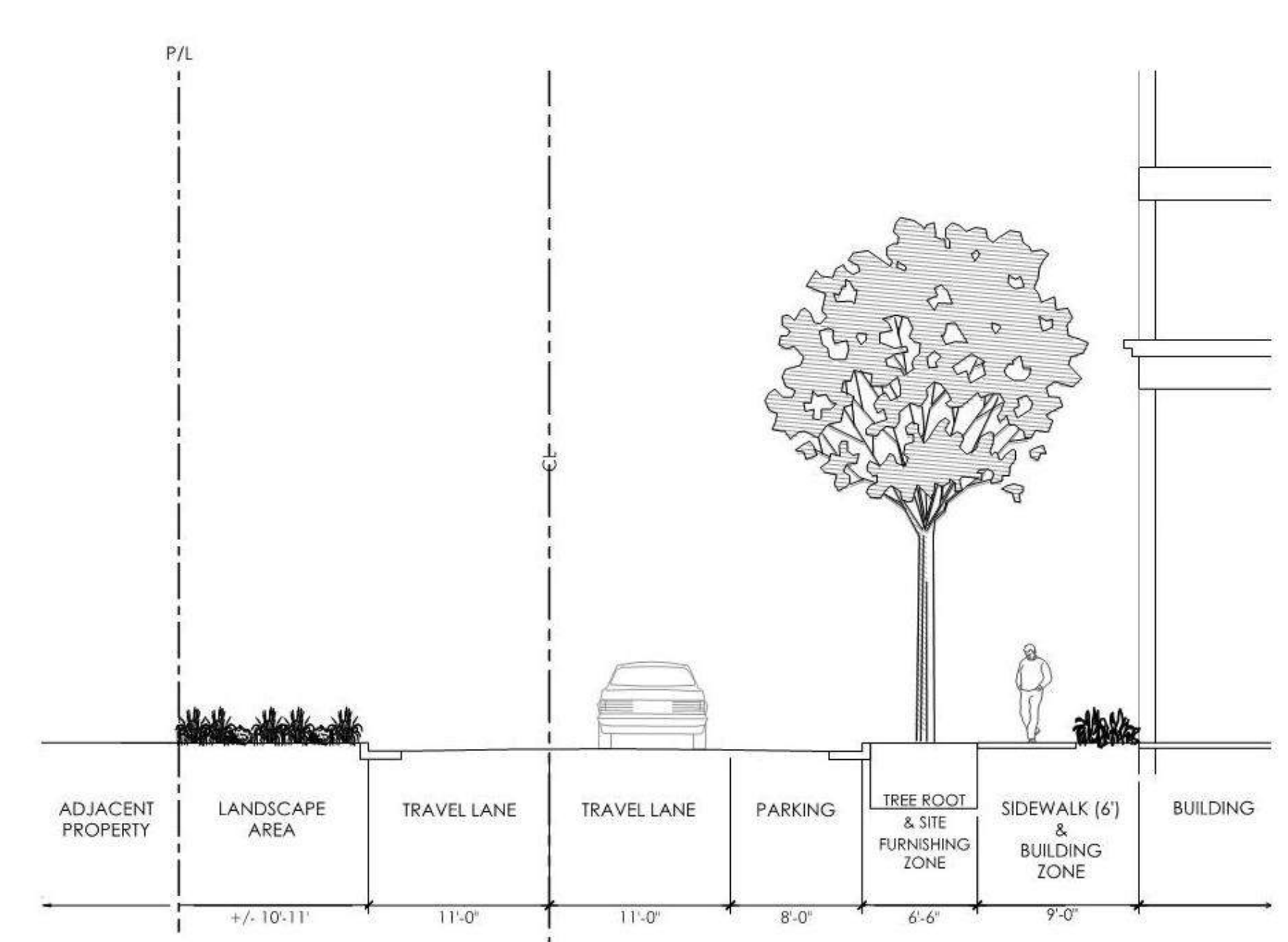
TYPICAL SECTION -AA (not to scale)



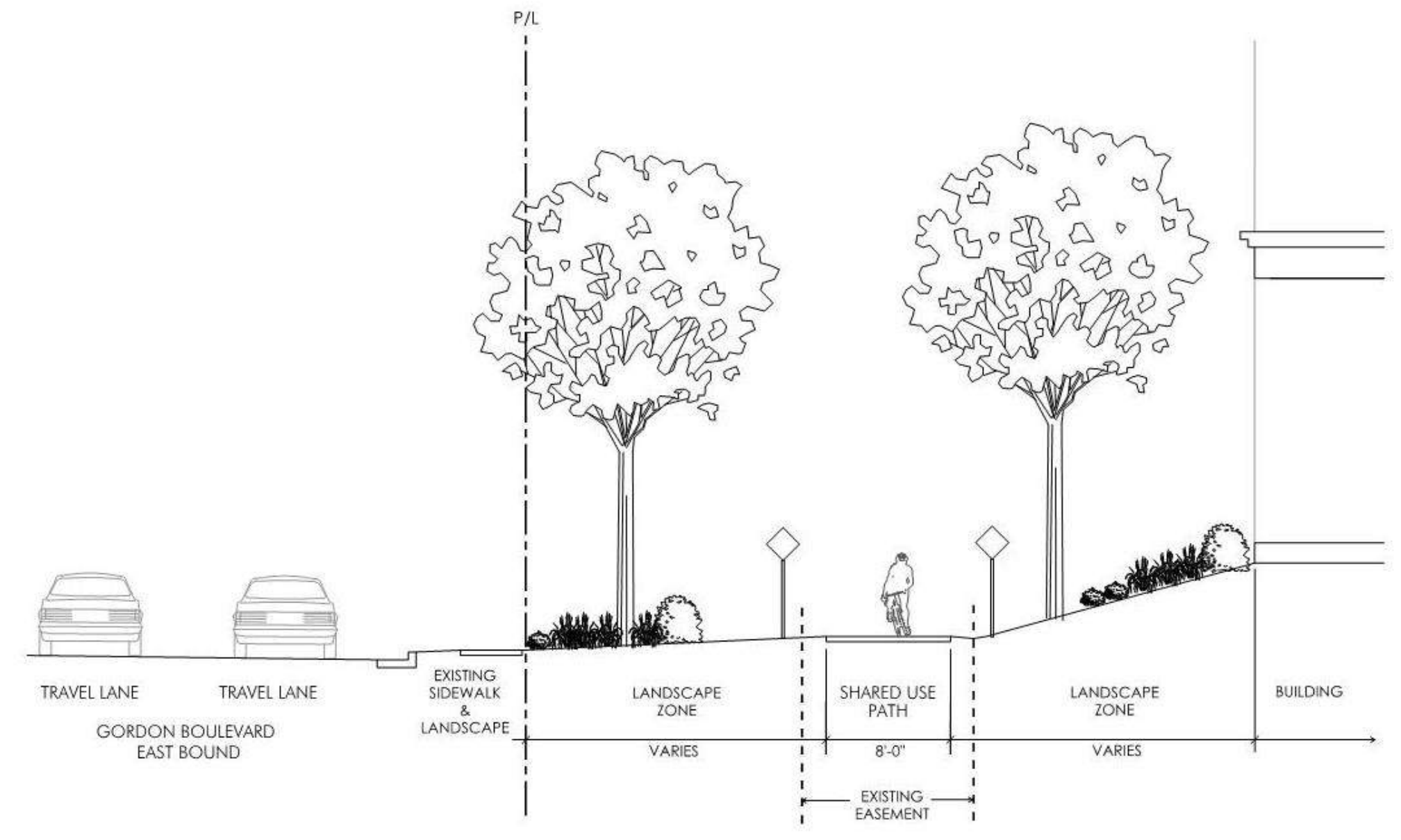
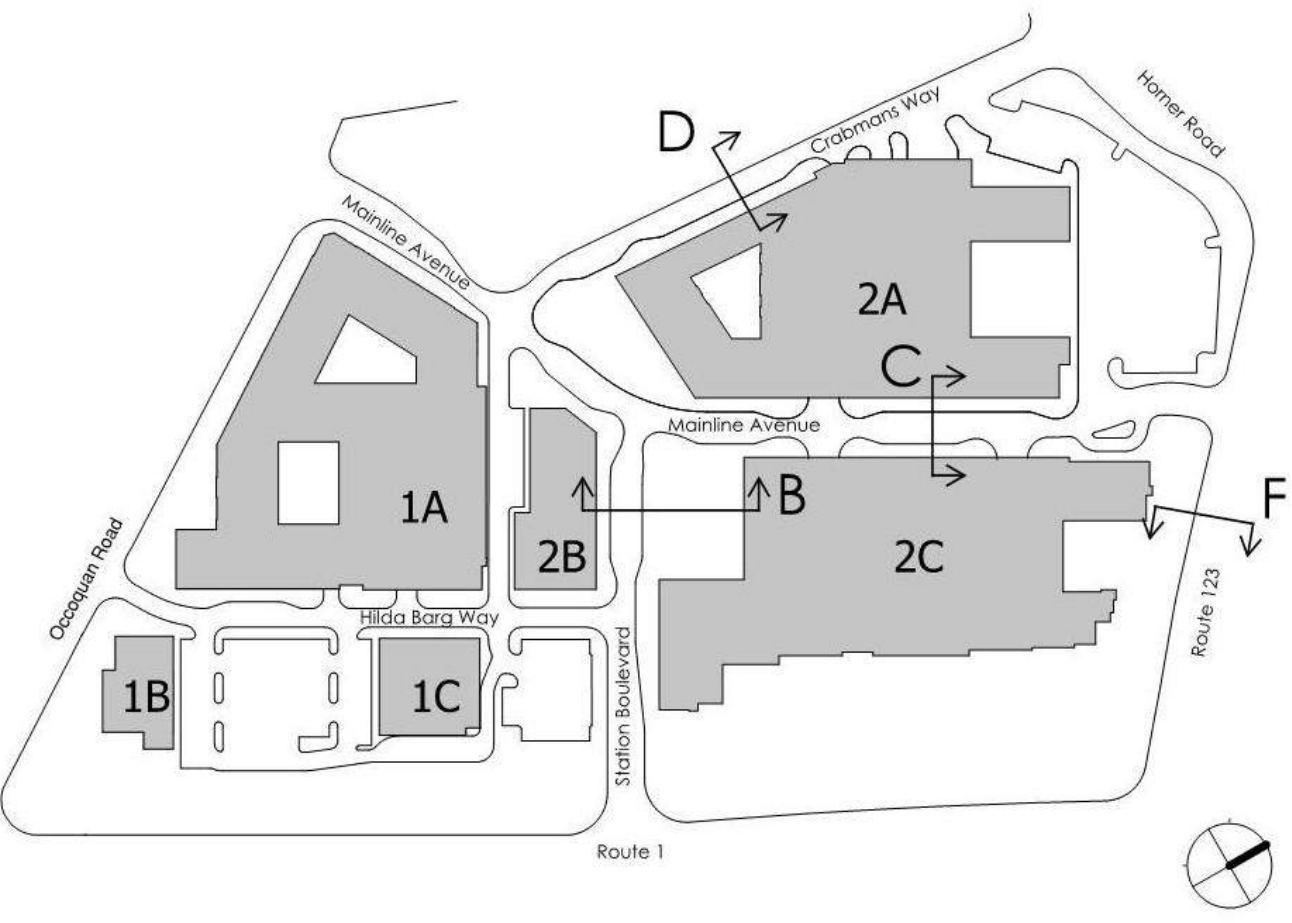
TYPICAL SECTION -BB (not to scale)



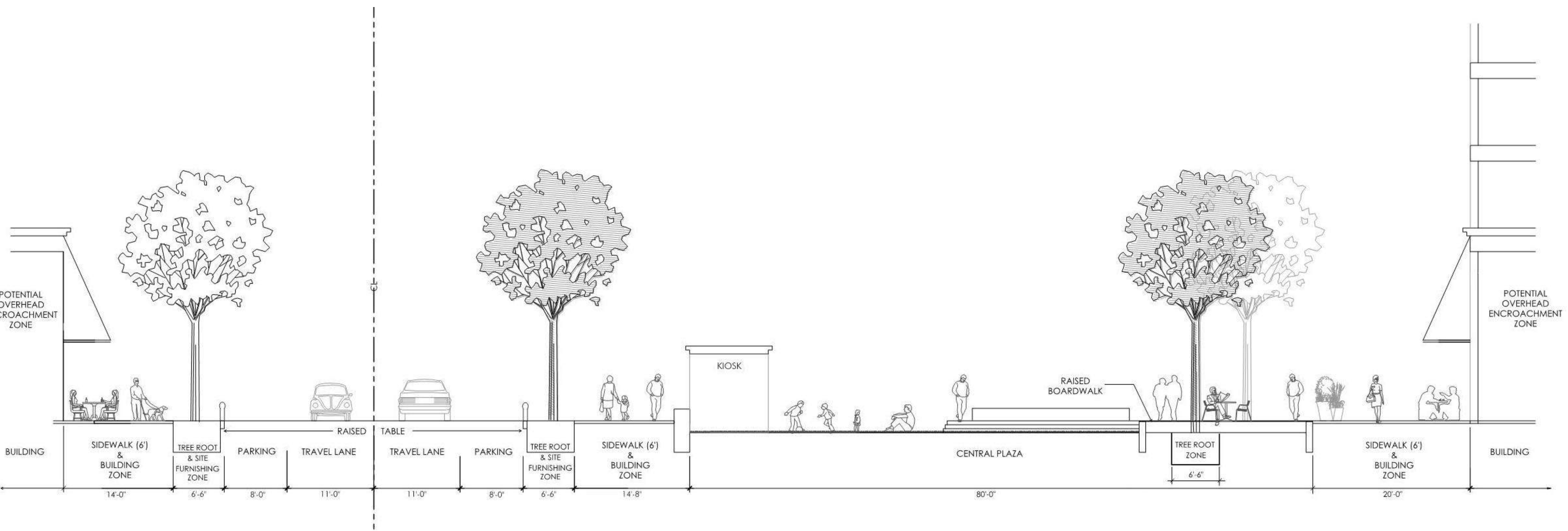
Street Section D "Crabmans Way -Future"
N.T.S.



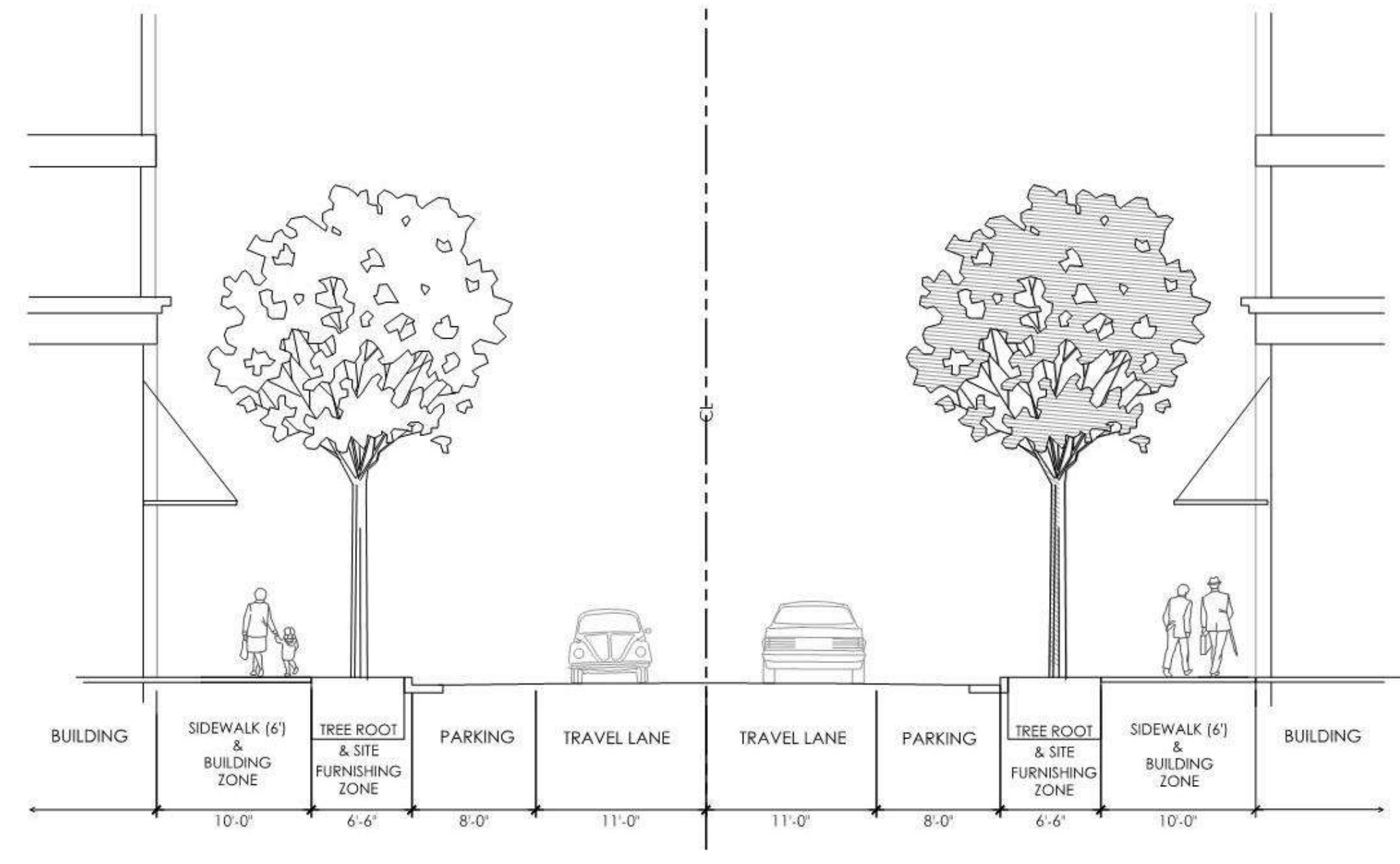
Street Section D "Crabmans Way -Interim" (secondary)
N.T.S.



Street Section F "Shared Use Path"
N.T.S.



Street Section B "Station Boulevard at Central Plaza" (primary street)
N.T.S.



Street Section C "Mainline Avenue" (primary street)
N.T.S.

REVISION	DATE	DESCRIPTION
5/20/2022		Reviewed per county comments (3rd submission)
7/12/2022		Reviewed per county comments (4th submission)

PROJECT No.: 12032.007.001
DRAWING No.: 110653
DATE: AUGUST 23, 2021
SCALE: 1"=50'
DESIGN: DA
DRAWN: DA
CHECKED: DA

**LANDSCAPE
DETAILS
&
STREET
SECTIONS**

SHEET No.
C501



Design Guidelines

RIVERSIDE STATION - LAND BAY A

REZ 2022-00007

Prince William County, VA

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Retail Design Planner

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August 23, 2021; revised February 25, 2022; revised May 20, 2022; revised July 12, 2022

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View north from Occoquan Road along Hilda Barg Way
Illustrations and graphics for illustrative purposes only

Riverside Station is planned as a signature, gateway development in North Woodbridge, Virginia. The project will be developed as a high quality, urban mixed-use community in two phases. It will consist of a minimum of 130,000 square feet of retail and up to 970 multifamily residential units with a full range of recreational and social amenities. Land Bay A will contain a minimum of 40,000 square feet of retail and up to 330 multifamily residential units. The project is located on approximately 19.2 acres fronting Route 1, comprised of the former Cowles Ford property (to be developed as Land Bay A) and the existing Station Plaza shopping center (to be developed as Land Bay B, in two phases). The project is strategically located on principal arterials Route 1 and Route 123, and major collectors Occoquan and Horner Roads; it sits directly across from the Woodbridge VRE rail station and enjoys convenient access to I-95 via either Route 1 or Route 123. The proposed use is consistent with North Woodbridge Small Area Plan (NWSAP) for the Town Center sector.

The careful planning and integrated design of the proposed Riverside Station development includes a well-developed multi-modal network, connection to bike/running trails and coordinated design features with strong architectural themes that will create an integrated, urban mixed-use community currently lacking in the eastern end of Prince William County.

INTRODUCTION

Riverside Station will be developed by North Woodbridge TC, LLC (NWTC), a joint venture partnership between The IDI Group Companies and Boosalis Properties. The goal of NWTC is to create a carefully conceived and planned development that provides its visitors and residents with a unique environment in a high-quality urban setting. These guidelines are intended to provide the most accurate portrayal possible at a conceptual stage, without restricting the ability for creative modifications or expression during the process of design development and procurement of necessary approvals.

The three mixed-use buildings and the three stand-alone commercial buildings have been strategically sited to create engaging streetscapes, to promote connectivity among existing and future developments within the NWSAP Town Center sector, and to establish an urban environment not yet experienced in North Woodbridge. Each building will incorporate coordinated design features and strong architectural themes. Most of the parking will be located in three structured parking garages that are wrapped by the mixed-use buildings or the commercial buildings. Riverside Station will offer residents a variety of unit types, ranging from junior one-bedroom to three-bedroom apartments. This variety of residential units allows for a mix of residents and incomes, creating housing for singles, upwardly mobile couples, or active adults and empty nesters.

Each of the three mixed-use residential buildings will contain its own collection of indoor and outdoor amenity spaces, including distinguished lobbies, outdoor pools with sundecks, fitness centers, business centers, and club lounges. Other courtyards will contain landscaped areas for passive recreation. Key amenities of Riverside Station include a variety of pocket parks that will support a range of activities and enhance the retail environment. A well-developed pedestrian network leads visitors and residents through the community and connects to various public open spaces within the community, as well as to existing bike and walking paths along Route 1, Route 123 and Occoquan Road.

Riverside Station will provide an active, pedestrian-friendly environment to residents and members of the greater Woodbridge community. Access to the community will be provided from Route 1, Occoquan Road, Horner Road and Route 123. Security will be provided through interior security systems at each building entrance. The project will establish strong, urban streetscapes along Station Boulevard, Mainline Avenue, Hilda Barg Way and Crabmans Way consisting of wide pedestrian zones enhanced with landscaping, and outdoor seating in appropriate locations adjacent to retail.

Riverside Station is poised and ready to pioneer the revitalization effort in this important gateway location. The project will provide a wonderful first impression for people entering Prince William County, and will immediately establish a distinct sense of place for North Woodbridge with its high-quality architecture, attractive commercial offerings and engaging atmosphere. The community will form a vibrant and successful mixed-use component to the North Woodbridge Small Area plan and will also serve as an anchor and catalyst for the redevelopment of surrounding parcels, creating a synergy benefitting the overall Potomac Communities corridor.



View south from Gordon Boulevard along Mainline Avenue
Illustrations and graphics for illustrative purposes only

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■ GROUND FLOOR COMMERCIAL USES



ILLUSTRATIVE PLAN

RS - A
Prince William
County
July 2022

GENERAL ARCHITECTURAL GUIDELINES

Riverside Station's buildings will be designed with sensitivity to the uniqueness of the site, and great consideration will be given to scale, building materials and colors. The design will strive to develop a sense of community, enhance the character of the surrounding neighborhoods, accentuate the urban attributes of the site, and improve the quality of the overall community.

The architectural styles depicted on the illustrations contained herein are conceptual in nature and represent the general level of quality and integrity to be maintained throughout the development of Riverside Station. Modifications may be made to accommodate the design development and plan review processes, consisting for example, of the exact location of travel-ways, roads, parking and buildings on the site plan, the precise number, location and dimensions of windows and balconies as these reflect the final mix of units within each building, and the final location, arrangement and variety of materials on the various facades throughout the community. More substantial variation may be permitted provided the integrity of the overall site layout is not compromised and subject to the concurrence of the Planning Director, or his designee.

Building Massing

The buildings shall exhibit individuality and an urban character that is unique to mixed-use projects, and at the same time, remain in the framework of the overall scheme of shapes, heights and geometry. A variety of geometry reflecting the spatial functions behind the façade may be employed to stimulate visual interest and create a dynamic roof line. The building massing will communicate verticality as well as horizontally in appropriate human scale.

Facades

Facades in each of the three mixed-use buildings shall be designed to project high quality residential and retail standards, and to reflect the design goals of the North Woodbridge Small Area Plan. The facades may incorporate unique architectural features while recalling compatible design elements shared among the three buildings. The facades will be comprised of a mix of elevations, materials, and colors to create visual variety; special attention will be given to balconies and bay windows to establish an architectural rhythm that is fluid and dynamic. Retail storefronts will reinforce the overall design of the project as well as their tenant brand. Retail storefront should include interesting, thoughtful, and unique details, dynamic window displays, and a welcoming entry. All stand alone retail buildings shall be well integrated into the overall design of the project and remain compatible with the architectural style of the mixed-use buildings.

Color

Garish or fluorescent colors shall not be used. Accent colors may be used to complement the building colors and may be applied to window mullions, cornices and other architectural elements. Flexibility and variety in retail storefront colors help create exciting streetscapes, which in turn make great retail environments. Colors should be complementary and reflect the tenant's unique personality. Unique and cohesive color palettes for retail storefronts will be encouraged, whereas conflicting color schemes will be discouraged.

Building Materials

The use of a variety of materials and colors is encouraged, but should reflect uniform, coordinated design concepts for each building. Mixed-use buildings shall typically be of concrete podium with wood frame above and have facades constructed of high-quality materials such as cementitious siding / panel or synthetic stucco, with stone or masonry veneer accents. The balconies shall be open, and the windows shall be of geometrically proportional sizes. All building materials shall be employed and joined together in a manner that will exhibit the highest level of aesthetics and functionality, in keeping with the development's high standards. With regard to the retail storefront zones, each restaurant and shop will be provided with the maximum opportunity to uniquely display its merchandise to attract passing customers. The choice of storefront materials is a key component of creating an alluring retail environment that reflects the individuality of a business. To this end, the fit and finish of all storefront components should be of the highest quality. Wood, metal, stone, brick, cast stone, concrete, and plaster are recommended materials for the storefront zones. Similarly, durable, smooth exterior-grade hardwoods, such as redwood and medium density overlay (MDO) are acceptable materials.

Building and Retail Entrances

Primary pedestrian entrances may be located on the front or rear facades. Passenger drop-off points shall be located where appropriate, adjacent to building entrances. Because retail demising locations can vary, retail storefronts shall be designed to allow for maximum flexibility in the location and number of doors. In ideal circumstances, a door may be located anywhere within the retail storefront zone. All doors should be compatible with, and complementary to, the overall storefront design.

Window Openings

Window openings help to create a friendly environment and are critical in establishing a building's architectural character and human scale proportions. Windows shall be encouraged on all exterior-facing elevations, including those facing parking and service areas.

Glazing

All residential windows and storefront shall use clear or lightly tinted glass. Opaque, smoked, or reflective glass at retail storefronts are discouraged and should only be used for accent elements.

Landscaping

The site shall be landscaped with a mix of deciduous and evergreen trees and plant material, to enhance the quality of the high standard of living while achieving the North Woodbridge Small Area Plan’s goals. The streetscapes will be carefully designed with a variety of landscape and hardscape materials to provide visual interest.

Mechanical/Electrical Equipment

All roof top and ground mounted equipment shall be grouped and screened from view in a manner that is architecturally compatible with the building design.

Service Areas

Dumpsters shall be located within the structured parking garages when possible. Exterior dumpsters, should they be required, shall be located away from building entrances where possible, and screened from view of adjacent roadways, sidewalk and trails either with landscape materials appropriate for screening purposes, with trellis walls, or with masonry or concrete walls consistent with the adjacent architecture.

Retail Signage at Storefront Zones

A combination of signage should be used to articulate individual store expression and maximize visibility. Signage elements may include flat sign panels, fabricated dimensional sign panels, fabricated dimensional lettering, window graphics, projecting blade signs, and awning graphics. A variety of sign types may be employed on any storefront, provided the sum of their areas does not exceed the maximum allowable signage area for that specific tenant.

- The maximum allowable signage area for retail tenants is two (2) times the linear frontage for that tenant or two hundred (200) square feet of signage area, whichever is smaller.
- The final allocation of signage area may be subject to change depending on the Landlord and Prince William County approval. Tenants assume responsibility for obtaining permits and approval prior to installation.
- To maximize visibility, primary tenant identity signs should be located within the upper portion of the tenant storefront and near the primary tenant entrance.
- Secondary tenant signage may be located anywhere within the tenant storefront.
- All tenant signage should be located not more than thirty feet (30’-0”) above the adjacent sidewalk.
- All tenant signage should be compatible with, and complementary to, the overall storefront design.
- Tenants may not locate any portion of their allowable signage away from their space; all tenant signage must be affixed to an exterior wall occupied by that specific tenant.

Precedent images for illustrative purposes only



Rivergate North, Woodbridge, VA



Esplanade at National Harbor, MD



Cadance at Crown, MD

GENERAL ARCHITECTURAL GUIDELINES

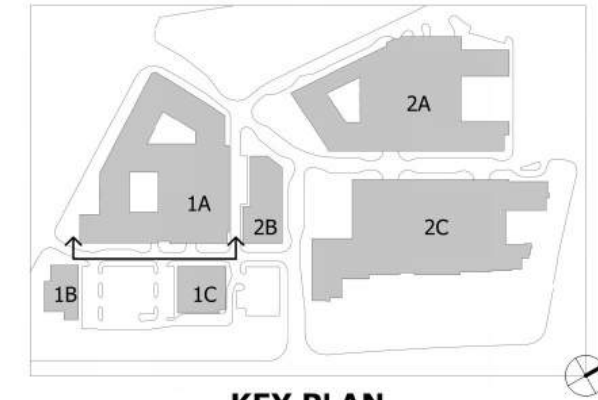
RS - A
Prince William
County
July 2022



Building 1A - Southeast Corner - looking North



Building 1A - Northeast Corner - looking West

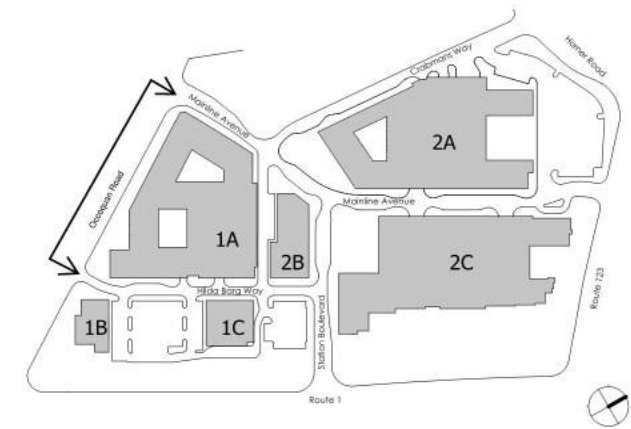


KEY PLAN

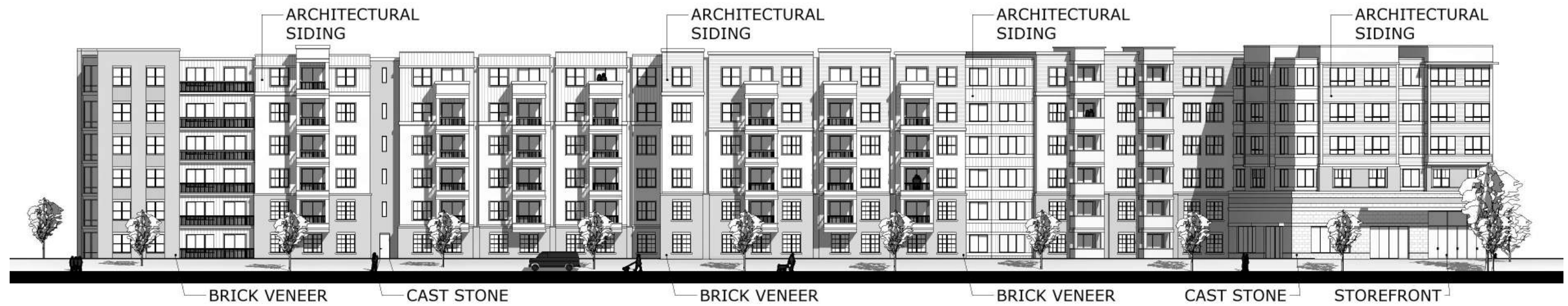


The purpose of these illustrations is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials. See pages 6 & 7 for additional information.

PMD MIXED-USE (B1/UDHR) - GENERAL CONDITIONS



KEY PLAN



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PMD MIXED-USE (B1/UDHR) - GENERAL CONDITIONS

RS - A
Prince William
County
July 2022

Planned Development District – PMD (Mixed-Use): The planned development district is a flexible land development zoning category intended to promote efficient use of land, allow a compatible mix of land uses on a single parcel or group of parcels, obtain design flexibility not otherwise possible, ensure efficient traffic circulation and the preservation of open space and sensitive environmental and historic features, ensure compatibility of the development with surrounding properties and the public utilities and services necessary to the development and to implement the purposes of zoning set forth in Code of Virginia, § 15.2-2283.

The specific objectives of the planned development districts are:

- (a) To facilitate the efficient use of land through a more economical arrangement of buildings, circulation systems, land use and utilities;
- (b) To preserve the existing sensitive environmental areas to utilize such features in a harmonious fashion, and to promote environmentally sustainable development patterns;
- (c) To provide for more usable and suitably located recreation facilities and other public common facilities that would not otherwise be provided using conventional land development controls; and
- (d) To combine and coordinate architectural styles, building forms and building relationships within the planned development.

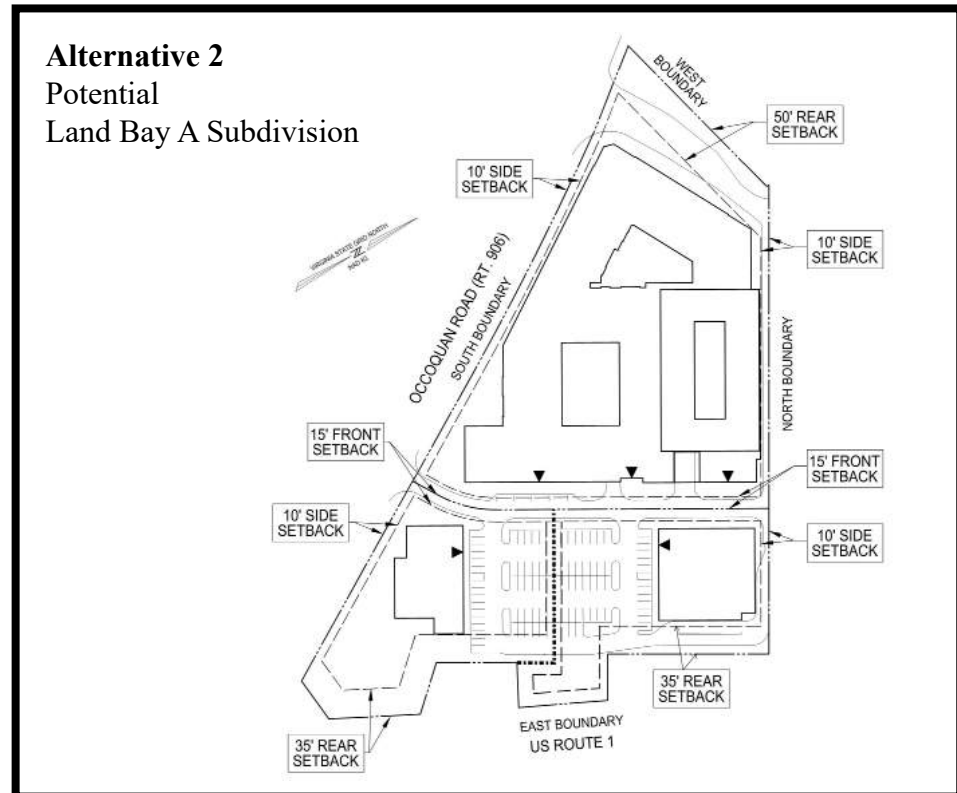
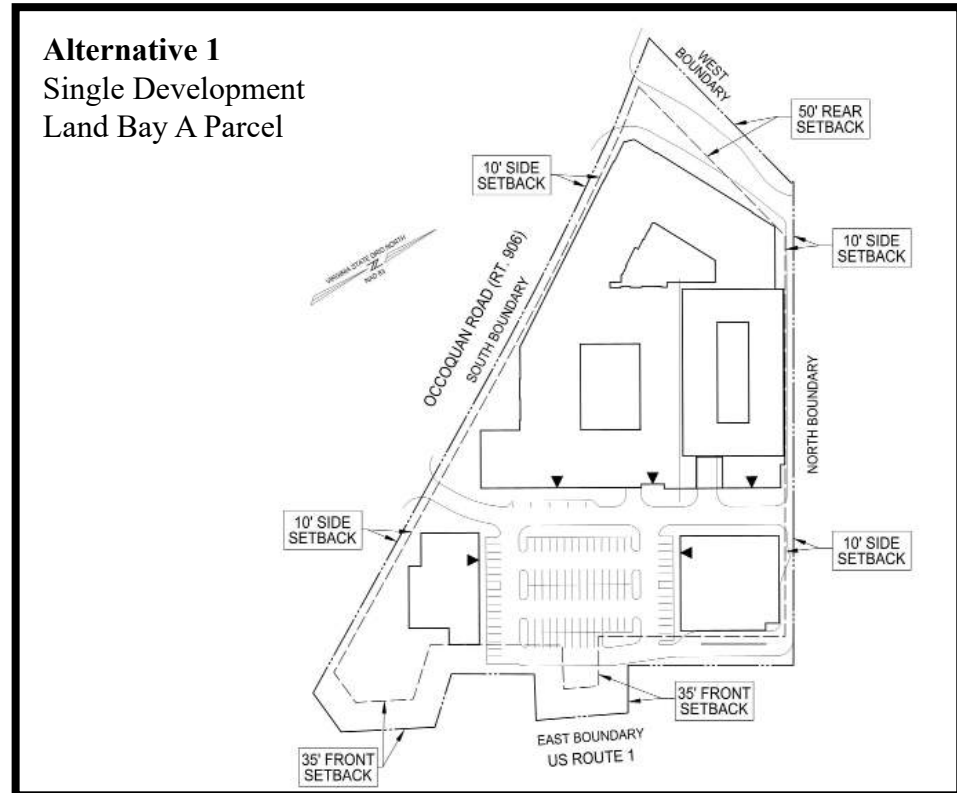
“H” Mid-Rise Residential Buildings: This structure type may consist of tenant housing or condominium ownership, or both, with a minimum of four (4) dwelling unit entrances sharing an internal corridor per floor. The entire dwelling unit does not necessarily have to be on the same floor. Structures shall be a minimum height of forty (40) feet in height, and shall have a minimum of two (2) elevators if over sixty (60) feet in height or over one hundred (100) units. Appropriate fire detection and suppression equipment design shall be included. General architectural features such as, but not limited to, windows, sills, vents, cornices, eaves, gutters and patios/balconies may encroach into yards and setbacks five (5) feet.

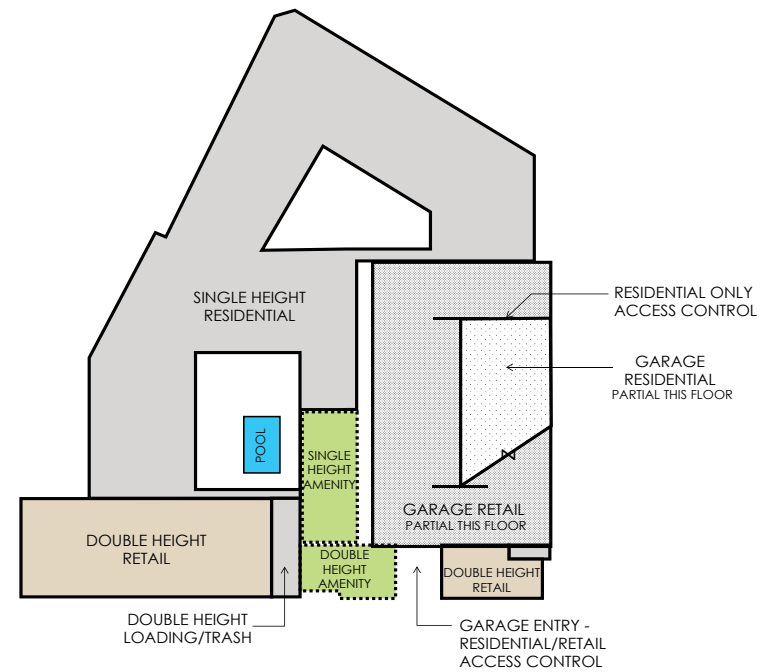
LAND BAY A - PROPOSED DEVELOPMENT STANDARDS “PMD (MIXED-USE)”

Land Bay Designations B-1 “General Business”/UHDR “Urban High Density Residential”
 Density Group “H” Mid-rise residential

Min. District Size	6.3A (19.2A with Land Bay B)
Min. Housing Mix Types Permitted (10-75A)	1 Type
Min. Lot Area/DU (Bldgs >46 units)	825 sf
Min. DU/Acre	31
Max Lot Coverage	80%
Min. Aggregate Residential Net Floor Area on 2nd Floor and above	50%
Min. Lot Width per Residential Structure	150’
Max. Building Height for Mixed Use	100’
Max. Building Height for Non-residential	45’
Min. Building Height for Non-residential	10-20’
Min Yards and Setback	
Front	15’ *
Sideyard	10’
Rear	35’ *
Parking to Residential	
Structured Lot	0’
Lot	12’
Distance between buildings	30’
Min. Open Space	20%
Perimeter Landscape Buffer	variable width

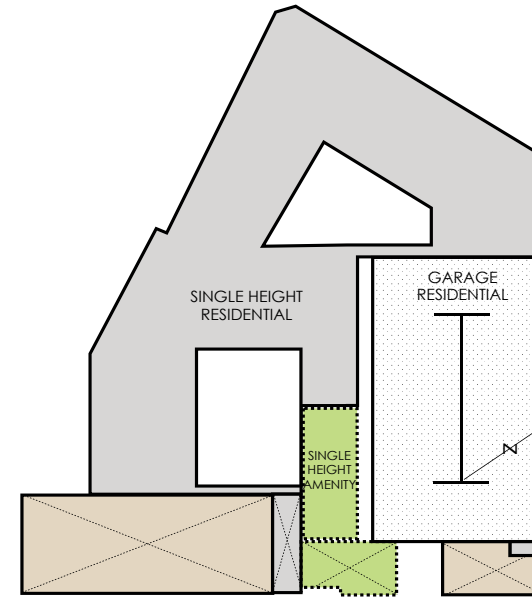
* Modified front and rear yard setback required with Alternative #2 only





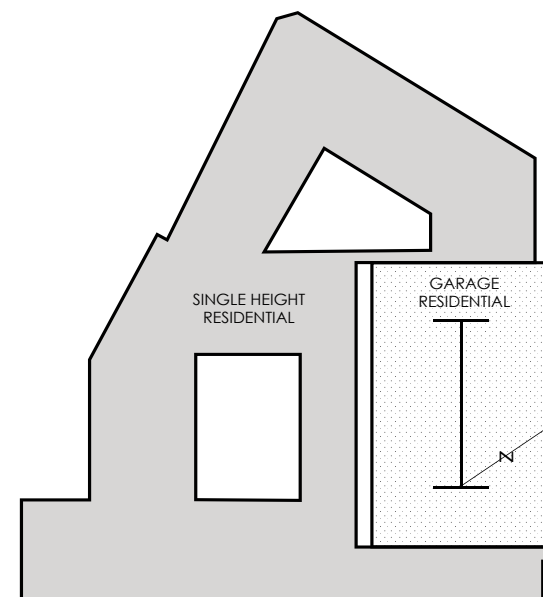
HILDA BARG WAY

FLOOR 1



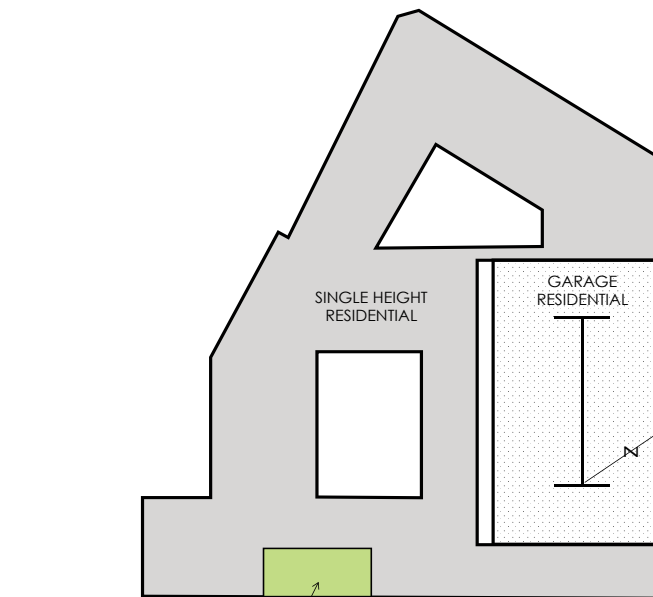
HILDA BARG WAY

FLOOR 2



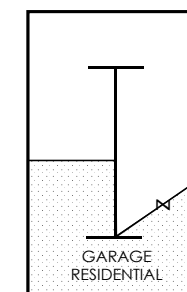
HILDA BARG WAY

FLOOR 3 - 5



HILDA BARG WAY

FLOOR 6



GARAGE ABOVE FLOOR 6

The purpose of this illustration is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications within the allowances of the proffered density ranges and maximum height.

BUILDING FLOOR PLATES

AMENITIES

Amenities throughout Riverside Station include private amenities located within and immediately adjacent to the mixed-use buildings, as well as publicly accessible amenity areas located throughout the community. Each of these various areas will allow residents and visitors to gather and engage in active or passive recreation activities at Riverside Station. Extensive landscaping is proposed throughout the site, including large shade trees. These will provide visual interest and create respite areas for residents to gather and reflect.

An integral part of the Riverside Station community will be its well-developed pedestrian network, which will connect residents and visitors with the various public amenities and landscaped areas, as well with Route 1, Route 123, Occoquan Road and Horner Road. Planting materials will be specifically selected to address the needs and design goals of each area, and native species similar to the adjacent natural environment shall be used as screening where appropriate.

PRIVATE AMENITIES: RESIDENTIAL BUILDINGS

Integrated within the residential buildings will be the core private amenities, containing approximately 9,000 square feet of space.

Indoor amenities will include:

- Elegantly appointed lobbies and common areas
- Fitness center with equipment for active exercise and space for group fitness
- Leasing office and meeting & co-working spaces
- Club lounge for activities such as billiards, ping-pong, library, media entertainment and space to host private events.

Outdoor amenity space will include:

- Outdoor pool with adjacent sundeck and locker facilities
- Roof terrace with space to host private events
- High quality courtyard and open spaces to accommodate a variety of passive and active uses.

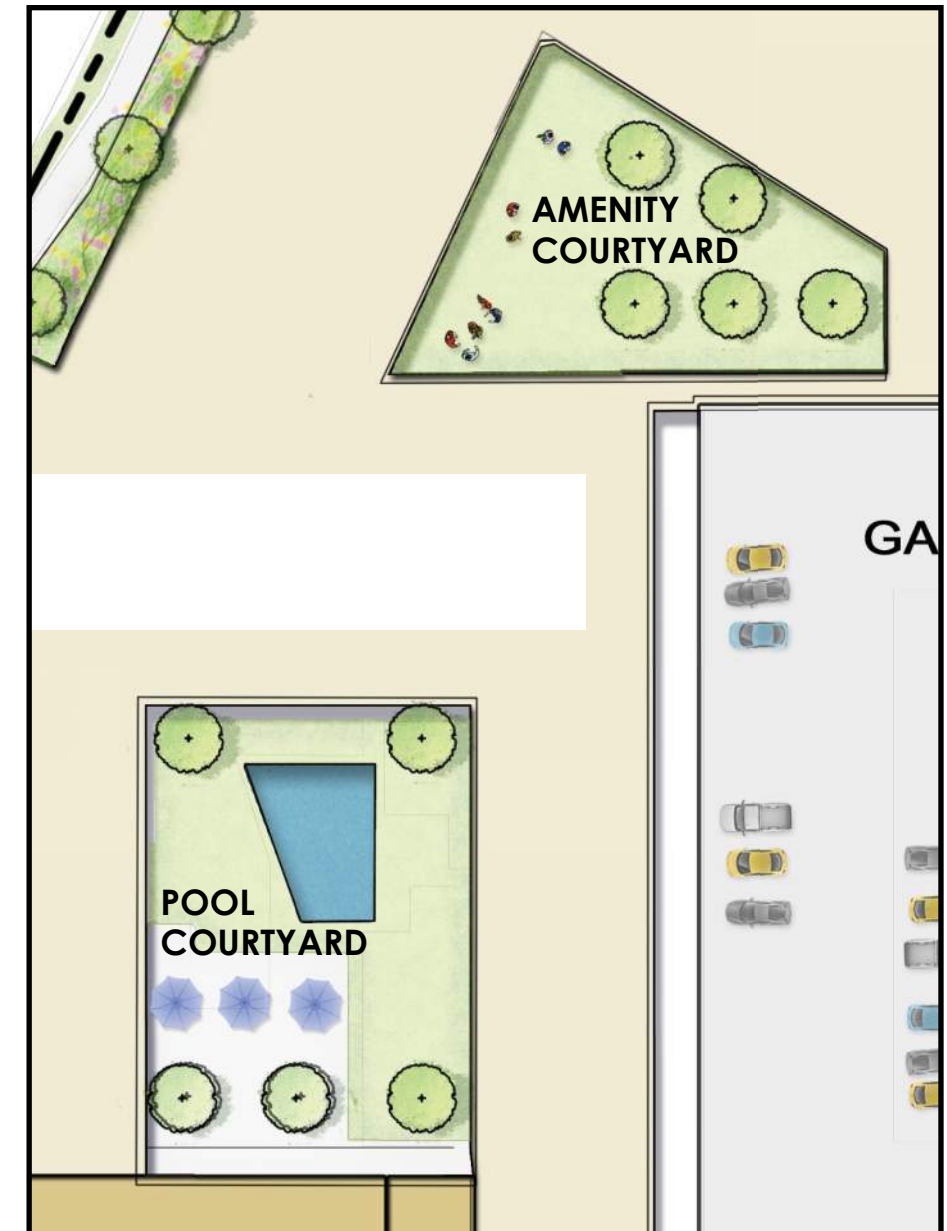
Residents living in each building will also enjoy beautiful views from their units of courtyards, open spaces, amenities, or the surrounding area.



Precedent Image: Private Amenity - Pool Courtyard



Precedent Image: Private Amenity - Amenity Courtyard

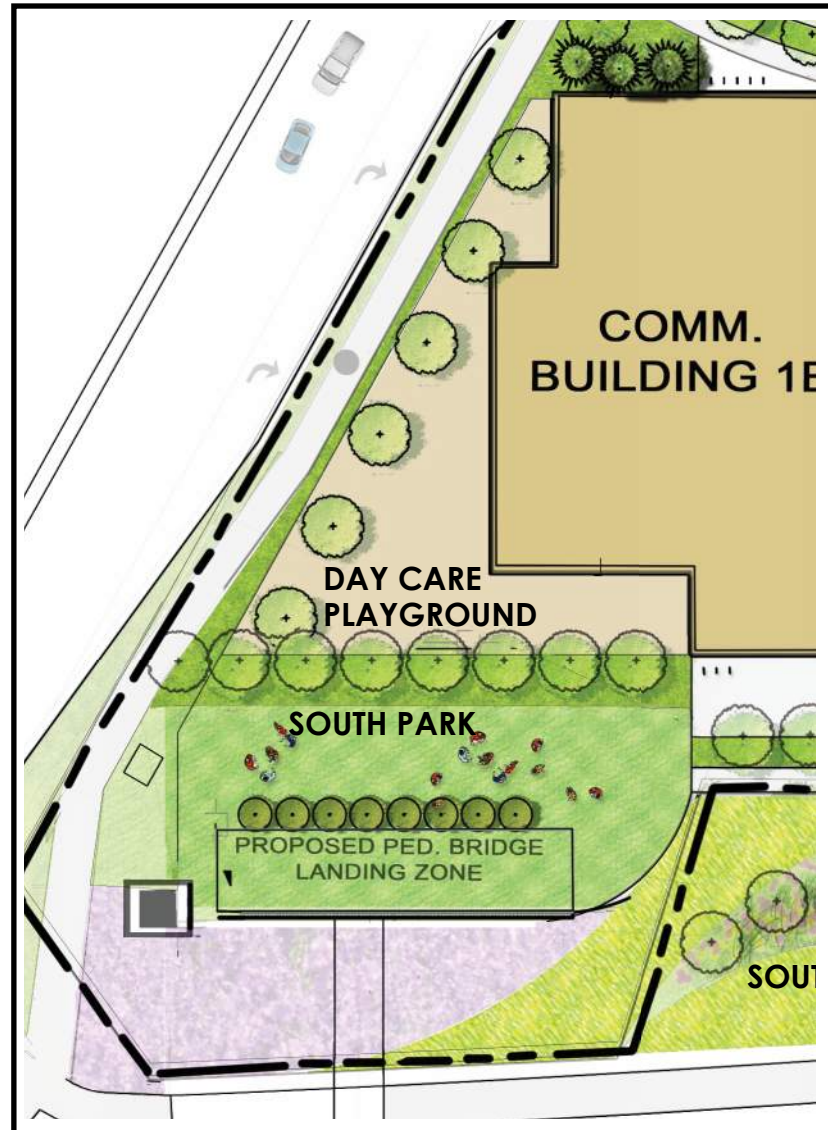


Private Amenity: Pool & Amenity Courtyards
Not to Scale

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PUBLIC AMENITIES: SOUTH PARK

Situated on elevated terrain at the prominent corner of Route 1 and Occoquan Road, South Park will comprise about 16,000 square feet and provide an active, dynamic focal point for the introduction of Riverside Station to the region. A marquee pylon sign will allow drivers along Route 1 to easily see which retailers are located within the development. A fenced dog park behind the pylon sign will allow the community's four-legged friends and their humans to come out for needed exercise and socialization, while groves of trees will provide habitat for wildlife and shade for visitors. A fenced playground adjacent to commercial Building 1B will support a daycare use in this building. South Park will integrate with Riverside Station's overall pedestrian network and be accessed from the shared use paths along Route 1 and Occoquan Road as well as a proposed pedestrian bridge. Additionally, its proximity to Pop-Up Park and the Gateway Grove along Route 1 will foster synergy between these various areas and create an appealing sense of place that is visible from Route 1.



Public Amenity: South Park
Not to Scale



Precedent Image: Public Amenity - Dog Park



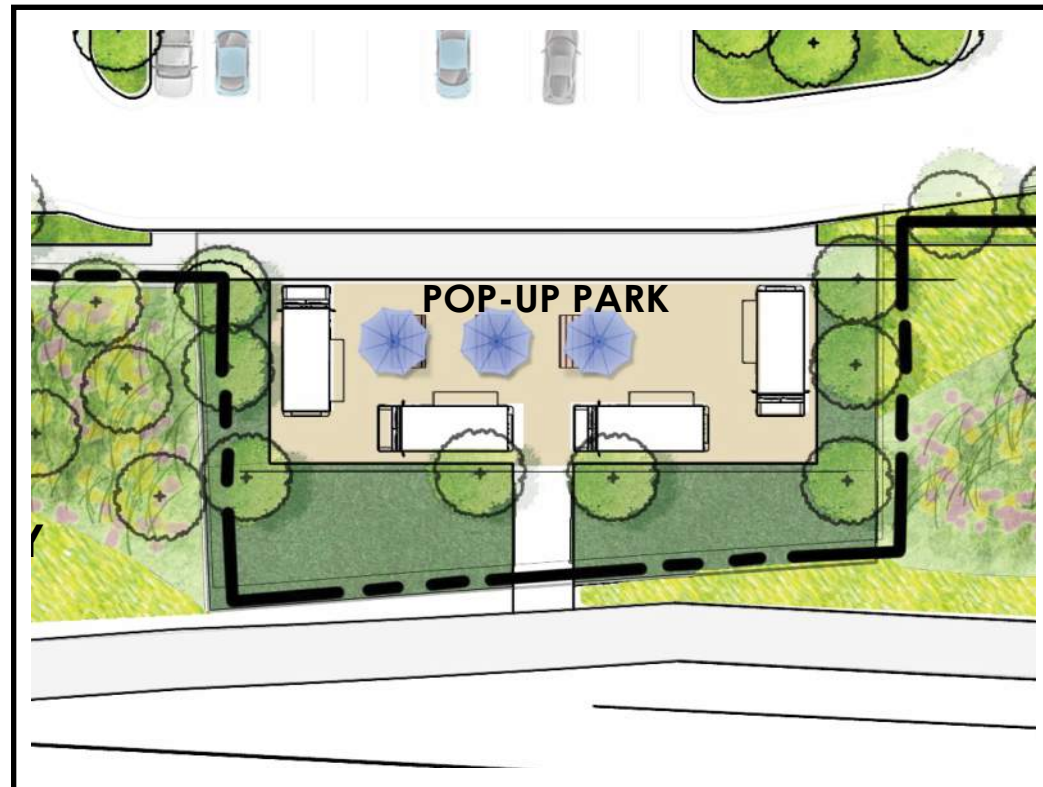
Precedent Image: Public Amenity - Daycare Playground

The purpose of this illustration and precedent images is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.

AMENITIES

PUBLIC AMENITIES: POP-UP PARK

Pop-Up Park will provide a wonderful place for the Riverside Station community to gather at an outdoor, non-traditional retail space featuring food trucks, pop-up music & arts venues, and/or seasonal beer garden. Situated adjacent to Route 1 and South Park and comprising about 6,800 square feet, Pop-Up Park will offer visitors a place to relax after biking or walking along the shared use trail or visiting the dog park. Its high visibility from Route 1 as a place of activity will also attract passing motorists on Route 1 and entice them to come into Riverside Station.



Public Amenity: Pop-Up Park
Not to Scale

The purpose of this illustration and precedent images is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.



Precedent Image: Public Amenity -flexible pop-up use



Precedent Image: Public Amenity - flexible pop-up use

GENERAL STREET STANDARDS

The Riverside Station community will be oriented toward multi-modal transportation options, with an emphasis on a clear, carefully laid out pedestrian network. Multiple entrances into the community feed into private streets allowing for quick and easy access to perimeter surface parking lots and interior parking garages. The project will form an integral mixed-use component to the urban fabric of the overall revitalized Woodbridge community.

Public and Private Streets/Walks

One of the most important objectives of Riverside Station is to accentuate the urban quality of this unique site and enhance the character of the surrounding neighborhoods. This will be achieved by creating safe travel-ways that encourage reduced traffic speed, and landscaped pedestrian walks that are scaled to comfortable human proportions.

Mainline Avenue (Primary Street)

Mainline Avenue is the primary north-south connection between Occoquan Road and Route 123, crossing through the center of the Riverside Station community. The character of Mainline Avenue is more residential in nature for Land Bay A and transitions to a more commercial character in Land Bay B. The intersection of Mainline Avenue and Occoquan Road will provide full movements including dedicated right and left turn lanes and a wider inbound lane. The Mainline Avenue Streetscape in Land Bay A includes a 6 ft. minimum sidewalk, 6' minimum planting area with street trees and foundation planting at the building face to screen the ground floor residential units. The fenestrations along this portion of Mainline Avenue are more residential in scale and may include opportunities for ground floor walk-out terraces. (Modified UAS-1 street cross section).

Hilda Barg Way (Primary Street)

Hilda Barg Way is the primary commercial street for Land Bay A. It provides a right-in / right-out entrance into the community from Occoquan Road and terminates at Station Boulevard in Land Bay B. It is treated as an urban, traffic-calming 2-lane road with limited parallel parking on one side. Hilda Barg Way also provides access for services such as parking and loading areas for Land Bay A. A 12 ft. wide pedestrian/streetscape zone will be implemented on the east side of Hilda Barg Way with a more generous 15 ft. wide pedestrian/streetscape zone on the west side along the active retail frontages. (Modified UAS-1 street cross section)

Internal Parking Areas

Structured parking garages will reduce the size of paved areas within the development, as well as contribute to the urban quality of the community.

Utilities

All on-site utility lines shall be underground. Additional information on individual utilities and their locations within Riverside Station will be developed during final engineering.

Turning Radii

Entrance and parking area turning radii dimensions will be kept to minimum sizes to encourage reduced traffic speed and to ensure safe pedestrian crossing. In addition, all turning radii will be designed to comply with Fire and Rescue Department requirements for safety.

Paving

All parking areas and travel-ways shall be paved with either bituminous or concrete materials. Special paving materials may be used in selected areas as an optional, decorative opportunity to complement the overall design concept. Sidewalks and paths shall be paved with either concrete or bituminous materials. To the extent permissible, the pedestrian streetscape elements shall take precedence where crossings occur at garage and loading entrances.

Lighting

Parking area lighting shall provide adequate illumination for security. The lighting poles and fixtures shall be selected to compliment the design and color scheme of the project. Exterior lighting shall be "energy savings" and shall include "focused sharp cutoff" designs that direct light downward and into the interior of the property and away from adjacent roads and/or properties. Freestanding parking lot lights shall have a maximum height of 20' and shall be shown on the final site plans. Building mounted lighting shall be a maximum of 30' in height and shall be shown on the building permit plans.

Screening

Parking areas adjacent to public streets shall be screened. The majority of the parking is located within structured parking garages. The remainder of the surface parking is generally located at the perimeter of the project and will be bordered and screened by landscaping.

GENERAL STREET STANDARDS

RS - A
Prince William
County
July 2022

The purpose of these precedent images is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.



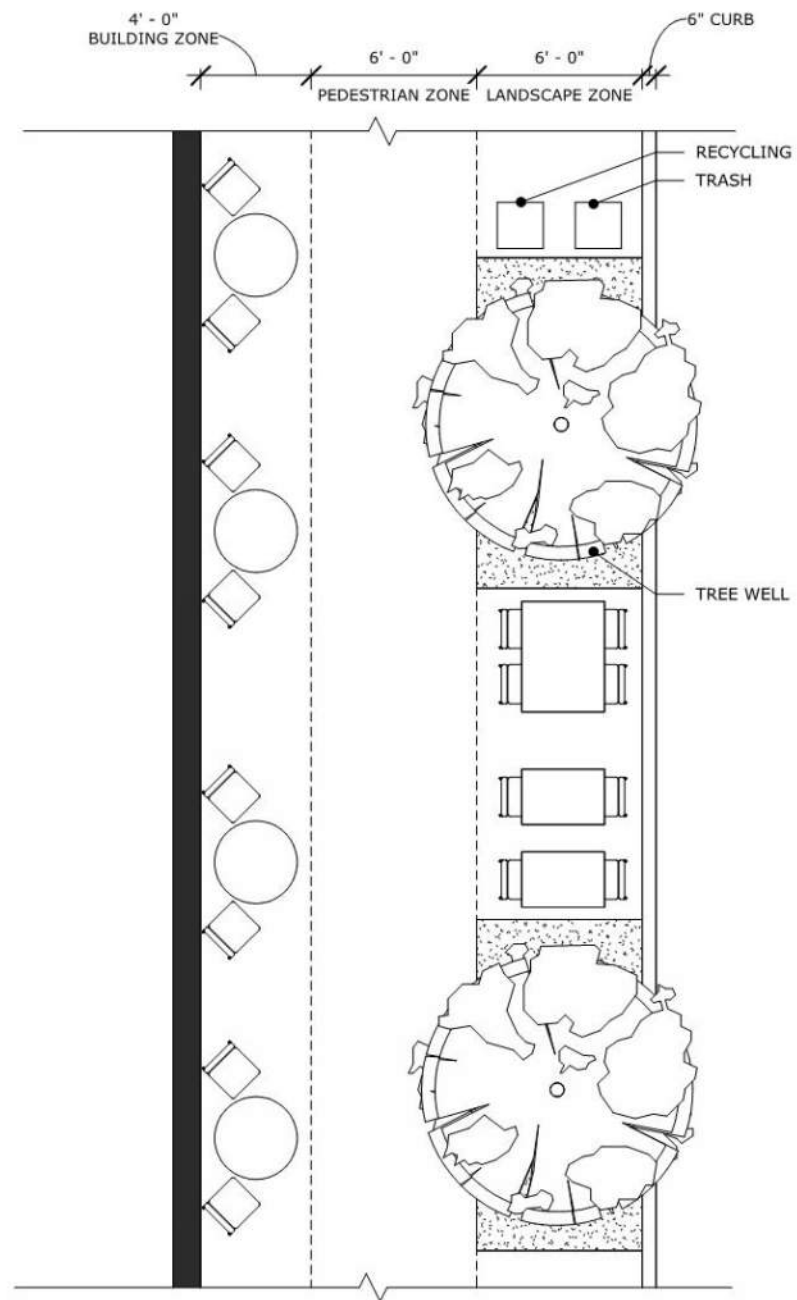
Precedent Image: Landscape Panel



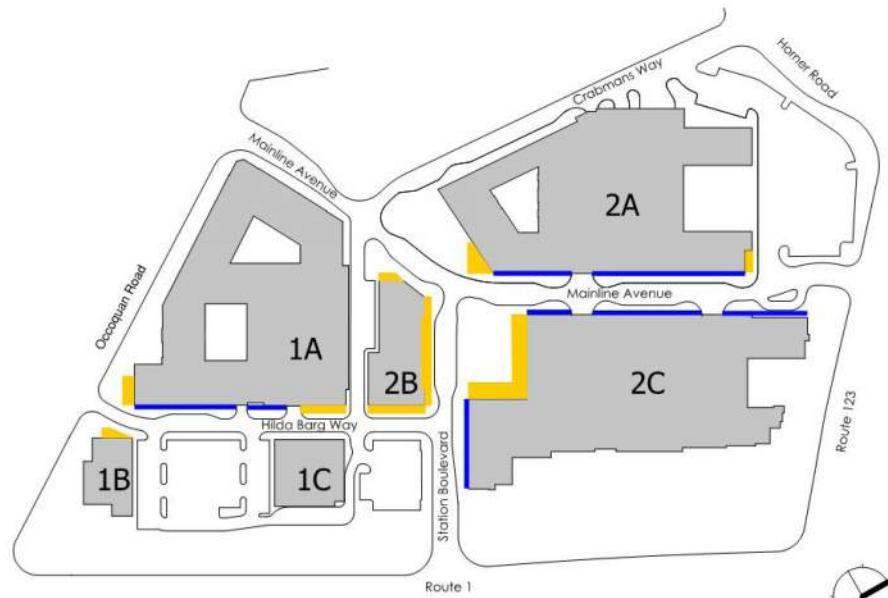
Precedent Image: Pedestrian/Building Zone



Precedent Image: Public Amenity - shared use path

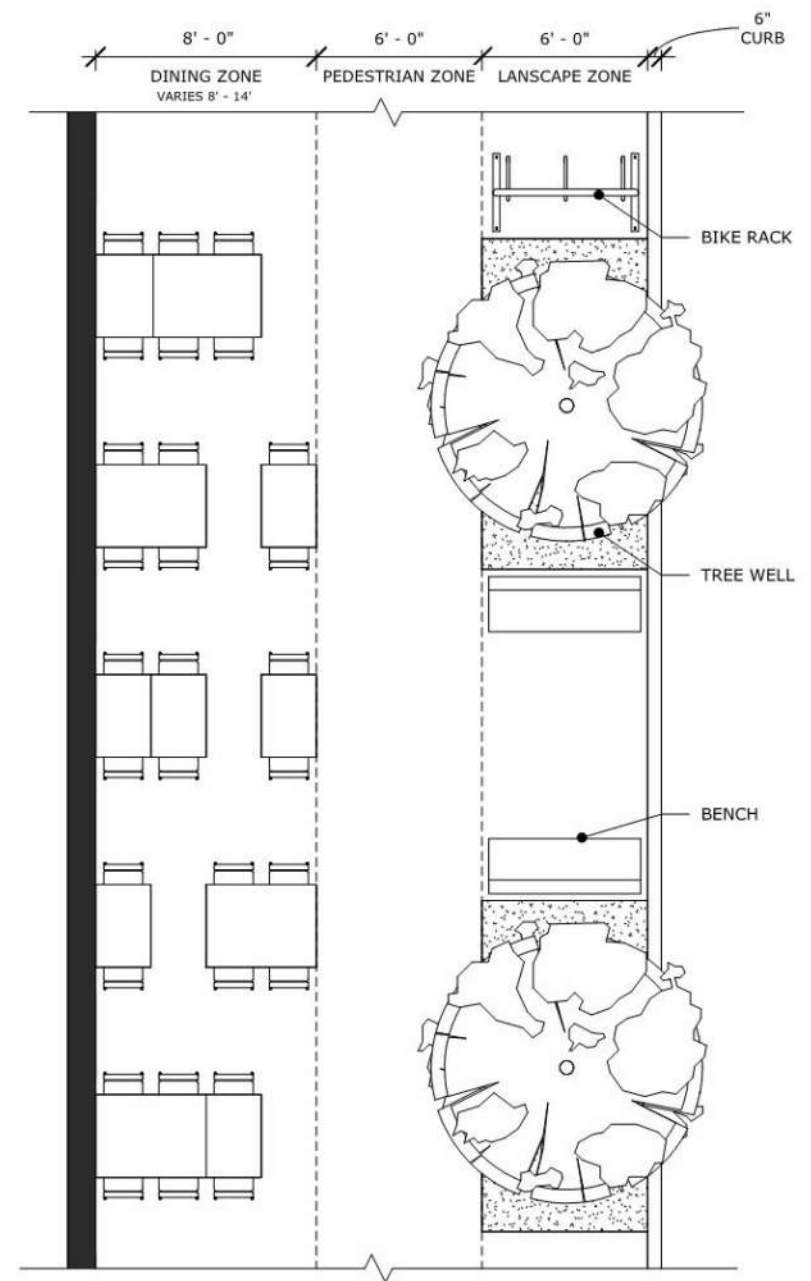


**TYPICAL RETAIL
STREETSCAPE**



TYPICAL RETAIL
STREETSCAPE
(4' MIN. BUILDING ZONE)

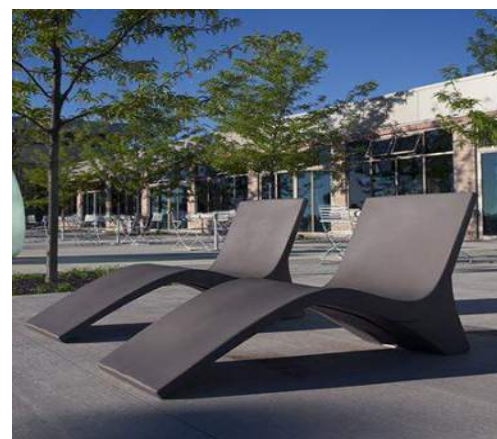
RETAIL STREETSCAPE WITH
EXPANDED BUILDING ZONE
(8' MIN. BUILDING ZONE)



**RETAIL STREETSCAPE WITH
EXPANDED BUILDING ZONE**

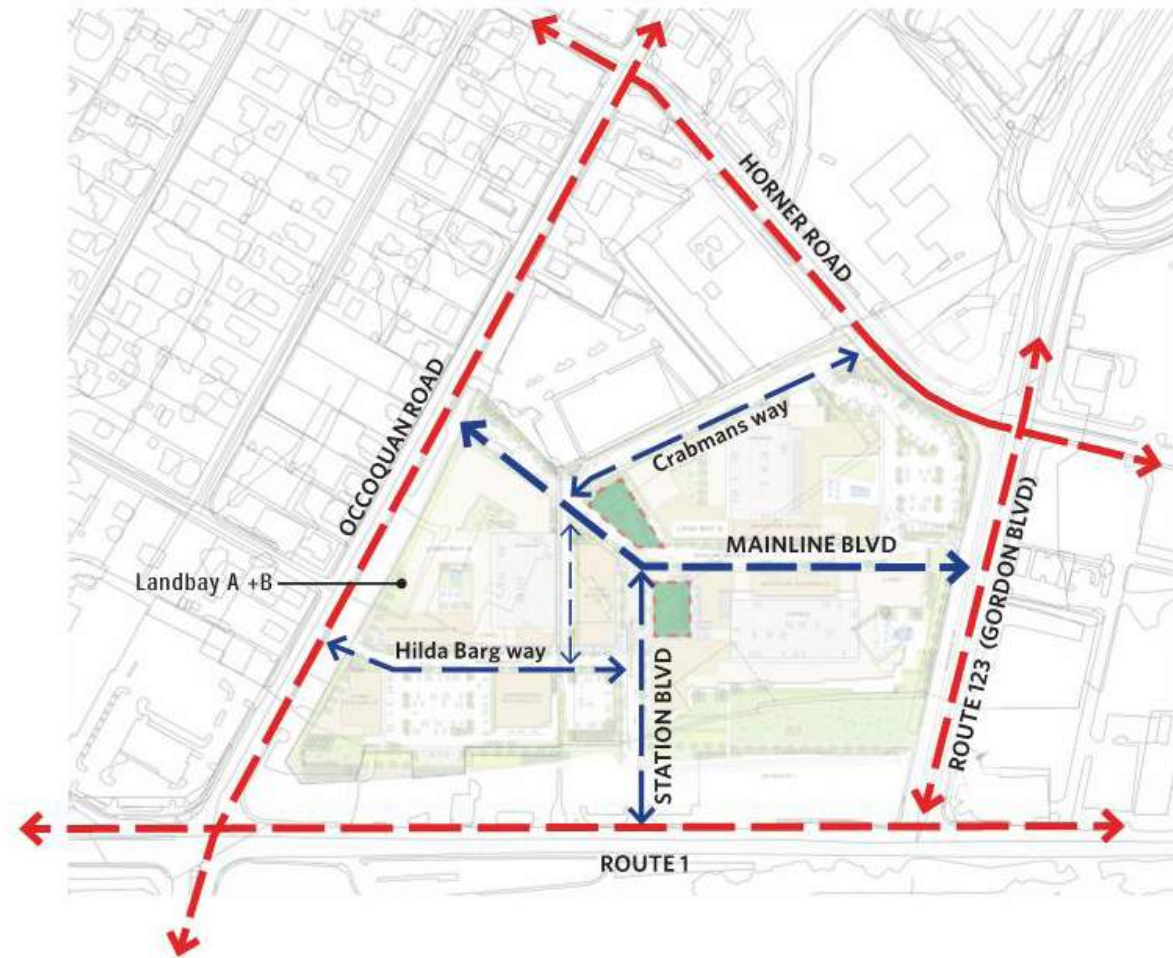
GENERAL STREET STANDARDS - RETAIL STREETSCAPE

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July 2022



STREET FURNITURE - EXAMPLES

The purpose of these illustrations is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions and layout.

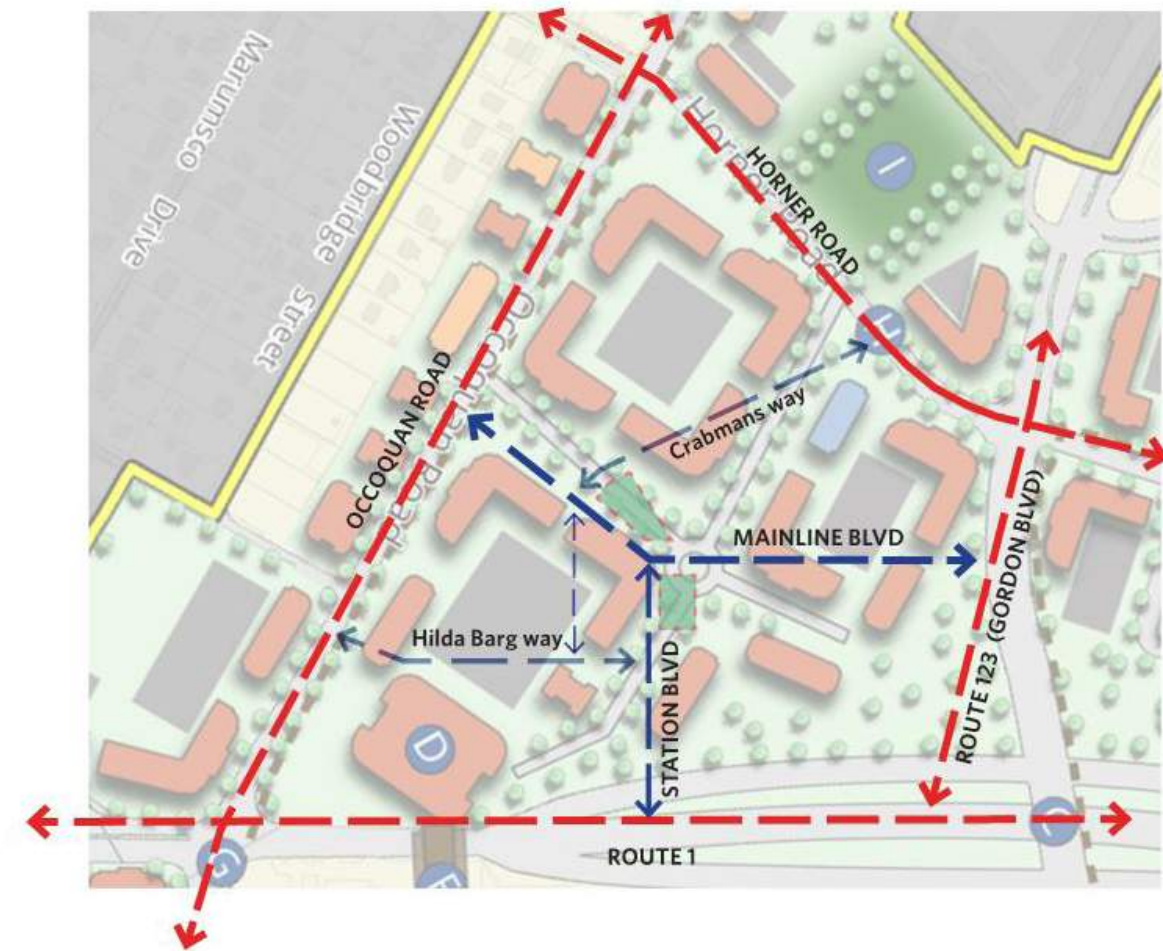


Mainline Avenue bisects the quadrilateral block and provides the north-south connection between neighborhoods to the south of Occoquan Road and the Town Center areas to the north of Route 123.

The nexus of Station Boulevard and Mainline Avenue presents an opportunity for programmed public open space at the center of the block..

The addition of Crabmans Way and Hilda Barg Way further breaks down the block into developable parcels and improves porosity throughout.

Mainline Avenue and Crabmans Way along the western property line provide “ready-made” streets for the development of adjacent properties.



Centroid of proposed street network closely aligns with the intersection of the internal streets in the Small Area Plan.

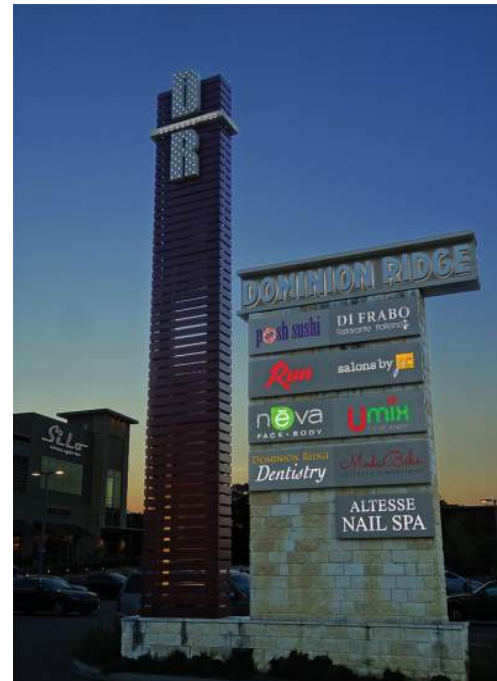
Proposed street network improves connectivity to Route 1 unlike the Small Area Plan. The connection to Route 1 is critical to the success of the non-residential uses.

Connections to Occoquan Road and Horner Road occur is roughly the same location as the Small Area Plan.

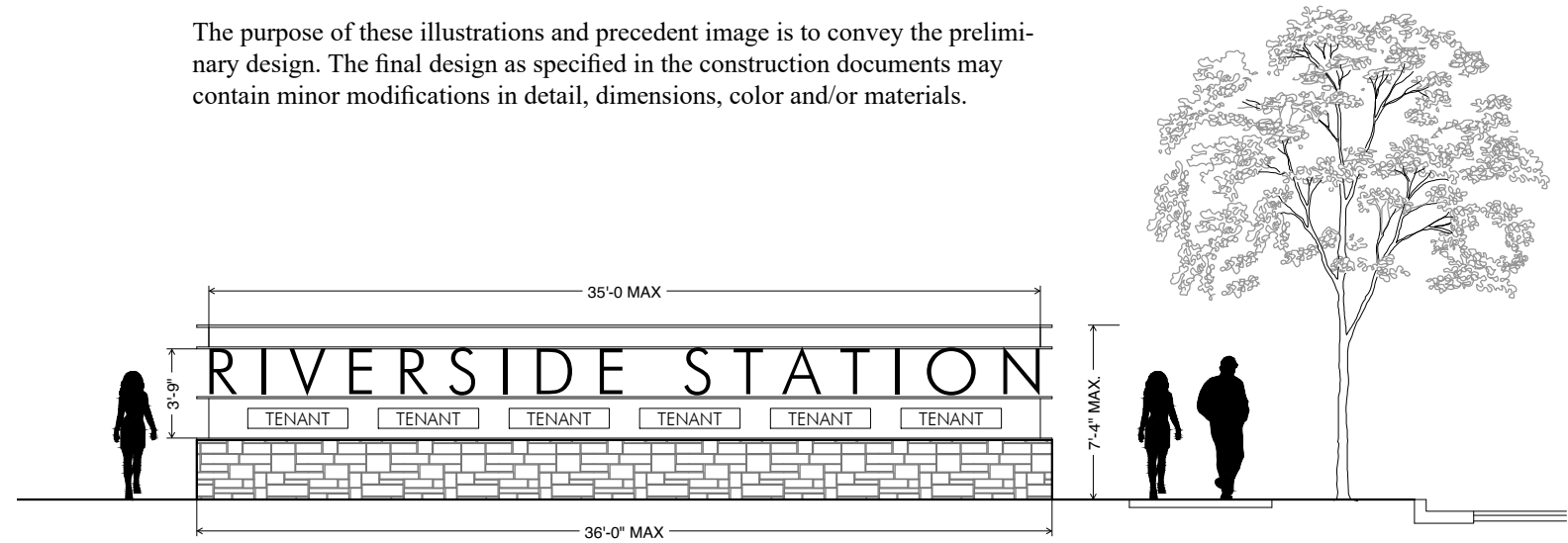
Hilda Barg Way provides additional connectivity and porosity along Occoquan Road.

STREET GRID DEVELOPMENT

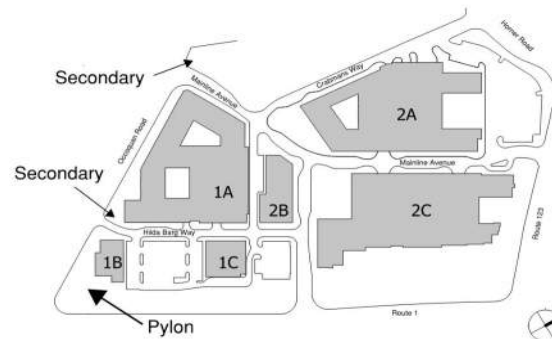
The purpose of these illustrations and precedent image is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.



Precedent Image: pylon sign

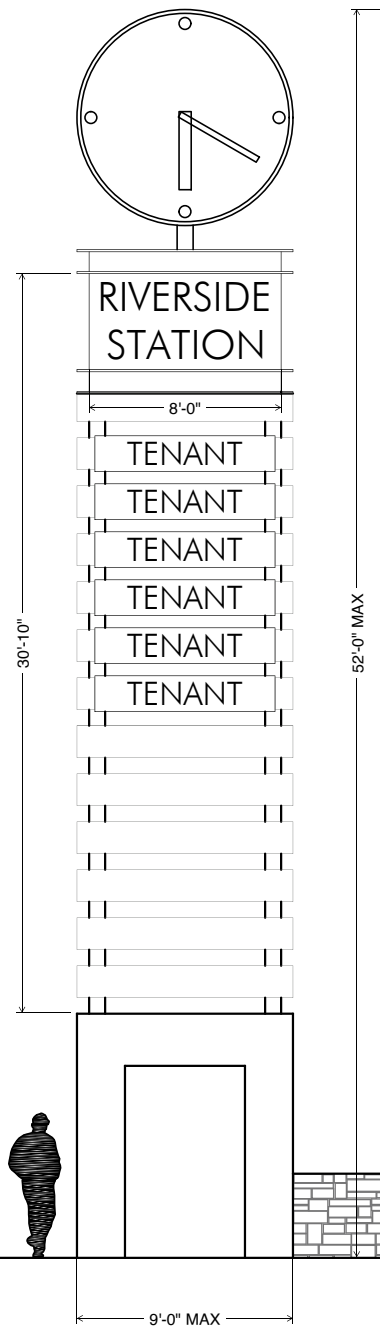


Elevation of Typical Primary Entrance Sign

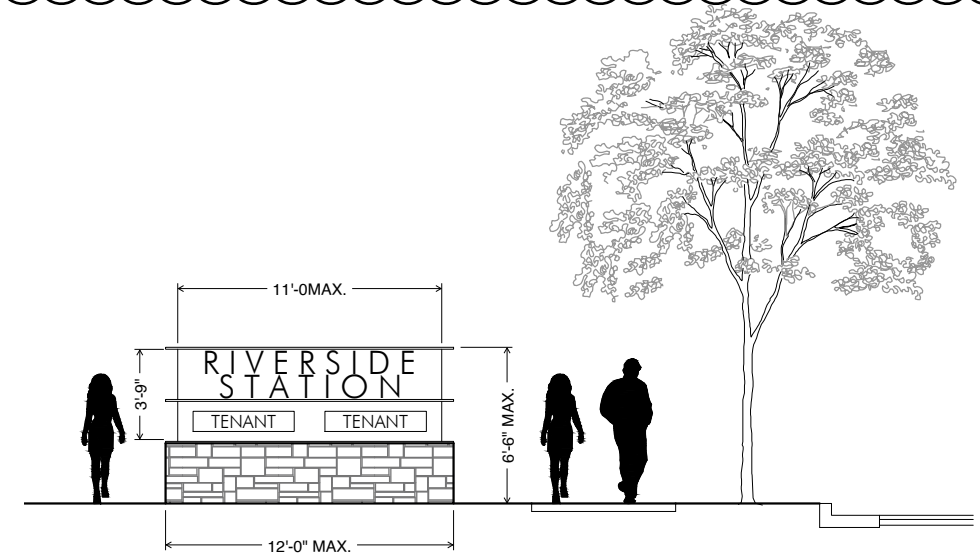


Wayfinding (and place making) signs shall be provided to clearly identify circulation throughout the development and be of a style to integrate with landscape and architectural features.

A comprehensive signage package for primary and secondary entrance, pylon, wayfinding and building mounted residential signs will be submitted with Final Site Plan for approval by the Planning Director.



Elevation of Typical Pylon Sign



Elevation of Typical Secondary Entrance Signs

ENTRANCE SIGNS - ROUTE 1 AND OCCOQUAN ROAD



Project/Building Sign - Blade

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Project/Building Sign - Surface Mounted



Precedent Image - Iconic Sign



Project Iconic Sign - Garage Face Mounted



Tenant/Residential Signs - Canopy and Building Face Mounted

BUILDING SIGNS - HILDA BARG WAY

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LARGE/MEDIUM DECIDUOUS TREES:

Acer rubrum	Red Maple
Acer saccharum	Sugar Maple
Fagus grandifolia	American Beech
Fagus sylvatica	European Beech
Platanus x acerfolia	London Planetree
Platanus occidentalis	Sycamore
Quercus alba	White Oak
Quercus bicolor	Swamp White Oak
Quercus coccinea	Scarlet Oak
Quercus falcate	Southern Red Oak
Quercus palustris	Pin Oak
Quercus phellos	Willow Oak
Quercus prinus	Chestnut Oak
Ulmus Americana "Valley Forge"	American Elm
Zelkova serrata	Japanese Zelkova

EVERGREEN TREES:

Chamaecyparis obtusa	Hinoki False Cypress
Cryptomeria japonica	Japanese Cryptomeria
Cupressocyparis leylandi	Leyland Cypress
Ilex X attenuate "Fosteri"	Foster Holly
Ilex X "Nelly R. Stevens"	Nelly Stevens Holly
Ilex opaca	American Holly
Juniperus virginiana	Eastern Red Cedar
Magnolia grandiflora	Southern Magnolia
Picea abies	Norway Spruce
Picea omorika	Siberian Spruce
Taxus spp.	Upright Yew
Thuja occidentalis	American Arborvitae

SMALL DECIDUOUS TREES:

Aesculus flava	Yellow Horsechestnut
Amelanchier Canadensis	Serviceberry
Betula nigra	River Birch
Carpinus caroliniana	American Hornbeam
Cercis Canadensis	Redbud
Chercidiphyllum japonicum	Katsura Tree
Chionanthus virginicus	Fringetree
Cladrastis lutea/kentucken	Yellowwood
Cornus alternifolia	Pagoda Dogwood
Cornus kousa	Kousa Dogwood
Cornus florida	Flowering Dogwood
Continus obovatus	American Smoketree
Halesia carolina	Carolina Silverbell
Koelreuteria paniculata	Goldenrain Tree
Legerstomia indica	Crape Myrtle
Liquidambar styraciflua	Sweetgum
Magnolia stellata	Star magnolia
Magnolia soulangiana	Saucer Magnolia
Magnolia virginiana	Sweetbay Magnolia
Nyssa sylvatica	Tupelo Black Gum
Ostrya virginiana	Hophornbeam
Prunus serrulata "Kwansan"	Kwansan Cherry
Prunus x yedoensis	Yoshino Cherry
Sophora japonica	Japanese Pagoda Tree
Stewartia pseudocamellia	Japanese Stewartia
Styrax japonicus	Japanese Snowbell
Syringa reticulata	Japanese Tree Lilac
Tilia americana	American Linden
Tilia cordata	Littleleaf Linden

GROUNDCOVER:

Liriope muscari	Lilyturf
Liriope spicata	Spreading Liriope
Pachysandra terminalis	Japanese Spurge
Vinca minor	Periwinkle

DECIDUOUS SHRUBS:

Aesculus parviflora	Bottlebrush Buckeye
Aronia arbutifolia	Red Chokeberry
Buddleia	Butterfly Bush
Callicarpa americana	American Beautyberry
Calycanthus floridus	Carolina Allspice
Clethra	Sweet Pepperbush
Cornus	Dogwood
Fothergilla major	Fothergilla
Lavandula	Lavender
Rosamarinus	Rosemary
Sambucus canadensis	American Elder
Syringa	Lilac
Vitex	Chasetree
Weigela	Weigela

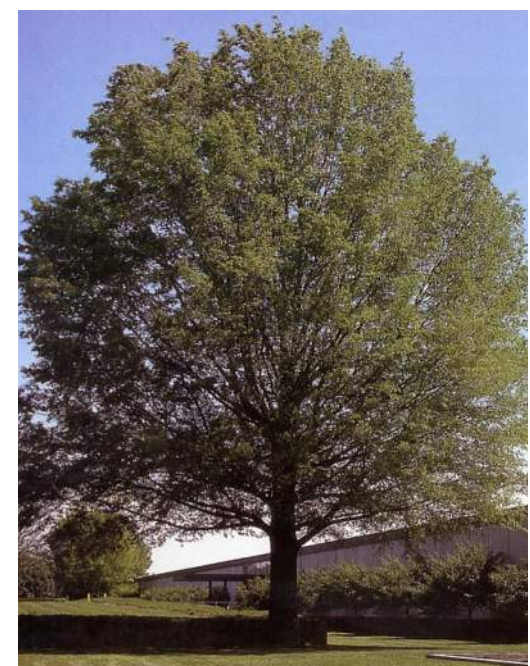
EVERGREEN SHRUBS:

Buxus	Boxwood
Cephalotaxus	Japanese Plum Yew
Microbiota	Russian Arborvitae
Photinia	Photinia

Final plant selections will be made from DCSM Chapter 800 and be specified on the final site plan.



Quercus palustris - Pin Oak



Quercus phellos - Willow Oak



Acer saccharum - Sugar Maple

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Zelkova serrata - Japanese Zelkova



Plantanus x acerifolia - London Planetree

CANOPY/STREET TREES - EXAMPLES



Design Guidelines

RIVERSIDE STATION - LAND BAY B

REZ 2022-00008

Prince William County, VA

Architect:

Heffner Architects, P.C.
604 Montgomery Street
Alexandria, VA 22314
Voice: (703) 549-7766
Contact: Mr. James Heffner

Developer / Applicant:

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2101 Wilson Blvd., Suite 1200
Arlington, VA 22201
Voice: (703) 558-7300
Contact: Mr. Carlos Cecchi

Engineer:

Christopher Consultants, Ltd.
9900 Main Street
Fairfax, VA 22031
Voice: (703) 273-6820
Contact: Mr. Michael Kitchen

Retail Design Planner

MV+A Architects
1200 G St., NW, Suite 250
Washington, DC 20001
Voice: (202) 682-2822
Contact: Mr. Jim Voelzke

Landscape Architect:

Parker Rodriguez, Inc.
101 North Union St, Suite 320
Alexandria, VA 22314
Voice: (703) 548-5010
Contact: Ms. Trini Rodriguez

Land Use Attorney:

Compton & Duling, L.C.
12701 Marblestone Dr., Suite 350
Woodbridge, VA 22192-8307
Voice: (703) 583-6060
Contact: Mr. Sherman Patrick

Transportation Engineer:

Pennoni
1602 Village Market Blvd., SE
Suite 330
Leesburg, VA 20175
Voice: (703) 449-6700
Contact: Mr. Doug Kennedy

August 23, 2021; revised February 25, 2022; revised May 20, 2022; revised July 12, 2022

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View north over Central Plaza
illustrations and graphics for illustrative purposes only

Riverside Station is planned as a signature, gateway development in North Woodbridge, Virginia. The project will be developed as a high quality, urban mixed-use community in two phases. It will consist of a minimum of 130,000 square feet of retail and up to 970 multifamily residential units with a full range of recreational and social amenities. Land Bay B will contain a minimum of 90,000 square feet of retail and up to 640 multifamily residential units. The project is located on approximately 19.3 acres fronting Route 1, comprised of the former Cowles Ford property (to be developed as Land Bay A) and the existing Station Plaza shopping center (to be developed as Land Bay B, in two phases). The project is strategically located on principal arterials Route 1 and Route 123, and major collectors Occoquan and Horner Roads; it sits directly across from the Woodbridge VRE rail station and enjoys convenient access to I-95 via either Route 1 or Route 123. The proposed use is consistent with North Woodbridge Small Area Plan (NWSAP) for the Town Center sector.

The careful planning and integrated design of the proposed Riverside Station development includes a well-developed multi-modal network, connection to bike/running trails and coordinated design features with strong architectural themes that will create an integrated, urban mixed-use community currently lacking in the eastern end of Prince William County.

INTRODUCTION

Riverside Station will be developed by North Woodbridge TC, LLC (NWTC), a joint venture partnership between The IDI Group Companies and Boosalis Properties. The goal of NWTC is to create a carefully conceived and planned development that provides its visitors and residents with a unique environment in a high-quality urban setting. These guidelines are intended to provide the most accurate portrayal possible at a conceptual stage, without restricting the ability for creative modifications or expression during the process of design development and procurement of necessary approvals.

The three mixed-use buildings and the three stand-alone commercial buildings have been strategically sited to create engaging streetscapes, to promote connectivity among existing and future developments within the NWSAP Town Center sector, and to establish an urban environment not yet experienced in North Woodbridge. Each building will incorporate coordinated design features and strong architectural themes. Most of the parking will be located in three structured parking garages that are wrapped by the mixed-use buildings or the commercial buildings. Riverside Station will offer residents a variety of unit types, ranging from junior one-bedroom to three-bedroom apartments. This variety of residential units allows for a mix of residents and incomes, creating housing for singles, upwardly mobile couples, or active adults and empty nesters.

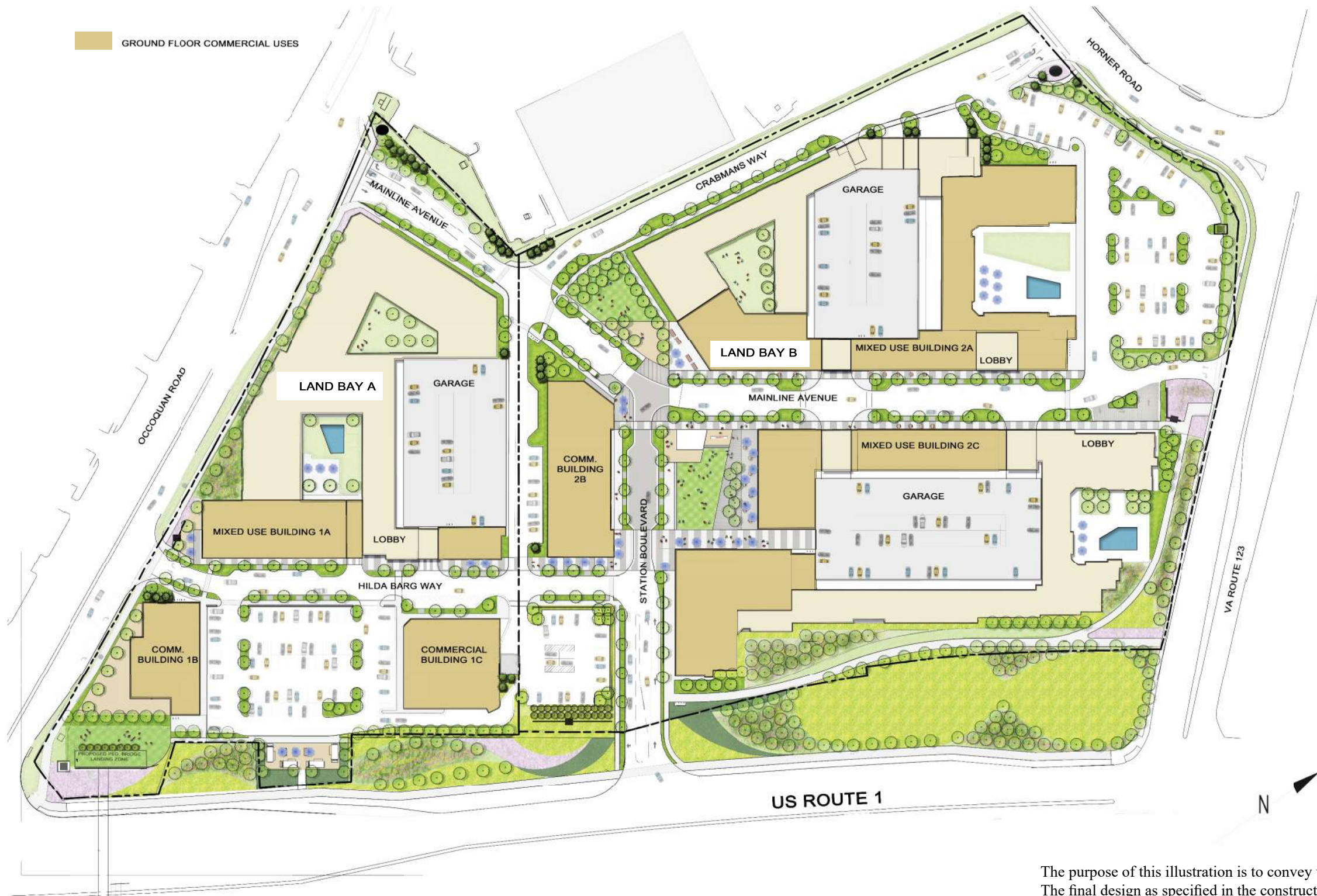
Each of the three mixed-use residential buildings will contain its own collection of indoor and outdoor amenity spaces, including distinguished lobbies, outdoor pools with sundecks, fitness centers, business centers, and club lounges. Other courtyards will contain landscaped areas for passive recreation. Key amenities of Riverside Station include a variety of pocket parks that will support a range of activities and enhance the retail environment. A well-developed pedestrian network leads visitors and residents through the community and connects to various public open spaces within the community, as well as to existing bike and walking paths along Route 1, Route 123 and Occoquan Road.



View south over Central Plaza
Illustrations and graphics for illustrative purposes only

Riverside Station will provide an active, pedestrian-friendly environment to residents and members of the greater Woodbridge community. Access to the community will be provided from Route 1, Occoquan Road, Horner Road and Route 123. Security will be provided through interior security systems at each building entrance. The project will establish strong, urban streetscapes along Station Boulevard, Mainline Avenue, Hilda Barg Way and Crabmans Way consisting of wide pedestrian zones enhanced with landscaping, and outdoor seating in appropriate locations adjacent to retail.

Riverside Station is poised and ready to pioneer the revitalization effort in this important gateway location. The project will provide a wonderful first impression for people entering Prince William County, and will immediately establish a distinct sense of place for North Woodbridge with its high-quality architecture, attractive commercial offerings and engaging atmosphere. The community will form a vibrant and successful mixed-use component to the North Woodbridge Small Area plan and will also serve as an anchor and catalyst for the redevelopment of surrounding parcels, creating a synergy benefitting the overall Potomac Communities corridor.



The purpose of this illustration is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.

ILLUSTRATIVE PLAN

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July 2022

GENERAL ARCHITECTURAL GUIDELINES

Riverside Station's buildings will be designed with sensitivity to the uniqueness of the site, and great consideration will be given to scale, building materials and colors. The design will strive to develop a sense of community, enhance the character of the surrounding neighborhoods, accentuate the urban attributes of the site, and improve the quality of the overall community.

The architectural styles depicted on the illustrations contained herein are conceptual in nature and represent the general level of quality and integrity to be maintained throughout the development of Riverside Station. Modifications may be made to accommodate the design development and plan review processes, consisting for example, of the exact location of travel-ways, roads, parking and buildings on the site plan, the precise number, location and dimensions of windows and balconies as these reflect the final mix of units within each building, and the final location, arrangement and variety of materials on the various facades throughout the community. More substantial variation may be permitted provided the integrity of the overall site layout is not compromised and subject to the concurrence of the Planning Director, or his designee.

Building Massing

The buildings shall exhibit individuality and an urban character that is unique to mixed-use projects, and at the same time, remain in the framework of the overall scheme of shapes, heights and geometry. A variety of geometry reflecting the spatial functions behind the facade may be employed to stimulate visual interest and create a dynamic roof line. The building massing will communicate verticality as well as horizontally in appropriate human scale.

Facades

Facades in each of the three mixed-use buildings shall be designed to project high quality residential and retail standards, and to reflect the design goals of the North Woodbridge Small Area Plan. The facades may incorporate unique architectural features while recalling compatible design elements shared among the three buildings. The facades will be comprised of a mix of elevations, materials, and colors to create visual variety; special attention will be given to balconies and bay windows to establish an architectural rhythm that is fluid and dynamic. Retail storefronts will reinforce the overall design of the project as well as their tenant brand. Retail storefront should include interesting, thoughtful, and unique details, dynamic window displays, and a welcoming entry. All stand alone retail buildings shall be well integrated into the overall design of the project and remain compatible with the architectural style of the mixed-use buildings.

Color

Garish or fluorescent colors shall not be used. Accent colors may be used to complement the building colors and may be applied to window mullions, cornices and other architectural elements. Flexibility and variety in retail storefront colors help create exciting streetscapes, which in turn make great retail environments. Colors should be complementary and reflect the tenant's unique personality. Unique and cohesive color palettes for retail storefronts will be encouraged, whereas conflicting color schemes will be discouraged.

Building Materials

The use of a variety of materials and colors is encouraged, but should reflect uniform, coordinated design concepts for each building. Mixed-use buildings shall typically be of concrete podium with wood frame above and have facades constructed of high-quality materials such as cementitious siding / panel or synthetic stucco, with stone or masonry veneer accents. The balconies shall be open, and the windows shall be of geometrically proportional sizes. All building materials shall be employed and joined together in a manner that will exhibit the highest level of aesthetics and functionality, in keeping with the development's high standards. With regard to the retail storefront zones, each restaurant and shop will be provided with the maximum opportunity to uniquely display its merchandise to attract passing customers. The choice of storefront materials is a key component of creating an alluring retail environment that reflects the individuality of a business. To this end, the fit and finish of all storefront components should be of the highest quality. Wood, metal, stone, brick, cast stone, concrete, and plaster are recommended materials for the storefront zones. Similarly, durable, smooth exterior-grade hardwoods, such as redwood and medium density overlay (MDO) are acceptable materials.

Building and Retail Entrances

Primary pedestrian entrances may be located on the front or rear facades. Passenger drop-off points shall be located where appropriate, adjacent to building entrances. Because retail demising locations can vary, retail storefronts shall be designed to allow for maximum flexibility in the location and number of doors. In ideal circumstances, a door may be located anywhere within the retail storefront zone. All doors should be compatible with, and complementary to, the overall storefront design.

Window Openings

Window openings help to create a friendly environment and are critical in establishing a building's architectural character and human scale proportions. Windows shall be encouraged on all exterior-facing elevations, including those facing parking and service areas.

Glazing

All residential windows and storefront shall use clear or lightly tinted glass. Opaque, smoked, or reflective glass at retail storefronts are discouraged and should only be used for accent elements.

Landscaping

The site shall be landscaped with a mix of deciduous and evergreen trees and plant material, to enhance the quality of the high standard of living while achieving the North Woodbridge Small Area Plan’s goals. The streetscapes will be carefully designed with a variety of landscape and hardscape materials to provide visual interest.

Mechanical/Electrical Equipment

All roof top and ground mounted equipment shall be grouped and screened from view in a manner that is architecturally compatible with the building design.

Service Areas

Dumpsters shall be located within the structured parking garages when possible. Exterior dumpsters, should they be required, shall be located away from building entrances where possible, and screened from view of adjacent roadways, sidewalk and trails either with landscape materials appropriate for screening purposes, with trellis walls, or with masonry or concrete walls consistent with the adjacent architecture.

Retail Signage at Storefront Zones

A combination of signage should be used to articulate individual store expression and maximize visibility. Signage elements may include flat sign panels, fabricated dimensional sign panels, fabricated dimensional lettering, window graphics, projecting blade signs, and awning graphics. A variety of sign types may be employed on any storefront, provided the sum of their areas does not exceed the maximum allowable signage area for that specific tenant.

- The maximum allowable signage area for retail tenants is two (2) times the linear frontage for that tenant or two hundred (200) square feet of signage area, whichever is smaller.
- The final allocation of signage area may be subject to change depending on the Landlord and Prince William County approval. Tenants assume responsibility for obtaining permits and approval prior to installation.
- To maximize visibility, primary tenant identity signs should be located within the upper portion of the tenant storefront and near the primary tenant entrance.
- Secondary tenant signage may be located anywhere within the tenant storefront.
- All tenant signage should be located not more than thirty feet (30’-0”) above the adjacent sidewalk.
- All tenant signage should be compatible with, and complementary to, the overall storefront design.
- Tenants may not locate any portion of their allowable signage away from their space; all tenant signage must be affixed to an exterior wall occupied by that specific tenant.

Precedent images for illustrative purposes only



Rivergate North, Woodbridge, VA



Esplanade at National Harbor, MD



Cadance at Crown, MD

GENERAL ARCHITECTURAL GUIDELINES

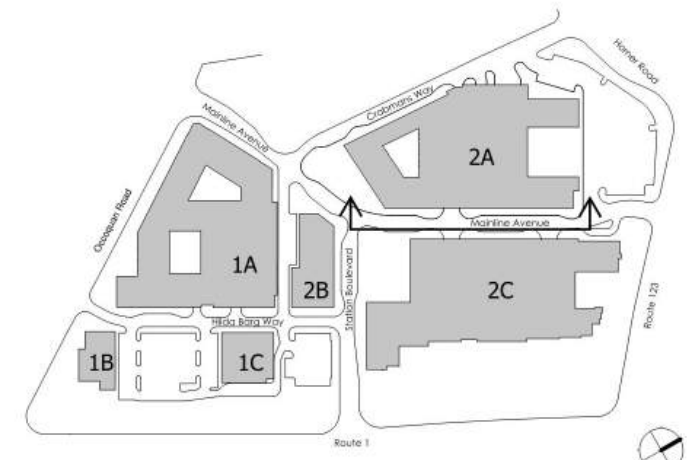
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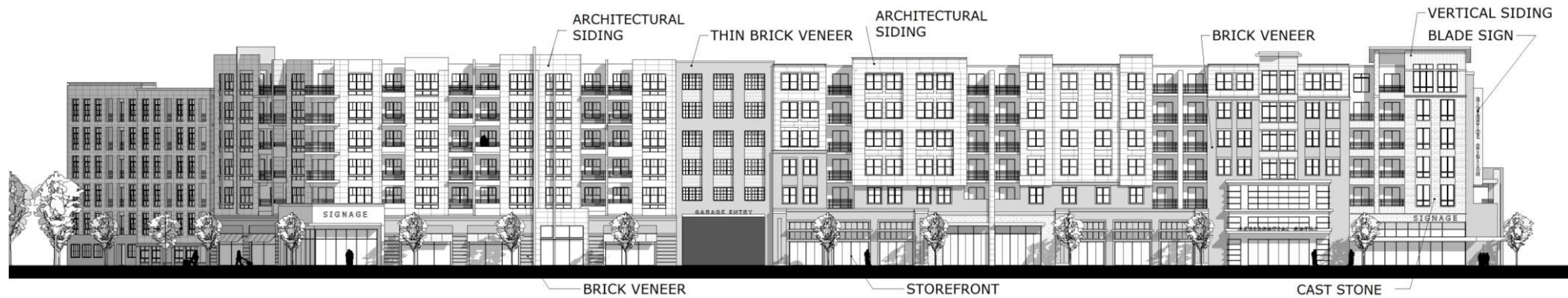
Building 2A - Southeast Corner - looking North



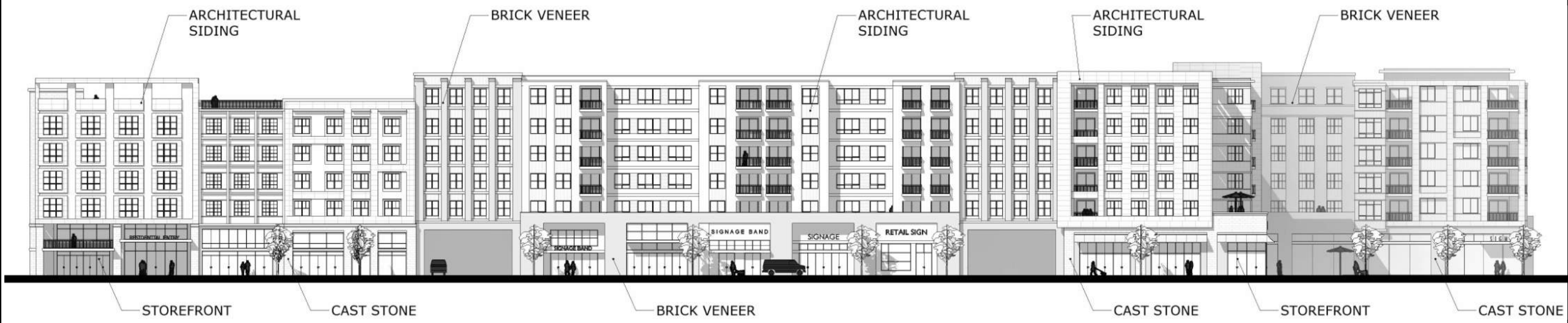
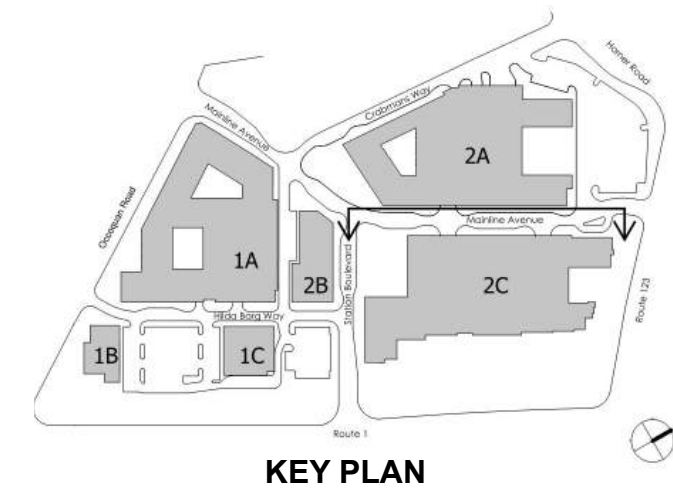
Building 2A - Northeast Corner - looking South



KEY PLAN



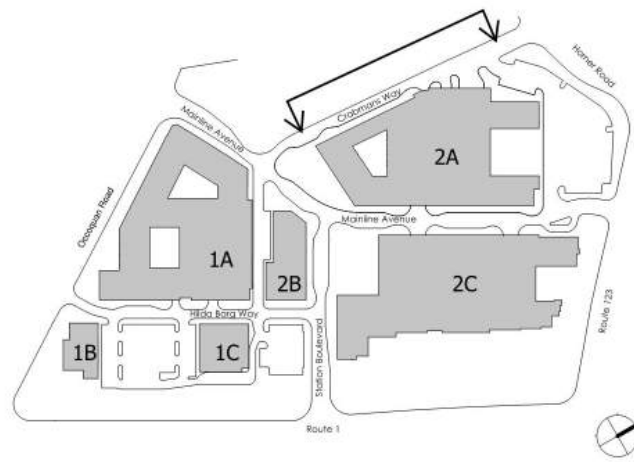
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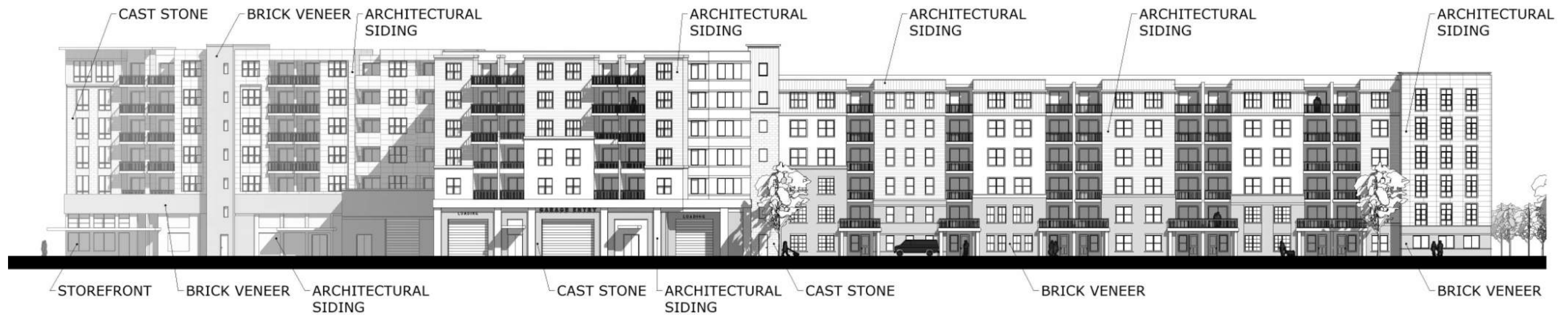
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PMD MIXED-USE (B1/UDHR) - GENERAL CONDITIONS

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July 2022



KEY PLAN



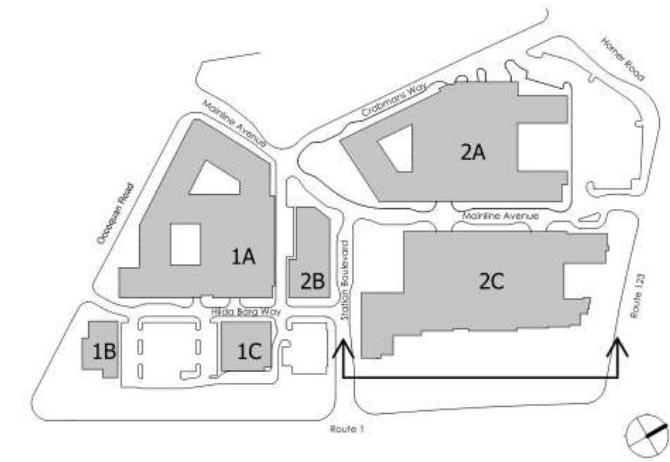
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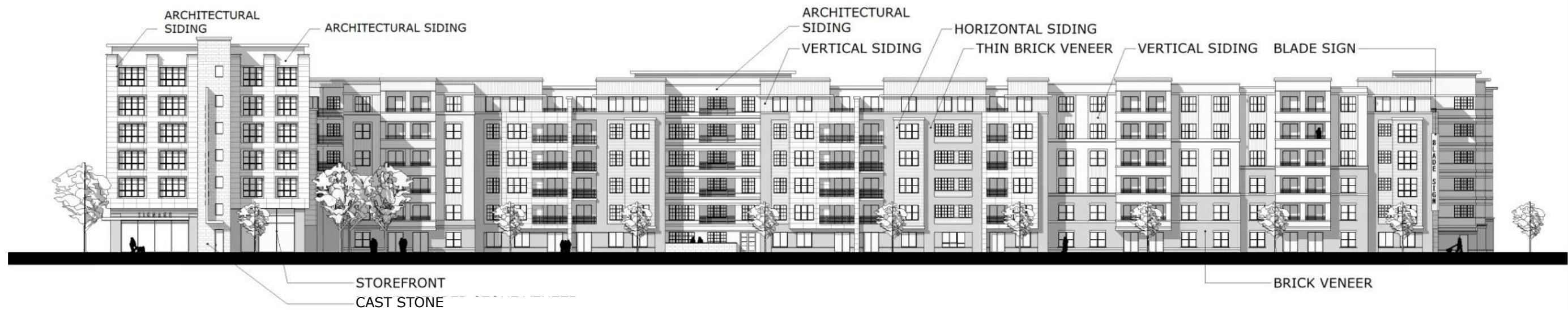
Building 2C - Southeast Corner - looking West



Building 2C - Southwest Corner - looking into Central Plaza



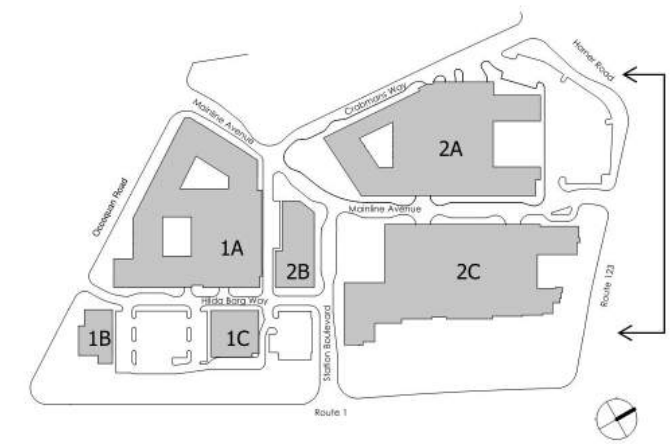
KEY PLAN



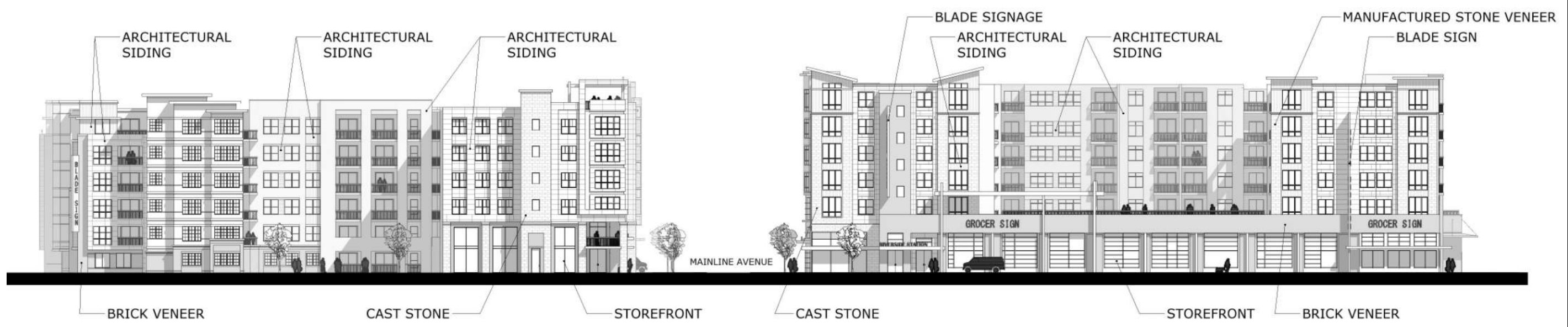
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PMD MIXED-USE (B1/UDHR) - GENERAL CONDITIONS

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Prince William
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July 2022



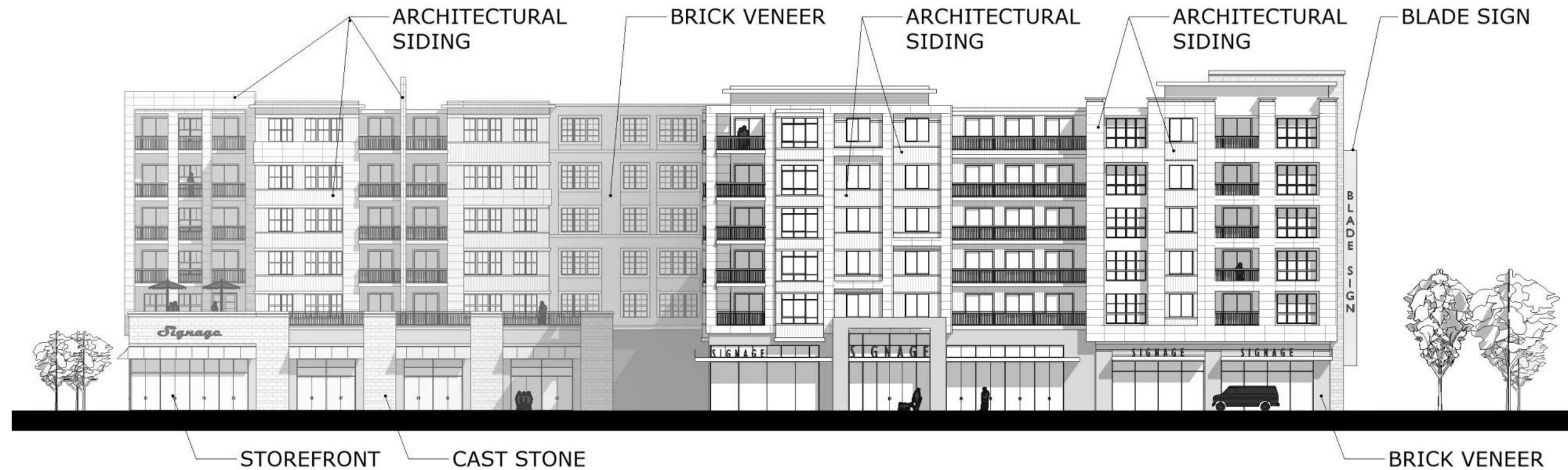
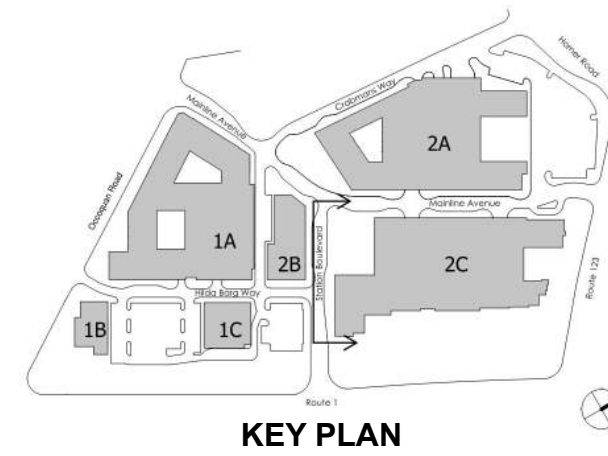
KEY PLAN



The purpose of these illustrations is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials. See pages 6 and 7 for additional information.

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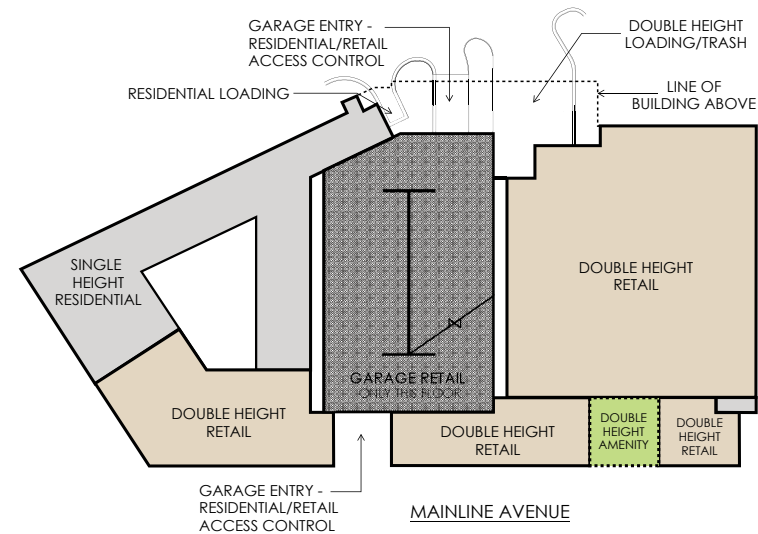
PMD MIXED-USE (B1/UDHR) - GENERAL CONDITIONS



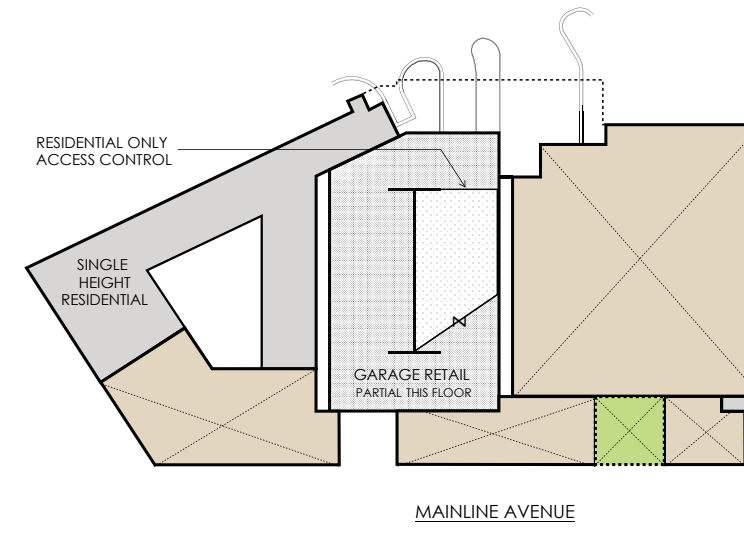
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PMD MIXED-USE (B1/UDHR) - GENERAL CONDITIONS

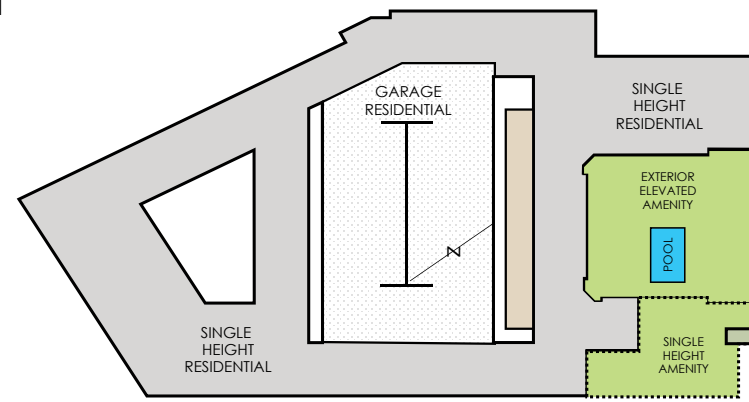
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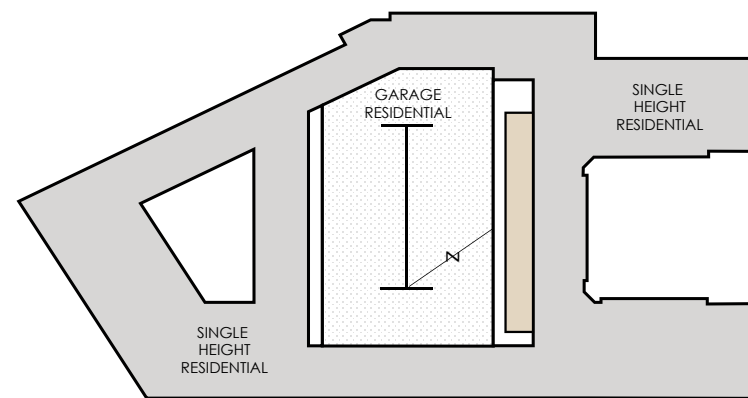
FLOOR 1



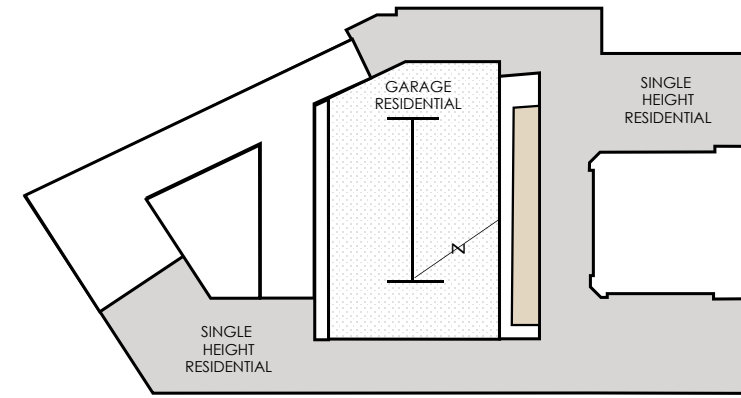
FLOOR 2



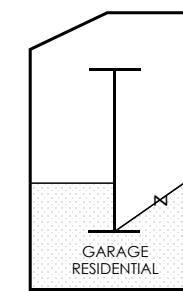
FLOOR 3



FLOOR 4 - 6



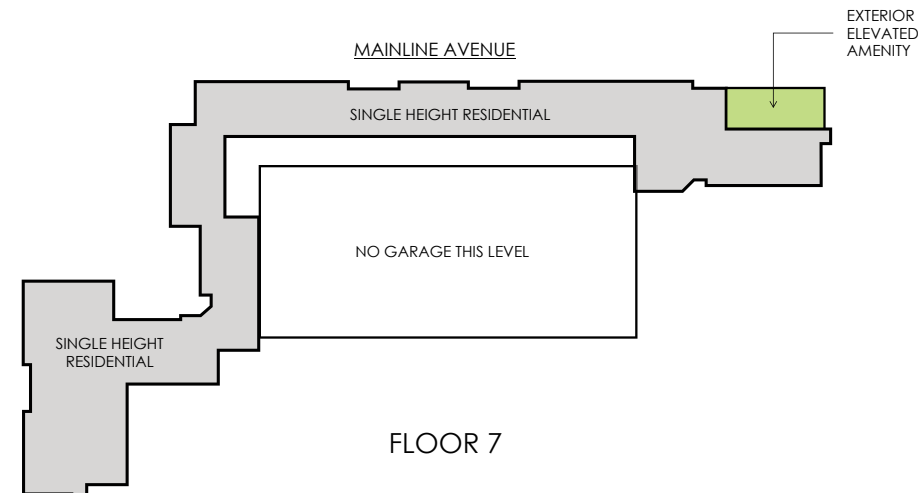
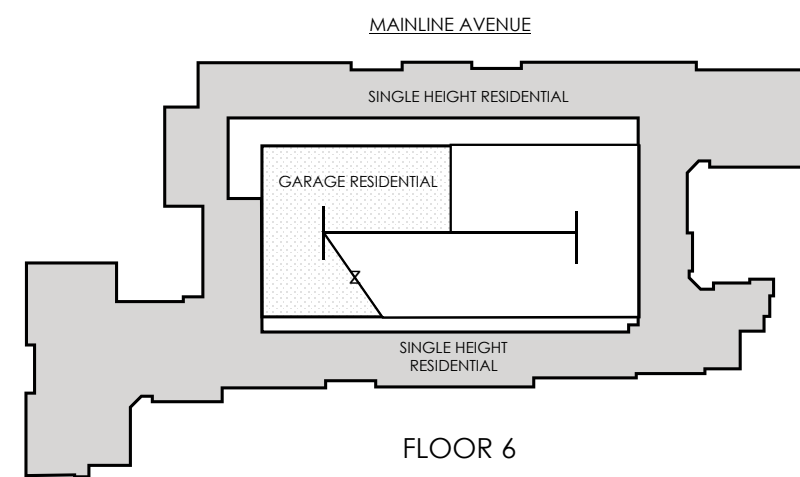
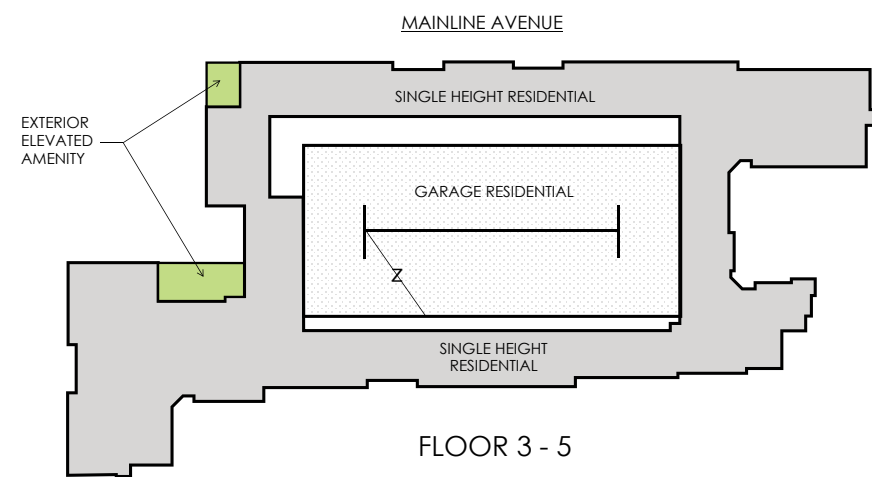
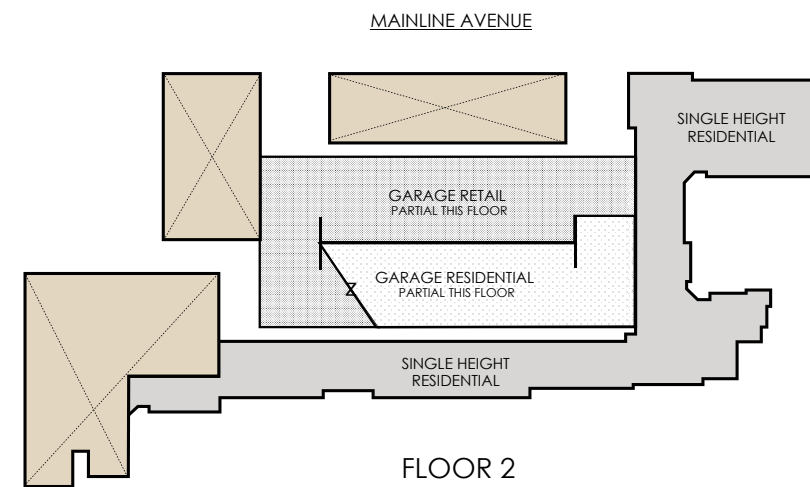
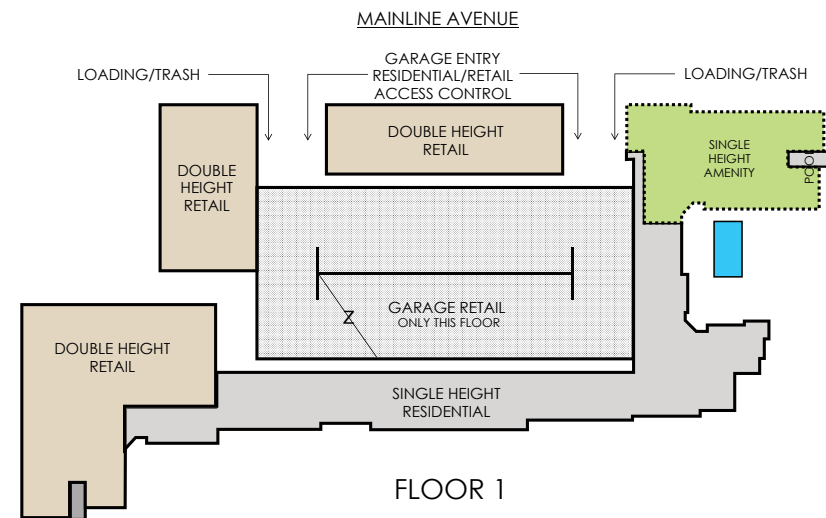
FLOOR 7



GARAGE ABOVE FLOOR 7

The purpose of this illustration is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications within the allowances of the proffered density ranges and maximum height.

BUILDING 2A FLOOR PLATES



The purpose of this illustration is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications within the allowances of the proffered density ranges and maximum height.

BUILDING 2C FLOOR PLATES

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Planned Development District – PMD (Mixed-Use): The planned development district is a flexible land development zoning category intended to promote efficient use of land, allow a compatible mix of land uses on a single parcel or group of parcels, obtain design flexibility not otherwise possible, ensure efficient traffic circulation and the preservation of open space and sensitive environmental and historic features, ensure compatibility of the development with surrounding properties and the public utilities and services necessary to the development and to implement the purposes of zoning set forth in Code of Virginia, § 15.2-2283.

The specific objectives of the planned development districts are:

- (a) To facilitate the efficient use of land through a more economical arrangement of buildings, circulation systems, land use and utilities;
- (b) To preserve the existing sensitive environmental areas to utilize such features in a harmonious fashion, and to promote environmentally sustainable development patterns;
- (c) To provide for more usable and suitably located recreation facilities and other public common facilities that would not otherwise be provided using conventional land development controls; and
- (d) To combine and coordinate architectural styles, building forms and building relationships within the planned development.

“H” Mid-Rise Residential Buildings: This structure type may consist of tenant housing or condominium ownership, or both, with a minimum of four (4) dwelling unit entrances sharing an internal corridor per floor. The entire dwelling unit does not necessarily have to be on the same floor. Structures shall be a minimum height of forty (40) feet in height, and shall have a minimum of two (2) elevators if over sixty (60) feet in height or over one hundred (100) units. Appropriate fire detection and suppression equipment design shall be included. General architectural features such as, but not limited to, windows, sills, vents, cornices, eaves, gutters and patios/balconies may encroach into yards and setbacks five (5) feet.

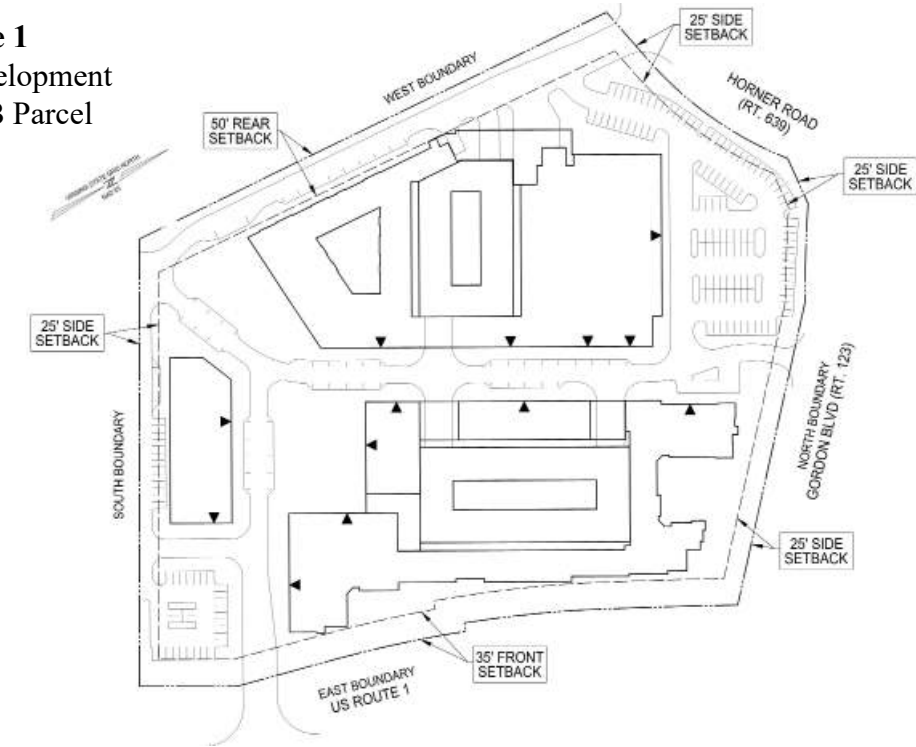
LAND BAY B - PROPOSED DEVELOPMENT STANDARDS “PMD (MIXED-USE)”

Land Bay Designations B-1 “General Business”/UHDR “Urban High Density Residential”
 Density Group “H” Mid-rise residential

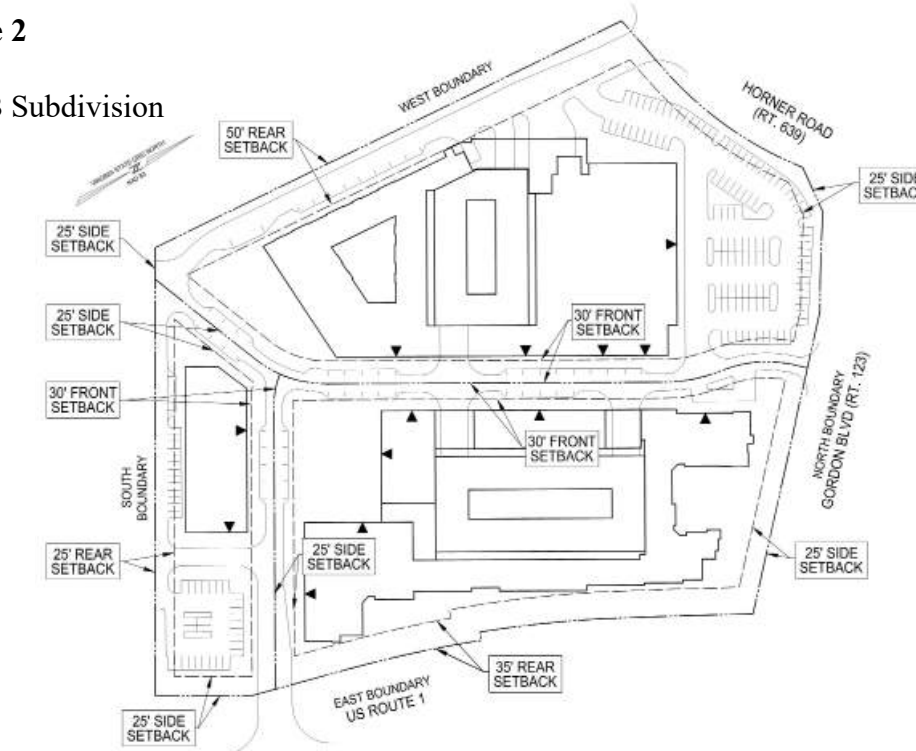
Min. District Size	12.9A (19.2A with Land Bay A)
Min. Housing Mix Types Permitted (10-75A)	1 Type
Min. Lot Area/DU (Bldgs >46 units)	825 sf
Min. DU/Acre	31
Max Lot Coverage	80%
Min. Aggregate Residential Net Floor Area on 2nd Floor and above	50%
Min. Lot Width per Residential Structure	150'
Max. Building Height for Mixed Use	100'
Max. Building Height for Non-residential	45'
Min. Building Height for Non-residential	20'
Min Yards and Setback	
Front	30'*
Sideyard	25'
Rear	25'*
Parking to Residential	
Structured Lot	0'
Lot	12'
Distance between buildings	30'
Min. Open Space	20%
Perimeter Landscape Buffer	variable width

* Modified front and rear yard setbacks for Alternative 2 only

Alternative 1
 Single Development
 Land Bay B Parcel



Alternative 2
 Potential
 Land Bay B Subdivision



AMENITIES

Amenities throughout Riverside Station include private amenities located within and immediately adjacent to the mixed-use buildings, as well as publicly accessible amenity areas located throughout the community. Each of these various areas will allow residents and visitors to gather and engage in active or passive recreation activities at Riverside Station. Extensive landscaping is proposed throughout the site, including large shade trees. These will provide visual interest and create respite areas for residents to gather and reflect.

An integral part of the Riverside Station community will be its well-developed pedestrian network, which will connect residents and visitors with the various public amenities and landscaped areas, as well with Route 1, Route 123, Occoquan Road and Horner Road. Planting materials will be specifically selected to address the needs and design goals of each area, and native species similar to the adjacent natural environment shall be used as screening where appropriate.

PRIVATE AMENITIES: RESIDENTIAL BUILDINGS

Integrated within the residential buildings will be the core private amenities, containing approximately 9,000 square feet of space.

Indoor amenities will include:

- Elegantly appointed lobbies and common areas
- Fitness center with equipment for active exercise and space for group fitness
- Leasing office and meeting & co-working spaces
- Club lounge for activities such as billiards, ping-pong, library, media entertainment and space to host private events.

Outdoor amenity space will include:

- Outdoor pool with adjacent sundeck and locker facilities
- Roof terrace with space to host private events
- High quality courtyard and open spaces to accommodate a variety of passive and active uses.

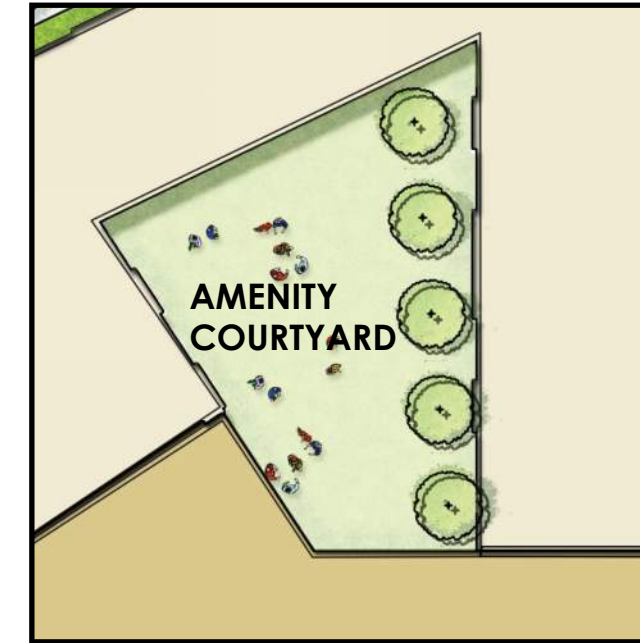
Residents living in each building will also enjoy beautiful views from their units of courtyards, open spaces, amenities, or the surrounding area.



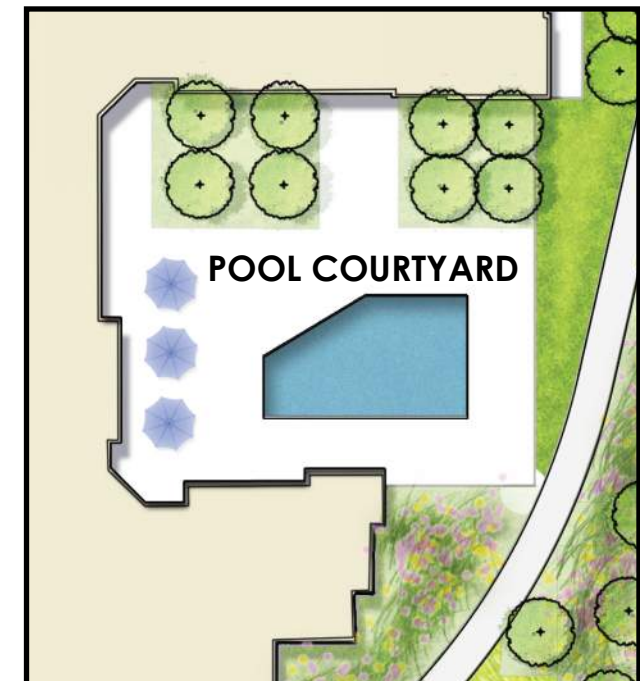
Precedent Image: Private Amenity - Pool Courtyard



Precedent Image: Private Amenity - Amenity Courtyard



Private Amenity:
Amenity Courtyards
(not to scale)



Private Amenity:
Pool Courtyards
(not to scale)

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AMENITIES

PUBLIC AMENITIES: CENTRAL PLAZA

Central Plaza lives at both the residential and commercial heart of Riverside Station. This urban plaza of 18,000 square feet features an open lawn and boardwalk area to promote passive and active programming on a day-to-day basis, such as informal games between children, displays of public art, opportunities for families to spread a blanket and enjoy a picnic. Wide sidewalks front the retail edges of the plaza to allow for outdoor dining, and a small retail pavilion offers support services such as coffee or ice cream. Central Plaza can also be expanded to 24,500 square feet to host larger community events such as weekly farmers markets, seasonal concerts, or yearly art festivals, by designating the raised table area of Station Boulevard for pedestrians only and routing vehicular traffic around the plaza. In this way Central Plaza can expand and contract according to the programming need, allowing the space to function well on a variety of scales.



Public Amenities: Central Plaza
Not to Scale

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Precedent Image: Public Amenity - urban park



Precedent Image: Public Amenity - urban park

PUBLIC AMENITIES: GARDEN PARK

Garden Park is the perfect passive park to balance the liveness and activity of Central Plaza. It comprises about 10,500 square feet and is situated adjacent to mixed-use Building 2A and just off the intersection of Mainline Avenue and Station Boulevard, Garden Park provides a less structured, more organic space for passive recreation. The primary spaces within the park consist of a flexible seating area and an open lawn, bounded by a grove of trees to provide shade. The seating area flows out from the retail frontage at Building 2A and allows parents to converse or picnic while their children explore the open lawn area. The lawn encourages informal gathering and passive enjoyment games through organic and man-made landforms in a less structured setting.



Public Amenities: Garden Park
Not to Scale



Precedent Image: Public Amenity - play area



Precedent Image: Public Amenity - play area



Precedent Image: Public Amenity - seating

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AMENITIES

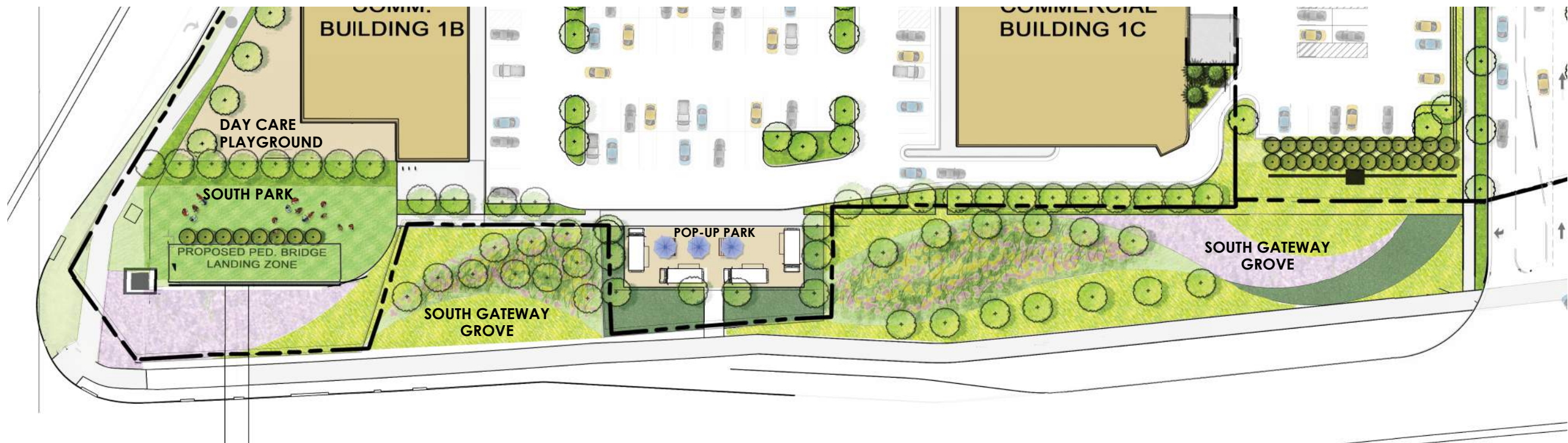
PUBLIC AMENITIES: GATEWAY GROVE - SOUTH

Gateway Grove is a large enhanced planting area of about 78,000 square feet lining Route 1 at the eastern edge of Riverside Station. It creatively utilizes the leftover right-of-way from the Route 1/123 widening project to create a signature public amenity at the eastern gateway into Prince William County. Implementation of this off-site beautification is subject to VDOT approval after completion of the Route 1/Route 123 Interchange re-design process. The grove combines naturalized areas planted with trees and open lawns to create a landscaped forefront to Riverside Station. An on-site winding shared use path connects Occoquan Road to Gordon Boulevard and supplements the existing shared use path along Route 1.



Precedent Image: Public Amenity - pedestrian bridge

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PUBLIC AMENITIES: GATEWAY GROVE - NORTH

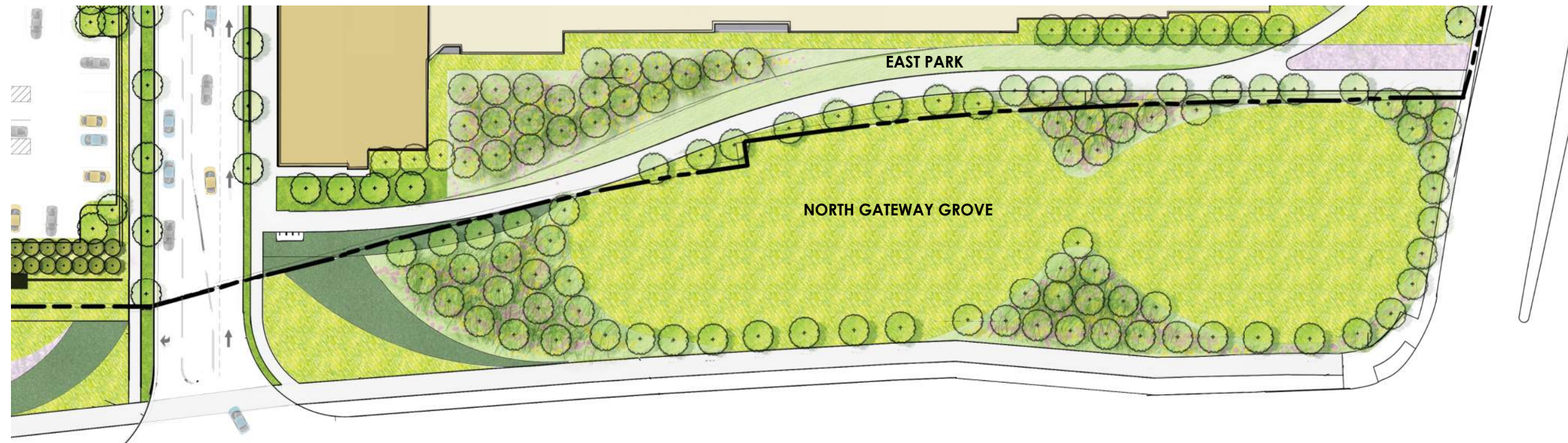
The purpose of this illustration and precedent images is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.



Precedent Image: Public Amenity - open space



Precedent Image: Public Amenity - shared use path



AMENITIES

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GENERAL STREET STANDARDS

The Riverside Station community will be oriented toward multi-modal transportation options, with an emphasis on a clear, carefully laid out pedestrian network. Multiple entrances into the community feed into private streets allowing for quick and easy access to perimeter surface parking lots and interior parking garages. The project will form an integral mixed-use component to the urban fabric of the overall revitalized Woodbridge community.

Public and Private Streets/Walks

One of the most important objectives of Riverside Station is to accentuate the urban quality of this unique site and enhance the character of the surrounding neighborhoods. This will be achieved by creating safe travel-ways that encourage reduced traffic speed, and landscaped pedestrian walks that are scaled to comfortable human proportions.

Mainline Avenue (Primary Street)

Mainline Avenue is the primary north-south connection between Occoquan Road and Route 123, crossing through the center of the Riverside Station community. The character of Mainline Avenue is more commercial in nature for Land Bay B and transitions to a more residential character in Land Bay A. The intersection of Mainline Avenue and Route 123/Gordon Boulevard will provide right-in/right-out movements. The Mainline Avenue Streetscape in Land Bay B includes on-street parking, generous pedestrian zones up to 16ft. Including 6ft. minimum sidewalk, 6ft. minimum planting areas with street trees, and variable width area for site furnishings lining the retail frontages. The fenestrations along this portion of Mainline Avenue are more commercial in scale with glass storefronts, translucent or opaque transoms and signage bands. (Modified UAS-1 street cross section).

Station Boulevard (Primary Street)

Station Boulevard is the principal entrance into the community from Route 1. It is designed to accommodate full movements at Route 1, with the anticipation that right-in / right-out will be permitted until such time as the Route 1 / 123 interchange is constructed, and after which time a continuous Green-T intersection may be implemented to allow full-movements. Station Boulevard is treated as a 3-lane road from Rt. 1 to the intersection with Hilda Barg Way, in order to accommodate traffic directions. After the intersection with Hilda Barg Way it is treated as an urban, traffic-calming 2-lane road with parallel parking on both sides. An extra wide pedestrian zone of 14ft. minimum will be implemented on both sides with 6ft. minimum sidewalks, 6ft. minimum planting areas with street trees and variable width areas for street furnishings lining the retail frontages. A raised table occurs on Station Boulevard between Mainline Avenue and Hilda Barg Way to create a pedestrian zone connecting Central Plaza to retail at Building 2B. (Modified UAS-1 street cross section)

Crabmans Way (Secondary Street)

Crabmans Way provides a full-movement entrance into the community from Horner Road and terminates at Mainline Avenue. It is treated as an urban, traffic-calming 2-lane road with limited parallel parking on one side (interim condition). It provides access to the surface parking and to one of the multilevel parking garages in Phase 2, as well as to the grocery anchor's loading zone. A generous pedestrian zone of 12 ft. will be implemented on one side (interim condition), including sidewalk, planting area and street trees. A 10' ft. buffer is provided along the western property boundary to allow Riverside Station's neighbors to the west to complete the parallel parking, pedestrian zone and any inter-parcel connections on the west side of Crabmans Way in a manner that works with their future development plans. (Modified UAS-1 street cross section)

Hilda Barg Way (Primary Street)

Hilda Barg Way is the primary commercial street for Land Bay A. It provides a right-in / right-out entrance into the community from Occoquan Road and terminates at Station Boulevard in Land Bay B. It is treated as an urban, traffic-calming 2-lane road with limited parallel parking on one side. Hilda Barg Way also provides access for services such as parking and loading areas. A 12ft. wide pedestrian/streetscape zone will be implemented on the east side of Hilda Barg Way with a more generous 15ft. wide pedestrian/streetscape zone on the west side along the active retail frontages. Pedestrian/streetscape zones will include 6ft. minimum sidewalk, 6ft. minimum planting areas with street trees, and variable width area for site furnishings lining the retail frontages. (Modified UAS-1 street cross section)

Internal Parking Areas

Structured parking garages will reduce the size of paved areas within the development, as well as contribute to the urban quality of the community.

Turning Radii

Entrance and parking area turning radii dimensions will be kept to minimum sizes to encourage reduced traffic speed and to ensure safe pedestrian crossing. In addition, all turning radii will be designed to comply with Fire and Rescue Department requirements for safety.

Paving

All parking areas and travel-ways shall be paved with either bituminous or concrete materials. Special paving materials may be used in selected areas as an optional, decorative opportunity to complement the overall design concept. Sidewalks and paths shall be paved with either concrete or bituminous materials. To the extent permissible, the pedestrian streetscape elements shall take precedence where crossings occur at garage and loading entrances.



Precedent Image: Landscape Panel

Lighting

Parking area lighting shall provide adequate illumination for security. The lighting poles and fixtures shall be selected to compliment the design and color scheme of the project. Exterior lighting shall be “energy savings” and shall include “focused sharp cutoff” designs that direct light downward and into the interior of the property and away from adjacent roads and/or properties. Freestanding parking lot lights shall have a maximum height of 20’ and shall be shown on the final site plans. Building mounted lighting shall be a maximum of 30’ in height and shall be shown on the building permit plans.

Screening

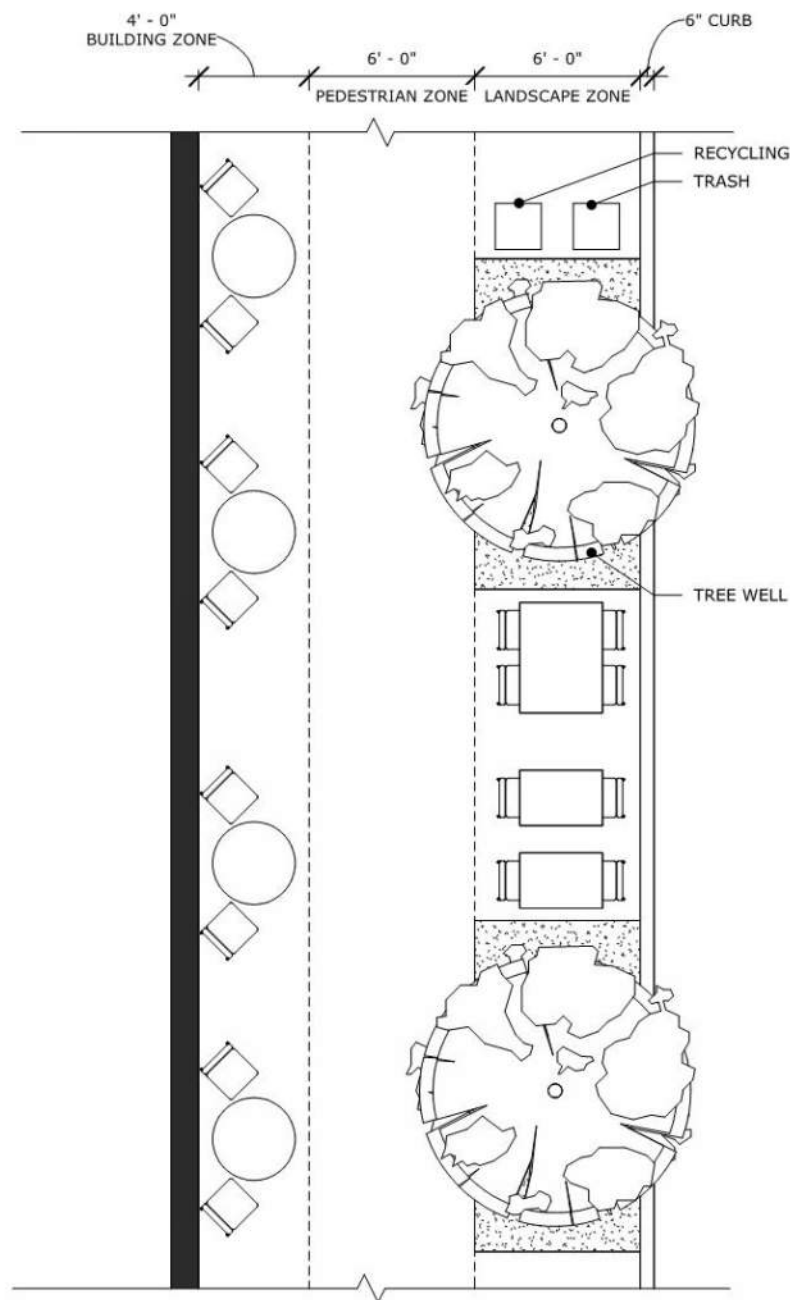
Parking areas adjacent to public streets shall be screened. The majority of the parking is located within structured parking garages. The remainder of the surface parking is generally located at the perimeter of the project and will be bordered and screened by landscaping.

Utilities

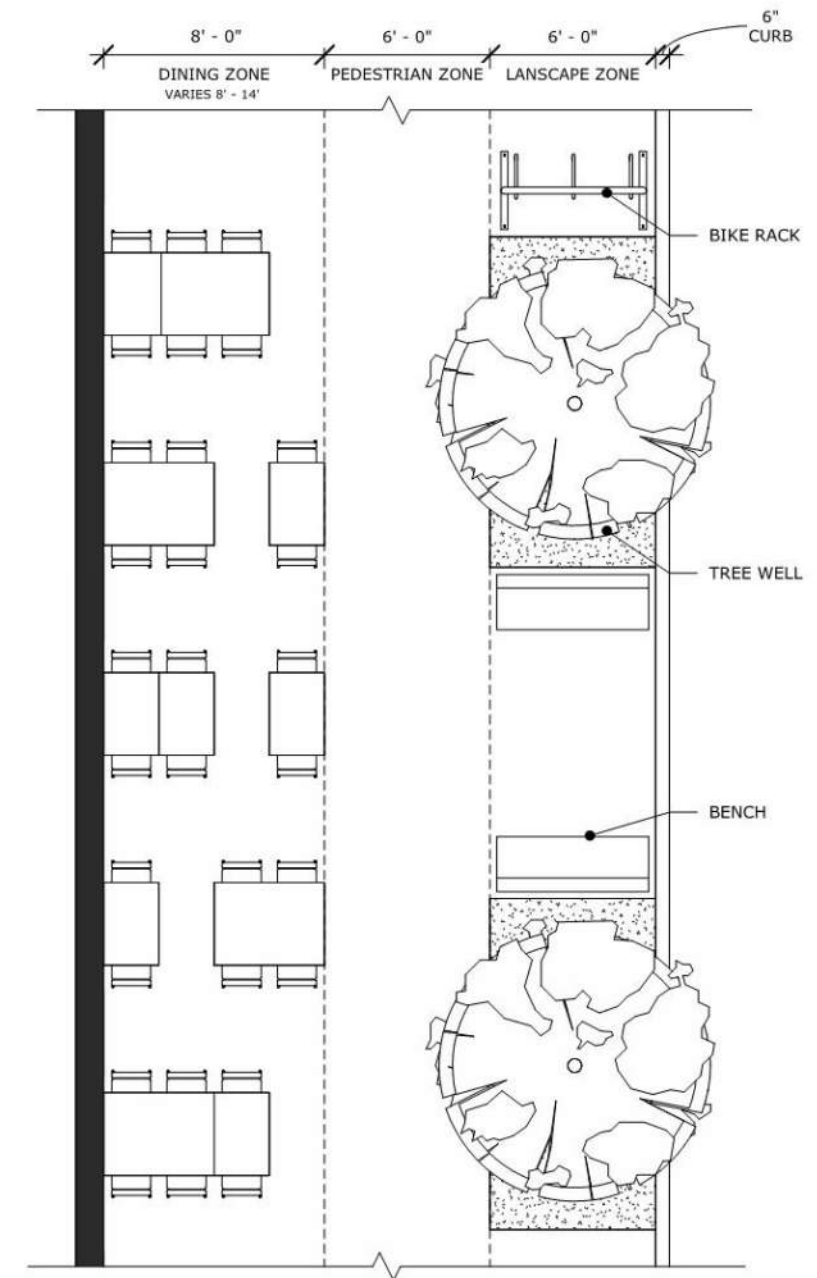
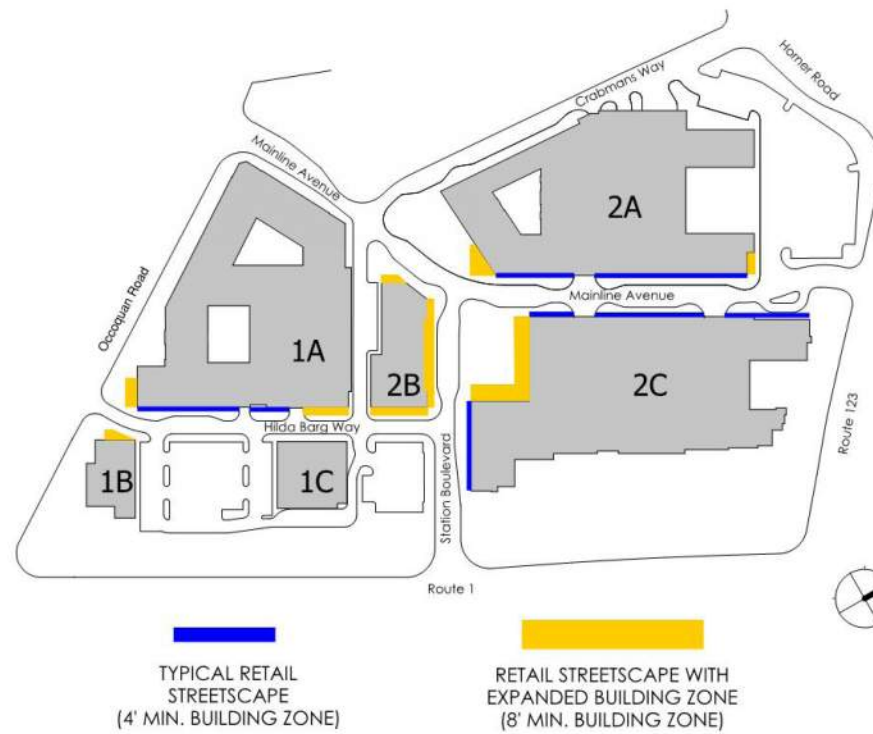
All on-site utility lines shall be underground. Additional information on individual utilities and their locations within Riverside Station will be developed during final engineering.



Precedent Image: Raised Table Pedestrian Zone



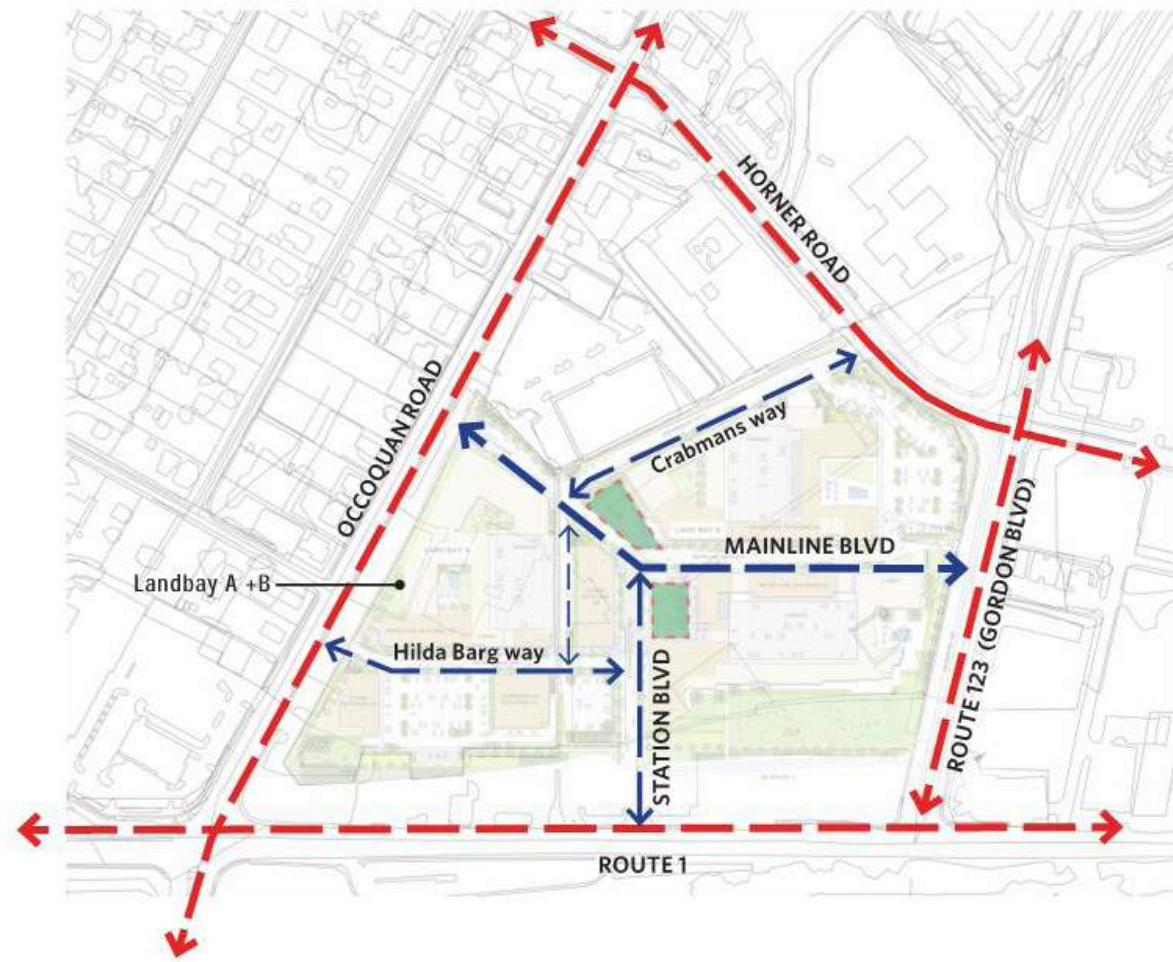
TYPICAL RETAIL STREETScape



RETAIL STREETScape WITH EXPANDED BUILDING ZONE

GENERAL STREET STANDARDS - RETAIL STREETScapeS

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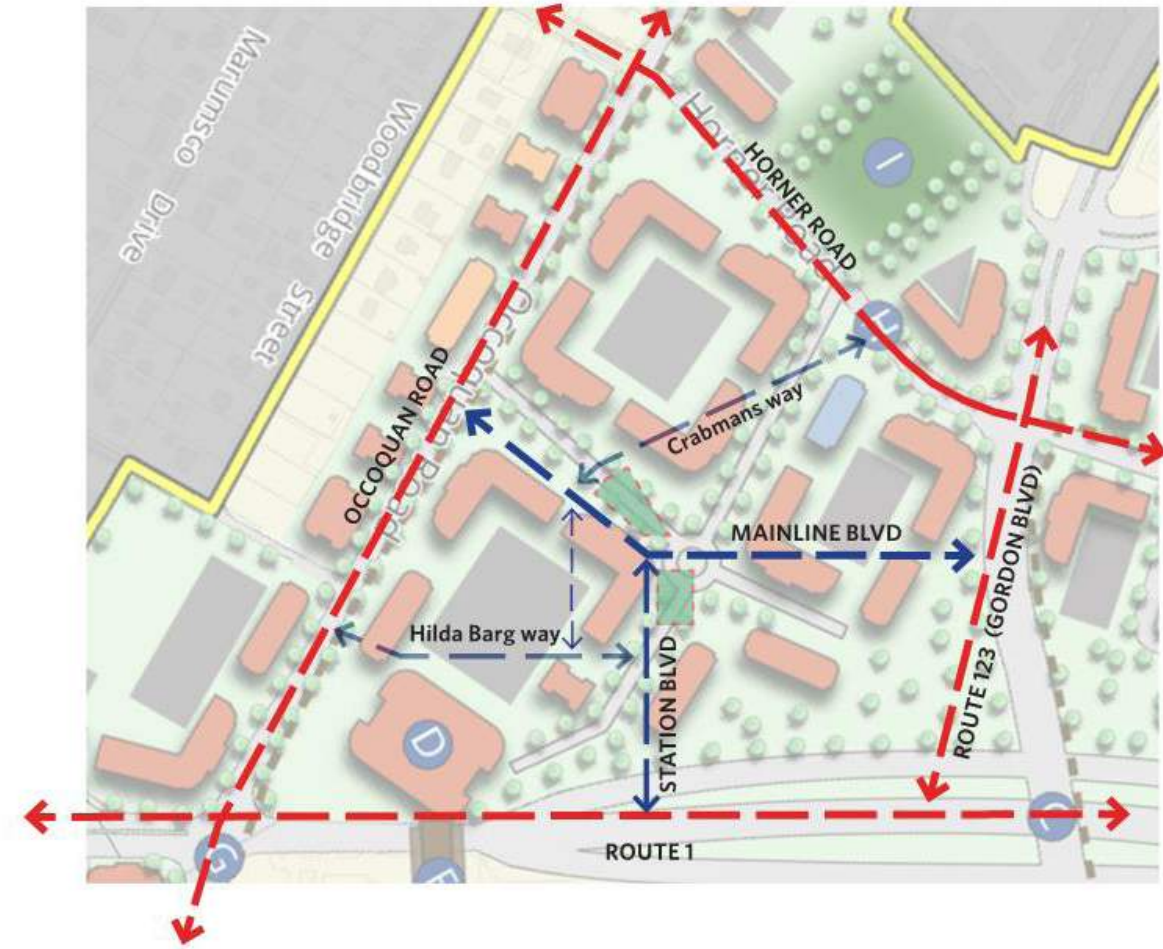


Mainline Avenue bisects the quadrilateral block and provides the north-south connection between neighborhoods to the south of Occoquan Road and the Town Center areas to the north of Route 123.

The nexus of Station Boulevard and Mainline Avenue presents an opportunity for programmed public open space at the center of the block..

The addition of Crabmans Way and Hilda Barg Way further breaks down the block into developable parcels and improves porosity throughout.

Mainline Avenue and Crabmans Way along the western property line provide “ready-made” streets for the development of adjacent properties.



Centroid of proposed street network closely aligns with the intersection of the internal streets in the Small Area Plan.

Proposed street network improves connectivity to Route 1 unlike the Small Area Plan. The connection to Route 1 is critical to the success of the non-residential uses.

Connections to Occoquan Road and Horner Road occur is roughly the same location as the Small Area Plan.

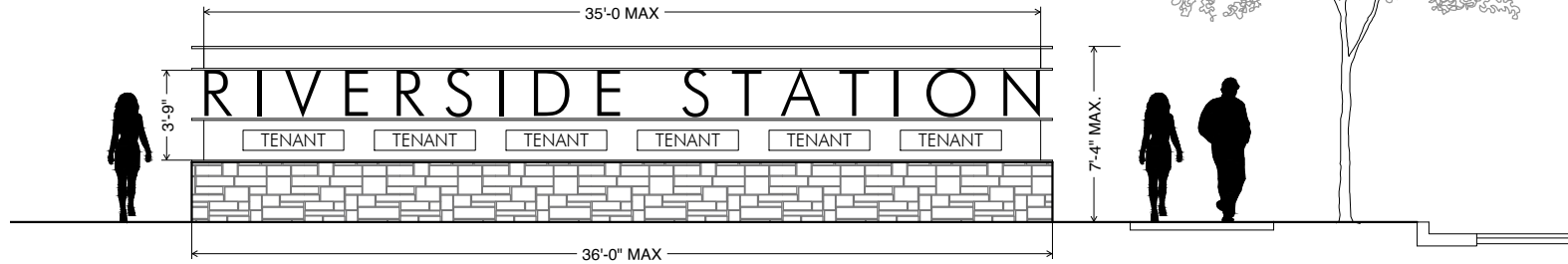
Hilda Barg Way provides additional connectivity and porosity along Occoquan Road.

STREET GRID DEVELOPMENT

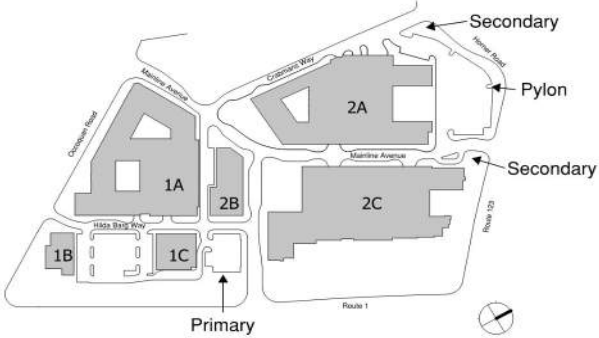
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Precedent Image - sign pylon

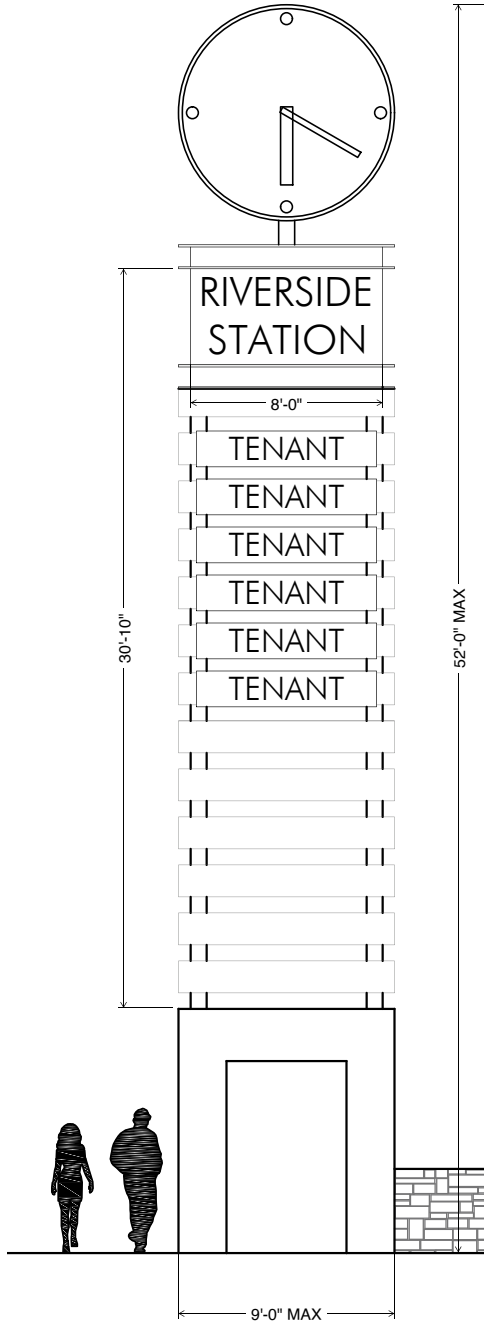


Elevation of Typical Primary Entrance Sign

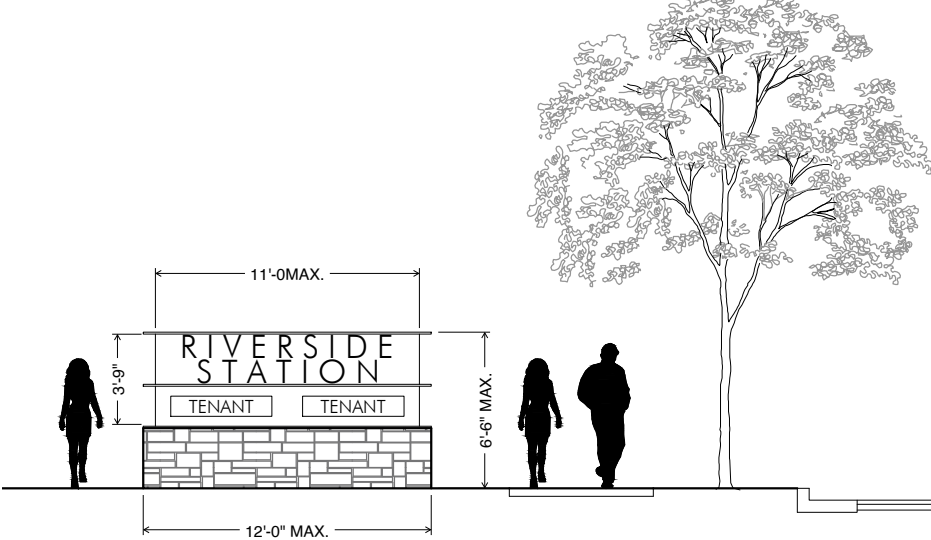


Wayfinding (and place making) signs shall be provided to clearly identify circulation throughout the development and be of a style to integrate with landscape and architectural features.

A comprehensive signage package for primary and secondary entrance, pylon, wayfinding and building mounted residential signs will be submitted with Final Site Plans for approval by the Planning Director.



Elevation of Typical Pylon Sign

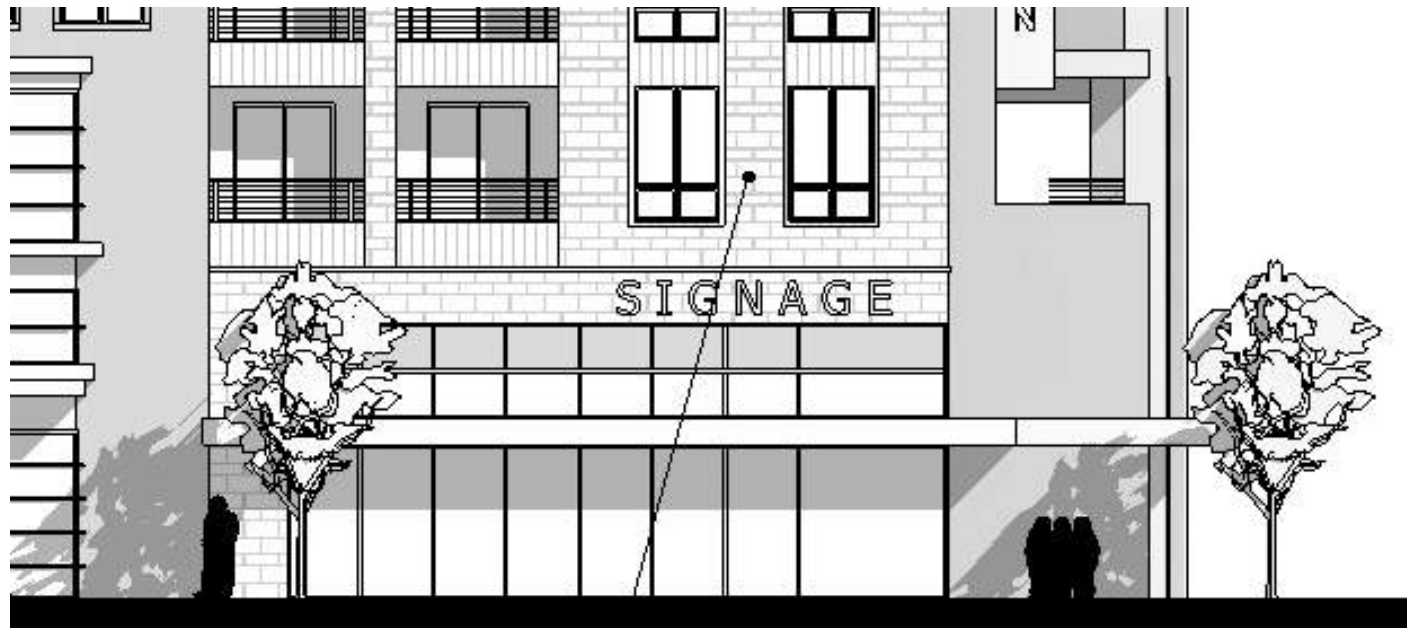


Elevation of Typical Secondary Entrance Signs

ENTRANCE SIGNS - ROUTE 1, ROUTE 123 AND HORNER ROAD



Tenant/Residential Sign - Canopy Mounted



Tenant Sign - Building Face Mounted

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Precedent Image - blade sign

BUILDING SIGNS - MAINLINE AVENUE

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STREET FURNITURE - EXAMPLES

LARGE/MEDIUM DECIDUOUS TREES:

Acer rubrum	Red Maple
Acer saccharum	Sugar Maple
Fagus grandifolia	American Beech
Fagus sylvatica	European Beech
Platanus x acerfolia	London Planetree
Platanus occidentalis	Sycamore
Quercus alba	White Oak
Quercus bicolor	Swamp White Oak
Quercus coccinea	Scarlet Oak
Quercus falcate	Southern Red Oak
Quercus palustris	Pin Oak
Quercus phellos	Willow Oak
Quercus prinus	Chestnut Oak
Ulmus Americana "Valley Forge"	American Elm
Zelkova serrata	Japanese Zelkova

EVERGREEN TREES:

Chamaecyparis obtusa	Hinoki False Cypress
Cryptomeria japonica	Japanese Cryptomeria
Cupressocyparis leylandi	Leyland Cypress
Ilex X attenuate "Fosteri"	Foster Holly
Ilex X "Nelly R. Stevens"	Nelly Stevens Holly
Ilex opaca	American Holly
Juniperus virginiana	Eastern Red Cedar
Magnolia grandiflora	Southern Magnolia
Picea abies	Norway Spruce
Picea omorika	Siberian Spruce
Taxus spp.	Upright Yew
Thuja occidentalis	American Arborvitae

SMALL DECIDUOUS TREES:

Aesculus flava	Yellow Horsechestnut
Amelanchier Canadensis	Serviceberry
Betula nigra	River Birch
Carpinus caroliniana	American Hornbeam
Cercis Canadensis	Redbud
Chercidiphyllum japonicum	Katsura Tree
Chionanthus virginicus	Fringetree
Cladrastis lutea/kentucken	Yellowwood
Cornus alternifolia	Pagoda Dogwood
Cornus kousa	Kousa Dogwood
Cornus florida	Flowering Dogwood
Continus obovatus	American Smoketree
Halesia carolina	Carolina Silverbell
Koelreuteria paniculata	Goldenrain Tree
Legerstomia indica	Crape Myrtle
Liquidambar styraciflua	Sweetgum
Magnolia stellata	Star magnolia
Magnolia soulangiana	Saucer Magnolia
Magnolia virginiana	Sweetbay Magnolia
Nyssa sylvatica	Tupelo Black Gum
Ostrya virginiana	Hophornbeam
Prunus serrulata "Kwansan"	Kwansan Cherry
Prunus x yedoensis	Yoshino Cherry
Sophora japonica	Japanese Pagoda Tree
Stewartia pseudocamellia	Japanese Stewartia
Styrax japonicus	Japanese Snowbell
Syringa reticulata	Japanese Tree Lilac
Tilia americana	American Linden
Tilia cordata	Littleleaf Linden

GROUNDCOVER:

Liriope muscari	Lilyturf
Liriope spicata	Spreading Liriope
Pachysandra terminalis	Japanese Spurge
Vinca minor	Periwinkle

DECIDUOUS SHRUBS:

Aesculus parviflora	Bottlebrush Buckeye
Aronia arbutifolia	Red Chokeberry
Buddleia	Butterfly Bush
Callicarpa americana	American Beautyberry
Calycanthus floridus	Carolina Allspice
Clethra	Sweet Pepperbush
Cornus	Dogwood
Fothergilla major	Fothergilla
Lavandula	Lavender
Rosamarinus	Rosemary
Sambucus canadensis	American Elder
Syringa	Lilac
Vitex	Chasetree
Weigela	Weigela

EVERGREEN SHRUBS:

Buxus	Boxwood
Cephalotaxus	Japanese Plum Yew
Microbiota	Russian Arborvitae
Photinia	Photinia

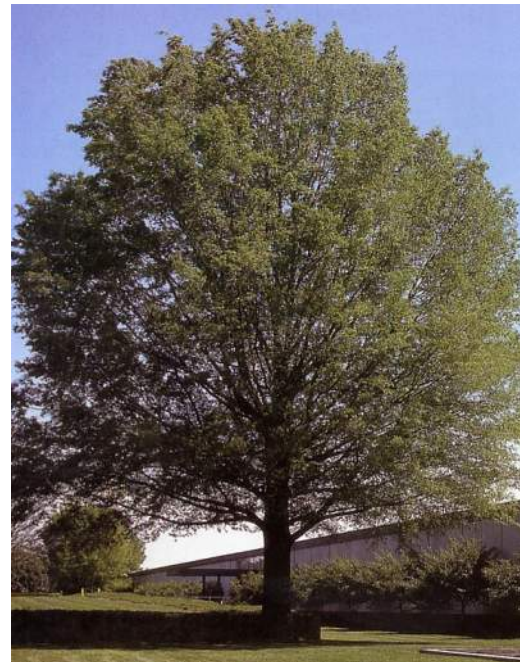
Final plant selections will be made from DCSM Chapter 800 and be specified on the final site plan.

RECOMMENDED PLANT PALETTE

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Quercus palustris - Pin Oak



Quercus phellos - Willow Oak

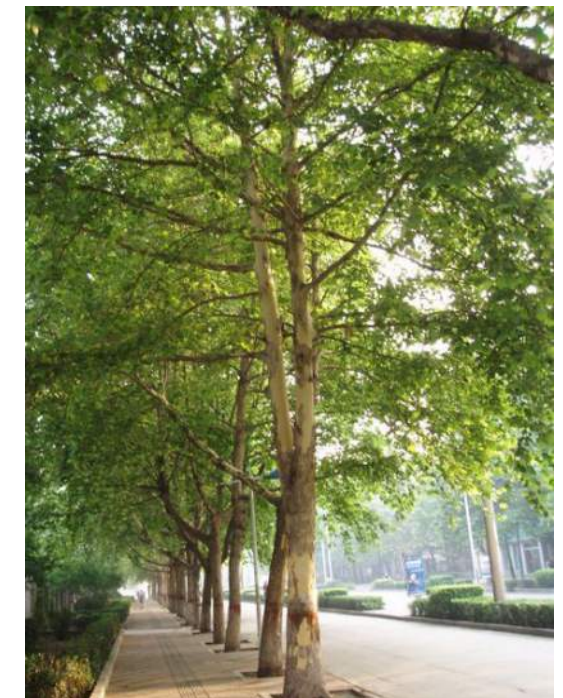


Acer saccharum - Sugar Maple

The purpose of these graphics is to convey the preliminary design. The final design as specified in the construction documents may contain minor modifications in detail, dimensions, color and/or materials.



Zelkova serrata - Japanese Zelkova



Plantanus x acerifolia - London Planetree



Prince William County
PUBLIC SCHOOLS
Providing A World-Class Education

Prince William County School Board – Impact Statement

Date:	June 13, 2022		
Case Number:	REZ2022-00007		
Case Name:	RIVERSIDE STATION LAND BAY A (3 rd Submission)		
Magisterial District:	Woodbridge		
Description:	Request to rezone 6.30 acres from B-1, General Business District, to PMD, Planned Mixed Use District to permit up to 330 residential units		
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>330</td> </tr> <tr> <td>Total</td> <td>330</td> </tr> </tbody> </table>	Housing Units Proposed		Single-Family	0	Townhouse	0	Multi-family	330	Total	330	<table border="1"> <thead> <tr> <th colspan="2">Students Generated</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td>53</td> </tr> <tr> <td>Middle</td> <td>25</td> </tr> <tr> <td>High</td> <td>29</td> </tr> <tr> <td>Total</td> <td>107</td> </tr> </tbody> </table>	Students Generated		Elementary	53	Middle	25	High	29	Total	107
Housing Units Proposed																					
Single-Family	0																				
Townhouse	0																				
Multi-family	330																				
Total	330																				
Students Generated																					
Elementary	53																				
Middle	25																				
High	29																				
Total	107																				

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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No*	<input type="checkbox"/> N/A
*If No, what is the correct student generation?	Elementary School	53	Total Students 107
	Middle School	25	
	High School	29	
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 type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A

Developer Proposed Mitigation

- The developer’s Proffer Statement dated May 20, 2022, does not propose any mitigation for the students generated from this application.
- The Economic and Fiscal Impacts of the Proposed Riverside Station Analysis dated August 23, 2021, indicates a total of 5.7 school age students generated by this project. This is not consistent with the PWCS student generation rates calculated based on current student generation factors. PWCS’ proposed student generation is 53 elementary school students, 25 middle school students, and 29 high school students for a total of 107 students.

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	22,822 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. (%)
Belmont ES	---	536	0	462	74	86.2%	449	87	83.7%	465	71	86.7%
Fred Lynn MS	---	1,139	8	1,138	1	99.9%	1,262	-123	110.8%	1,457	-318	127.9%
Freedom HS	2,053	---	8	2,150	-97	104.7%	2,388	-335	116.3%	2,790	-737	135.9%

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. (%)
Belmont ES	---	536	0	462	74	86.2%	502	34	93.6%	518	18	96.6%
Fred Lynn MS	---	1,139	8	1,138	1	99.9%	1,287	-148	112.9%	1,482	-343	130.1%
Freedom HS	2,053	---	8	2,150	-97	104.7%	2,417	-364	117.7%	2,819	-766	137.0%

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

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

- The School Board is opposed to any rezoning application that causes student enrollment, either by school level or by student enrollment at any assigned school, to exceed 100% of capacity.
- The School Board is opposed to any rezoning application that causes student enrollment, either by school level, or by student enrollment at any assigned school, to exceed 100 % of capacity.
- Current enrollment exceeds capacity at the assigned high school (Freedom).
- As indicated above, the assigned middle school and high school are expected to exceed capacity by 12.9% to 37.0 percent with the additional students under this application.
- However, the approved 2023-32 CIP anticipates construction of the 14th High School in 2026, which will provide overcrowding relief to Freedom High School.
- For these reasons, the School Board is not opposed to the subject application.



Prince William County School Board – Impact Statement

Date:	June 13, 2022		
Case Number:	REZ2022-00008		
Case Name:	RIVERSIDE STATION LAND BAY B (3 rd Submission)		
Magisterial District:	Woodbridge		
Description:	Request to rezone 12.95 acres from B-1, General Business District, to PMD, Planned Mixed Use District to permit up to 640 residential units		
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 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;">640</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">640</td> </tr> </tbody> </table>	Housing Units Proposed		Single-Family	0	Townhouse	0	Multi-family	640	Total	640	<table border="1"> <thead> <tr> <th colspan="2">Students Generated</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td style="text-align: center;">103</td> </tr> <tr> <td>Middle</td> <td style="text-align: center;">48</td> </tr> <tr> <td>High</td> <td style="text-align: center;">57</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">208</td> </tr> </tbody> </table>	Students Generated		Elementary	103	Middle	48	High	57	Total	208
Housing Units Proposed																					
Single-Family	0																				
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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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No*	<input type="checkbox"/> N/A
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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 type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A

Developer Proposed Mitigation

- The developer’s Proffer Statement dated May 20, 2022, does not propose any mitigation for the students generated from this application.
- The Economic and Fiscal Impacts of the Proposed Riverside Station Analysis dated August 23, 2021, indicates a total of 11.1 school age students generated by this project. This is not consistent with the PWCS student generation rates calculated based on current student generation factors. PWCS’ proposed student generation is 103 elementary school students, 48 middle school students, and 57 high school students for a total of 208 students.

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. (%)
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Current and Projected Student Enrollment & Capacity Utilization

- Schools in same attendance area as Proposed Rezoning

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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. (%)
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Freedom HS	2,053	---	8	2,150	-97	104.7%	2,388	-335	116.3%	2,790	-737	135.9%

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. (%)
Belmont ES	---	536	0	462	74	86.2%	552	-16	102.9%	568	-32	105.9%
Fred Lynn MS	---	1,139	8	1,138	1	99.9%	1,310	-171	115.0%	1,505	-366	132.1%
Freedom HS	2,053	---	8	2,150	-97	104.7%	2,445	-392	119.0%	2,847	-794	138.6%

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

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

- The School Board is opposed to any rezoning application that causes student enrollment, either by school level or by student enrollment at any assigned school, to exceed 100% of capacity.
- Current enrollment exceeds capacity at the assigned high school (Freedom).
- As indicated above, the assigned elementary, middle, and high schools are expected to exceed capacity by 2.9% to 38.6% with the additional students under this application.
- However, the approved 2023-32 CIP anticipates construction of the Woodbridge Area Elementary School in 2024, and the 14th High School in 2026, which will provide overcrowding relief to Belmont Elementary School and Freedom High School.
- For these reasons, the School Board is not opposed to the subject application.

WATERSHED MANAGEMENT COMMENTS

PROJECT: Riverside Station Land Bay A & B

PROJECT#: REZ2022-00007 & REZ2022-00008

FROM: Benjamin Eib, Assistant Chief of Watershed Management Branch

REVIEWERS: Julia Flanagan (Arborist), Clay Morris (Environmental Engineer)

DATE: June 15, 2022 (3rd submission)

REQUEST: Rezone Landbay A (6.3 acres) and Landbay B (approx. 13 acres) from B-1 to PMD for up to 970 dwelling units and 130,000sf of non-residential uses.

SITE: These 2 sites have been previously developed. There are extensive paved areas and minimal existing landscaping. There are no environmental features. These sites are located within the Gordon Blvd. (Rt. 123) Highway Corridor Overlay District (HCOD), a newer HCOD with defined landscaping standards; the Redevelopment Overlay District (ROD); and the North Woodbridge Small Area Plan.

COMMENTS:

I. Anticipated Impacts on Goals, Policies and Action Strategies of the Comprehensive Plan

Natural Resources

3.1 (Updated Comment) The Applicant is proposing a high-density residential area (approx. 40du/ac) with some retail. Proposed landscaping primarily consists of street trees. They are requesting numerous waivers and modifications to reduce and/or eliminate landscaping areas, the HCOD buffer and internal as well as perimeter and dissimilar use buffers

Pertinent Comprehensive Plan policies include: EN-1.5, which encourages the restoration of natural land forms; EN-5.4, which encourages the use of native plants when revegetating disturbed areas; and EN-4.8, which encourages the restoration of vegetative buffers along arterial roads to help absorb pollutants. EN-10.1 calls for allowing reductions in lot area, setbacks and the like in order to foster the preservation of natural vegetation. These are sustainability policies.

Since this site has no natural vegetation and is almost entirely paved/impervious, the Applicant should place an emphasis on restoration of landscape resources. Staff recommends the Applicant increase the amount of tree cover proposed, meet or exceed the HCOD buffer standards and utilize some of the proposed open spaces and parks, particularly onsite along Rt. 1, to re-establish naturalized open spaces.

With this submission the Applicant has added “Naturalized Areas” to the Landscape & Open Space Plan”. Staff has the following concerns that need to be addressed by the Applicant:

- a. The vast majority of these areas are proposed in the VDOT right-of-way, over which the Applicant has no control. Staff recommends the Applicant relocate the majority of the Naturalized Areas onto their own property.

- b.** The “Naturalized Area” is not clearly defined or committed to. The Applicant needs to provide proffers and details on the MZP that effectively define planting for these areas. The concept staff has communicated to the Applicant, and the Applicant appears agreeable to providing, is establishing native plant species in all the layers found in nature. These layers are the overstory trees, understory trees, shrub and herbaceous plant layers and a natural ground cover such as leaf litter and/or native ground cover plants. The plantings would be done in a relatively open manner for reasonable visibility to the site. A standard is needed for the density of planting. The use of “Plant Units” per unit of area, as Plant Units are defined in DCSM Table 8-3, is recommended with a density of 20pu/400sf of Naturalized Area. As presented by the Applicant there is nothing enforceable by which staff can ensure these areas are created.

Landscaping

3.2 DES-4.1 and 4.3 call for the upgrading of the visual quality of major travel corridors. Rt. 1 (Richmond Hwy) is a Principal Arterial road greatly in need of visual upgrading through landscaping. A major component of the Applicant’s design is proposing “Naturalized Area”, which staff has requested. However, this concept remains undefined with most of the greenspace off-site in the Rt. 1 ROW rather than on their own property. While these off-site areas have potential to improve the Rt.1 corridor, the off-site landscaping is subject to VDOT approval and even if approve, due to future road construction, it may not be in place after 10 to 15 years.

Therefore, staff recommends that the Applicant do the following:

- a. Provide an additional/alternative design for the Rt. 1 frontage that would be implemented if the VDOT ROW landscaping is not permitted. This design should show none of the landscaping proposed in the right-of-way.
- b. Include in this alternative design an increased landscaped open space on the Applicant’s property, including increased Naturalized Areas along this frontage.
- c. In the off-site design, provide more tree cover along Rt. 1, particularly at the entrance to Station Blvd. This entrance includes an area 130’ long and 50’ wide that contains only shrubs and groundcovers. The proposed design will leave this area quite sparse.
- d. On both alternatives, show all existing utilities to remain.
- e. (Repeat Comment) Show how these landscape areas and naturalized woodlands will be provided outside of existing easements (except for minimal crossings).
- f. At this time it appears that the Applicant is proposing to pursue a tri-party agreement for the landscaping proposed in the VDOT right-of-way. Staff would like confirmation from the Applicant that VDOT will accept this agreement which would cover a very large portion of the site’s frontage on Rt. 1.

3.3 (Updated Comment) DES-4.1 and 4.3 call for the upgrading of the visual quality of major travel corridors. Occoquan Road is a Major Collector greatly in need of visual upgrading via landscaping. The Applicant’s proposal remain in need of significant improvement and is likely to be unachievable because proposed landscaping, including much needed shade trees, is near or under existing overhead utility lines. This design is not feasible. These large trees are also proposed within 6 feet of a building wall.

The Applicant's request to waive the required PMD's 50' perimeter buffer and waive the minimum 30' setback from rights-of-way has resulted in them not providing adequate space to landscape these roadways in a manner that significantly improves this major travel corridors. Staff is not saying the full 50' buffer is needed. However, more space is needed to get trees away from the utility lines, away from building walls, so they have adequate room to reach maturity and be permanent features of the site.

For these reasons the proposed design is unsupportable. Staff recommends the Applicant:

- a. Provide a proffered, minimum 10' wide landscape area outside of all existing and proposed utilities and their associated easements for the entire Occoquan Road frontage. This should be planted with a minimum of 80pu/100lf as defined in DCSM Section 800. This needs to be designed in accordance with the minimum standards of DCSM 802.42. It should include large deciduous trees that can be located a minimum of 12' from building walls.
- b. Show all utilities to remain and any known to be proposed.
- c. (Repeat Comment) Show how these landscape areas and naturalized woodlands will be provided outside of existing easements (except for minimal crossings).

3.4 On Sheet C501 of the MZP, a streetscape design is proposed for the sidewalk and street trees. This design may provide adequate soil volumes for the trees to reach mature sizes. However, this design has not been used in Prince William County before and the design appears inadequate for the structural stability of the sidewalk.

Staff recommends the Applicant proffer to a specific design that:

- a. Provides a minimum 970cf of uncompacted soil. Although there is a label for 970cf of soil, it is not stated to be uncompacted and some of the graphics provide dimensions that would provide much less than 970cf.
- b. Provides soil with a minimum 5% organic matter and a minimum depth of 3'.
- c. Has a gap between the top of the soil and the bottom of the sidewalk of at least 4" – 6". This will allow for expansion of surface roots without those roots putting pressure on the sidewalk that can create upheaval.
- d. Shows how elements such as irrigation, drainage and utilities (in conduit) will be addressed.
- e. Will be sealed by a licensed Structural Engineer with concurrence by PWCDOT and the County Arborist.

3.5 (Updated Comment) A 20' wide HCOD buffer is required along the site's frontage on Gordon Blvd. (Rt. 123). The proposal does not cover the entire length of Gordon Blvd. and is not labeled anywhere. DES-4.1 and 4.3 call for the upgrading of the visual quality of major travel corridors, like Gordon Blvd. This area is in great need of visual improvement.

The Applicant's response states they are providing a variable width HCOD buffer, but it is not shown on the MZP.

Staff recommends the Applicant:

- a. Clearly show the minimum required 20' HCOD buffer on the MZP for the full length of Gordon Blvd.
- b. Commit via proffer to meet or exceed the minimum standards of DCSM 1000.

- c. Show on Sheet C500 of the MZP the existing utilities so it can be seen whether the proposed design is achievable, including the planting of large and medium deciduous trees.

3.6 (Repeat Comment) There appears to be a hierarchy of streets proposed. The Applicant should show how their streetscape design facilitates defining this hierarchy. This needs to be proffered. (DES-5.1) The Applicant's response does not show a street planting design that creates or reflects a hierarchy of street.

3.7 (Repeat Comment) DES-7.3 calls for the undergrounding of overhead utilities to aid in improving residential and commercial areas. Staff recommends the Applicant proffer to undergrounding the existing electric lines on Occoquan Road.

The Applicant's response indicates they will underground the lines along Occoquan Road. This commitment needs to be included in the proffers, since this provision of the DCSM may be waived.

II. Site Specific Concerns:

3.8 (Repeat Comment) For Landbay B, no "Existing Conditions Plan" was found in the review package. The response states it has been provided and notes from the post-submission meeting indicate it will be provided, however staff has not received it. Provide the Existing Conditions Plan for Landbay B that shows all existing and proposed utilities. Additional comments may follow.

3.9 On the MZP please show:

- a. (Repeat Comment) The locations of all proposed buffers and landscape areas. The Applicant's response says this has been done on Sheet C500, but it has not.
- b. (Repeat Comment) All the existing utilities and their associated easements to be retained. These have not been clearly identified and labeled on the Utilities and SWM Plan or any other plan sheets. Clearly identify them on the Utilities and SWM Plan and the Landscape Plan so that staff can see if you are proposing conflicts with minimum standards. The Applicant's response does not address staff's comment.
- c. (Repeat Comment) That the proposed buffers and landscape areas meet the minimum requirements for planting and avoidance of utilities, except for minimum crossings. See DCSM Detail 810.15 for possible co-location of utilities within 10' landscape strips.
- d. (Updated Comment) On the Landscape & Open Space Plan a hatch symbol is used in various places. It is used along Gordon Blvd., north of the Mainline Ave entrance. Identify this symbol in the Legend. Additional comments may follow.
- e. (Repeat Comment) Show the locations of proposed trees meeting the minimum spacing standards of DCSM 804.01.H and Table I-4. The response states this is done, but it is not. Many Large Deciduous trees are proposed only 15' from one another, the minimum spacing is 30'.
- f. (Repeat Comment) Show the details for the streetscape and proffer to these designs. The DG are insufficient to guarantee these minimum standards will be met. In fact, the DG state minor modifications may be made to the dimensions and materials.

Reduction in these planting zone widths and minimum soil volumes is not acceptable.

- g. Show where Detail A is to be provided. It remains unclear where Detail A is applied onsite as compared to all the “Street Sections” which are labeled for specific streets.
- h. On the “Landscape & Open Space Plan”:
 - i. (Repeat Comment) State clearly what size these trees area to be at planting. In your tree cover credit calculations you indicate at least some trees will be planted at larger sizes than the minimum. State the proposed sizes clearly on this plan.
 - ii. (Repeat Comment) State clearly what category of “evergreen tree” is proposed. The response indicates this has been done, but it has not.
 - iii. Clarify what is meant by “grasses” in the Legend. Apparently this is different than “lawn”, but this is not clear.
 - iv. Remove the language “...of open space” from the Tree Canopy Calculations line. The 10% requirement is based on the total site area, not just open space.

3.10 Regarding proposed proffers:

- a. (Repeat Comment) Staff recommends the Applicant agree to a proffer to provide amended soils for all streetscape planting areas. The Applicant’s response states they will comply with DCSM soil requirements related to soil quality. However, these do not exist and so staff is requesting this proffer.
- b. (Repeat Comment) A proffer to meet or exceed the minimum soil planting area and volumes of DCSM Table 8-8.
- c. Proffer #XI.D, a waiver of buffers and setbacks, states the Applicant will commit to substantial conformance to the landscaping shown on the “Landscape & Open Space Plan” of the MZP. This has not been done. Please clearly state this in the proffers under I. Uses and Development, where staff recommends the Applicant commit to substantial conformance with the “Landscape and Open Space Plan” in the MZP, once that plan is revised to conform with staff’s comments.

Proffer #II.D.1 is inadequate because it speaks to providing plantings consistent with the Landscape & Open Space Plan, but does not require provision of landscape areas consistent with the Landscape & Open Space Plan.
- d. (Repeat Comment) A proffer is needed committing to undergrounding the overhead lines along Occoquan Road. The Applicant has indicated they agree to do this.
- e. Proffer #III.B, please remove the first sentence as this is what is already required and offers nothing above minimum standards.
- f. Waiver in Proffer #XI.H would allow the 10’ landscape strip along Occoquan Road to be in an existing electric (and perhaps other) utility easement with large trees planted within 6’ of a building wall. Further, it provides no standards by which the County can ensure this area is well landscaped. Staff recommends this waiver be withdrawn and the Applicant meet the minimum standards of the DCSM for landscaping along Rights-of way (DCSM 802.42) and with Comment #3.3, above.
- g. (Repeat Comment) Waiver of the PMD 50’ perimeter buffer in Proffer #XI.J is not acceptable since the Applicant is also not meeting the HCOD buffer or 10’

landscaping area requirements along both Occoquan Road, Horner Road and Gordon Blvd. If these requirements are met and fulfill the minimum standards of the DCSM, then staff would be agreeable to the requested waiver. All these roads need landscaping improvement beyond what the Applicant is offering.

- h. A proffer is needed to define and ensure creation of the Naturalized Areas shown on the MZP.
- i. Proffer #I.B.4, needs to exclude the “Naturalized Areas” from the outdoor spaces available for all the activities listed in this proffer. Proposed language, “...within buildings, outdoor areas (exclusive of areas designated on the MZP as “Naturalized Area”) and portions of interior streets...”
- j. For the “Central Plaza” area. Trees appear to be planted in paving. Street Section B, on Sheet C501 of the MZP is not sufficient to provide adequate soil quality and volume. Provide details and proffers for this area.

3.11 Regarding the Design Guidelines (DG):

- a. Regarding the “Recommended Plant Palette”:
 - i. (Updated Comment) Proffer #II.D.1 commits to using native plants. Revise the DG to list only native plants.
 - ii. Provide species names instead of only the genus or “spp.” since there are non-natives in these genera that are not acceptable.
 - iii. Native plants that should be added to the list include: Small Deciduous Trees – Persimmon (*Diospyros virginiana*); Deciduous Shrubs – Blackhaw Viburnum (*Viburnum prunifolium*), Arrowwood Viburnum (*Viburnum dentatum*), Winged Sumac (*Rhus copallinum*), Smooth Sumac (*Rhus glabra*), Winterberry Holly (*Ilex vertillata*), Virginia Sweetspire (*Itea virginica*), New Jersey Tea (*Ceanothus americanus*), Black Chokeberry (*Aronia melanocarpa*); Evergreen Shrubs – Northern Bayberry (*Myrica pensylvanica*).
 - iv. A separate plant palette should be included for use in the Naturalized Areas that excludes the non-native selections.

III. Conflicts with Minimum Development Standards:

3.12 (Repeat Comment) The Applicant is requesting various reductions in landscaping and buffers that results in an overall lack of quality landscape design, avoidance of conflicts with utilities and the restoration of natural areas. Waivers are requested for setbacks, for all internal and perimeter buffers, for the 20’ wide HCOD buffer along Gordon Blvd. and for the 10’ landscape strip along a right-of-way. (ZO 32-250.30-.32; DCSM 802.10-.12, Table 8-1; DCSM 1000)

The only waivers/modifications staff is agreeable to are for the internal buffers and the 50’ perimeter buffer required along Crabmans Way and Mainline Ave.


To help beautify the northern border of Landbay B which backs to a commercial building and parking areas, staff recommends the 50’ buffer along Crabmans Way be modified to a 10’ wide buffer to be planted with a minimum of 80pu/100lf, consisting chiefly of evergreen species of trees and shrubs.

Other concerns staff has with these waivers and modifications are noted above.

3.13 (Repeat comment) Various dissimilar use buffers are required internal to the site, specifically between the multi-family use buildings and the commercial buildings. The Applicant is proposing to waive these internal buffers. Staff does not object to waiving these buffers since this being a planned as a town center. However, the Applicant has not provided alternative buffering/landscaping or restoration of landscape resources in keeping with the requirements outlined in the Zoning Ordinance for acceptable waivers/modifications. (See ZO 700.25.2)

Please see comments above for staff's recommendations on alternative proposals to compensate for the Applicants waiving of large areas of naturalized buffers.

3.14 (Repeat Comment) Spacing of proposed trees does not meet the minimum standards of DCSSM 804.01.H and Table I-4. Please revise the MZP to show these requirements met.

	PRINCE WILLIAM COUNTY DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET	Chapter 870 TIA Required	COMMENT CATEGORIES: 1. CORRECTIONS 2. RECOMMENDATIONS 3. CLARIFICATIONS
COUNTY PROJECT NUMBER: REZ2022-00007-REZ2022-00008	DEVELOPER/ENGINEER: CHRISTOPHER CONSULTANTS 9301-INNOVATION DRIVE SUITE 150, MANASSAS VA 20110	REVIEWER(S): GEORGE PHILLIPS GPHILLIPS@PWCgov.org	DATE: 6/15/2022
TYPE & SUBMITTAL: REZONING THIRD SUBMISSION	PROJECT NAME: RIVERSIDE STATION LAND BAYS A AND B		

ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE: 2/25/2022 & 5/20/2022	FINAL DISPOSITION ⁽²⁾
3.01	Proffer VIII C.3	The Applicant cannot proffer what VDOT will include in the design of the Rt. 1/Gordon Blvd. Phase 2 interchange. VDOT and PWC told the Applicant at the meeting on May 9, 2022, that if the Green-T intersection/traffic signal is not permitted, the Applicant could apply for a median break to provide an unsignalized left-in, left-out at Station Blvd. The Applicant must proffer this improvement as approved by VDOT, CTB and the County.			
3.02	MZPs/Proffers	The proffers must include a list of all improvements to the roadway network that are proffered.			

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3.03	Exhibits	The Exhibits that are referenced throughout the TIA, TIA Addendum and proffers should be attached to the proffers in lieu of being scattered throughout the submission package.			
3.04	Exhibits	Phasing Plans must include the pedestrian bridge.			
2.01	General	The Applicant shows 8' trail which is inside of and parallels an existing sidewalk on Gordon Boulevard and shared use path on Route 1. This trail traverses south to Station Boulevard and borders the proposed North Linear Park. This trail duplicates existing pedestrian facilities and is unnecessary.	1	5/20/22: <i>The 8' trail on Gordon Boulevard is in place of bike lane identified in the Small Area Plan. The trail that runs along the property line at North Gateway Grove also acts as the fire access lane required for Building 2C. Applicant is using pavement and grass pave to define the fire lane access.</i>	Acknowledged. Note that the North Woodbridge Small Area Plan calls for a shared use path on Gordon Boulevard, not a bike lane. This issue has been adequately addressed.
2.02	DCSM 602.07	A left turn lane must be shown on Horner Road onto Crabmans Way.	1	5/20/22: <i>Refer to Detail 1 on Sheet C305 where left turn lane is shown at median ending at Crabmans Way on Horner Road.</i>	The Applicant shows the left turn lane on Horner Road onto Crabmans Way on Sheet 305 of the MZP. This issue has been adequately addressed.
2.03	MZP – Sheet C300	Stop bar not shown for Station Blvd approach at the proposed Continuous Green T intersection with Route 1. Crosswalk alignment shows crosswalk leading into Right Turn Only lane.	1	5/20/22: <i>Refer to Sheet C300 for added stop bar at Station Boulevard and correct alignment of the crosswalk.</i>	The stop bar is now shown on Station Boulevard at the approach to Route 1 on Sheet C 300 on the MZP's for both Land

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					Bay A and Land Bay B. In addition, the alignment of the sidewalk has been corrected on both MZP's. These issues have been adequately addressed.
2.04	MZP – Sheet C300	Speed Tables are not recommended within 200' of intersections and generally should be spaced between 500' and 1000' apart. Speed Tables should also not be placed within intersections, as shown at the intersections of Station Blvd and Mainline Ave. Recommend looking into alternative treatments at the intersection (raised intersection, mini roundabout, etc). Refer to the PWC Residential Traffic Management Guide for additional guidance.	1	<i>5/20/22: Refer to Sheet C300 for relabeling of intersection at Station Boulevard and Mainline Avenue as "raised intersection".</i>	The Applicant shows the raised intersection at the Station Blvd./Mainline Ave. intersection on Sheet C300 of the MZP for Land Bay B. To be consistent and avoid confusion, this raised intersection must also be reflected on Sheet C 300 on the MZP for Land Bay A.
2.05	MZP – Sheet C200	ROW and the sidewalk within ROW are inconsistent on Occoquan Road. Revise proposed ROW to include sidewalk.	1	<i>5/20/2022: Refer to Sheet C300 for relocation of shared use path to be outside the ROW and a minimum of 8' from face of curb to edge of shared use path.</i>	The Applicant shows the relocation of the shared use path to be outside the ROW with a minimum of 8' from face of curb to the edge of the shared use path on Sheet 300 of the MZP for Land Bay A and Land Bay B. This issue has been adequately addressed.
2.06	TIA, Introduction Page 11	The Applicant states that "site assignments to the roadway network were reduced by approximately 2% overall to reflect previous	1	<i>5/20/22: Assignments in TIA are greater than actual trip generation with revisions in</i>	This comment has been addressed.

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		land use iterations of proposed zonings.” Please explain and justify this reduction.		<i>August 2021. Report trip not changed. See TIA page 41 of report for summary</i>	
2.07	TIA, Figure 26 “Site Land Bay A Volumes (2026)”, Page 86	It seems unlikely that there is no volume turning right into the property at the intersection of Occoquan Rd and Mainline Ave. This would appear to be a preferable entrance for vehicles accessing Land Bay B and Crabmans Way via Mainline Ave.	1	<i>5/20/2022: In the 2026 scenario, Land Bay A will be the only portion of Riverside Station that will be developed and there will be no access for inbound traffic to Land Bay B. Access to retail, building entrances, surface and garage parking is on Hilda Barg Way only.</i>	This comment has been addressed.
2.08	TIA, Exhibit 1 “2026 Improvement Detail for US 1/Annapolis Way”	The full extent of the impact of this improvement should be shown on the exhibit. The restriping should be taken back to the lane reduction just past the intersection of Rt 123/US 1.	1	<i>5/20/22: Refer to TIA Addendum for revision as shown on page 141.</i>	This comment has been addressed.
2.09	TIA, Exhibit 2 “2026 Improvement Detail for US 1/Rte. 123”	Further modification of the median nose will likely be required to meet VDOT standard for multiple turn lanes.	1	<i>5/20/2022: Acknowledged. Plans are conceptual to demonstrate possible regional improvements to current and future traffic impacts. Refer to TIA Addendum for further clarification and information on regional</i>	This comment has been addressed.

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ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE: 2/25/2022 & 5/20/2022	FINAL DISPOSITION ⁽²⁾
				<i>impact and improvement analysis.</i>	
2.10	TIA, Exhibit 3 “2026 Improvement Detail for US 1/Occoquan Rd/Dawson Beach Rd”	The improvements shown require further analysis as to feasibility and impact. Will there be any signal impacts from constructing the channelized right? Also, it appears the WB Dawson Beach through queue will extend past the channelized left. Has the potential for blocking been included in the analysis? Additionally, it appears removing the median taper will conflict with the pedestrian crossing and reduce the median width below the 6’ minimum for pedestrian refuge.	1	<p><i>5/20/2022: Plans are conceptual to demonstrate possible regional improvements to current and future traffic impacts.</i></p> <p><i>The intent is to not move the signal and to provide capacity relief for other trips.</i></p> <p><i>Median work shown to keep 6 ft median between directions.</i></p> <p><i>Refer to TIA Addendum for further clarification and information on regional impact and improvement analysis.</i></p>	This comment has been addressed.
2.11	TIA, Exhibit 8 “2030 (w/o Interchange) Improvement Detail for Occoquan Rd/Horner Rd”	There appears to be insufficient ROW available to construct the turn lane and sidewalk.	1	<p><i>5/20/2022: Plans are conceptual to demonstrate possible regional improvements to current and future traffic impacts.</i></p> <p><i>R-O-W would be required.</i></p>	This comment has been addressed.

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				<i>Refer to TIA Addendum for further clarification and information on regional impact and improvement analysis.</i>	
2.12	Exhibits	Note that Exhibits 1-9 were attached to the VDOT comments but were not attached to the application. These exhibits must be attached to the rezoning submissions.		5/20/2022: Acknowledged.	This comment has been addressed.
2.13	Phasing Exhibits	These exhibits show phasing of the development based on road improvements. The phasing must be proffered based on road improvements rather than on a timeline.		5/20/2022: <i>Phasing and improvements are described in proffered conditions under Section VIII Transportation for Land Bay A and Land Bay B. Per discussions with the Case Planner, the Phasing Plans will be included with the Proffers and referenced as exhibits.</i>	This comment has been addressed.
1.01	North Woodbridge Small Area Plan Pages 87 &117	The Applicant has not shown or accommodated the planned pedestrian bridge over Route 1 from the site or the planned transit center as shown in the North Woodbridge Small Area Plan. In order to minimize congestion, foster multi-modal travel and facilitate access across Route 1, the Applicant must accommodate the planned transit center on-site and provide for the planned pedestrian bridge. The pedestrian bridge will	1	<i>The MZP, Design Guidelines and Proffers for Land Bays A and B have been modified to include a pedestrian bridge that will span Route 1 and integrate with the proposed and existing pedestrian networks on the east and west side of Route</i>	6-2-2022-The proposed draft proffer language dated May 20, 2022, for Land Bay B regarding the pedestrian bridge over Route 1 must be revised as follows: <ul style="list-style-type: none"> Specify when in the phasing of Land Bays A and B the pedestrian bridge will be

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		connect the planned transit center with the Woodbridge VRE Station.		<p><i>1.</i></p> <p><i>To further support multi-modal travel, (2) Bus Stops for the OminRide Woodbridge – Lakeridge Local route have been added on Mainline Avenue (Land Bay B) adjacent to the center of Riverside Station. The WL-L route is a loop that serves the greater Woodbridge area providing connection to the Woodbridge VRE Station that has VRE and Amtrak rail service, Greyhound bus terminal, and other OmniRide routes such as the Tysons Corner Express, Route 1 Local and Prince William Metro Express. Refer to Exhibit 5 for proposed bus stops and routing of the W-L- through Riverside Station.</i></p> <p><i>The proposed application does not include a “transit</i></p>	<p>constructed.</p> <ul style="list-style-type: none"> • Remove reference as to where the bridge has to be located as this is determined by the CTB’s approval of the limited access break. • Remove all references to time limits for review. • Remove all references to the County providing “Gap Funding” to provide funding over the amount budgeted by the Applicant. • Remove all references to a fair share contribution of 20% if the numerous requirements are not meant. The Applicant must agree to either build the pedestrian bridge or provide \$4,730,000 for the County or those designated by the County to build the bridge and specify when in the development phasing the funds or construction will occur.

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				<p><i>center”. The County already has two existing transit centers within the Town Center Sector of the SAP, one of which is adjacent to the site across Route 1, in the existing Woodbridge VRE Station. The other is the Woodbridge Commuter Lot located adjacent to I-95 off of Annapolis Way. The County and the SAP also reference the potential for a third transit center as a fast ferry terminal on the Occoquan River. The Woodbridge VRE transit center that is located across Route 1 from the proposed development provides structured and surface parking (with the ability to intensify parking if needed), commuter rail service to the DC Metro, Commuter Bus service to the DC Metro, and Local Bus service to points within Prince William County. This location is</i></p>	<p>Note that this comment may be satisfied with Draft Revised Proffers dated 6-13-22 and subsequent discussions with the Applicants.</p> <p>4-21-2022- In draft Transportation proffer VIII D 1, under “Pedestrian Bridge to Cross Route 1”, the Applicant only commits to provide a “fair share” contribution of 20% to construct the \$4.73 million bridge. The Applicant must commit to cover the full cost and construct the pedestrian bridge. Concise triggers tied to residential occupancy permits must be proffered. Note that PRTC no longer is planning for a transit center on this site. Therefore, the transit center is no longer being requested from the Applicant. This comment has not been satisfied.</p>

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				<p><i>proximate and convenient to commuters living in the proposed development, and the Applicant has included a location for a pedestrian bridge crossing over Route 1 to the VRE property.</i></p> <p>5/20/2022: Applicant revised Proffer VIII.D to remove references to reimbursement per discussions at the 5/9/2022 meeting.</p>	
1.02	General	<p>Note that full access on Route 1 requires Commonwealth Transportation Board (CTB) approval. The Applicants must clarify their land development phasing in conjunction with full movement access, right in and right out only access and no access on Route 1.</p>	1	<p><i>Noted by the Applicant that modifications at existing entrances requires CTB approval.</i></p> <p><i>The TIA updated to show Land Bay A without access to existing Station Plaza right in /out in short-term (2026). Shown as right in/right out for Land B (2030) without interchange. Shown as alternative R-CUT Green-T for right in/out and left in for</i></p>	<p>6-2-2022- The Applicant has included phasing information regarding triggers for various road improvements including at final site plan approval. This issue has been adequately addressed.</p> <p>4-21-2022- The Applicant has clarified its proposed land development phasing under different access scenarios. The phasing must be proffered.</p>

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				<p><i>2030 build scenario with interchange.</i></p> <p><i>See attached Exhibit 4 "Phasing Plans".</i></p> <p><i>Development of the two Land Bays is anticipated to occur in three sequential phases, with the entirety of Land Bay A comprising the first development phase (2025); buildings 2A, 2B and related roads and infrastructure within Land Bay B comprising the second development phase (2027); and building 2C and related infrastructure comprising the third development phase (2029). Each development phase is expected to function autonomously until the subsequent development phase is complete. However, upon completion of the first development phase and until such time as the second development phase is completed, the landowner of</i></p>	

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				<p><i>the Station Plaza parcel will allow residents and visitors to Land Bay A to traverse the existing travel way along the south boundary of the Station Plaza parcel in order to connect between Mainline Avenue and Hilda Barg Way.</i></p> <p>5/20/2022: Refer to response to Item #2.13.</p>	
1.03	DCSM 620.10,602.07 and Table 6-7	The Applicant must commit to provide all required turn lanes, and ensure they meet VDOT and DCSM standards. This includes addressing queue deficiencies at intersections directly impacted by traffic from the proposed development. This includes all direct site access points and the intersections of Route 123/Horner Road/Gordon Plaza, Route 1/Occoquan Road/Dawson Road , Route 1/Route 123, and Occoquan Road/Horner Road.	1	<p><i>Turn lanes have been listed in the Summary Section of the TIA and Applicant will process all waivers as required.</i></p> <p><i>Exhibit 6 summarizes the VDOT Waivers and AM-E associated with both MZPs and Exhibit 7 list the County DCSM waivers with justification. Formal process for submission and approval will occur after discussing Exhibit 7 with County staff.</i></p> <p><i>The revised TIA includes the</i></p>	<p>6-2-2022- This comment has been addressed.</p> <p>4-21-2022- When compared to the No-Build Scenarios in 2026 and 2030, the Applicant’s development exacerbates traffic congestion and increases queue lengths at key intersections adjacent to the site including Route 1/Annapolis Way, Route 123/Horner Road, Route 1/Route 123, Route 1/Occoquan Road/Dawson Beach Road, Occoquan Road/Horner Road and Dawson Beach</p>

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				<p><i>review of on-site locations/frontage and identifying off-site alternatives to satisfy the change of LOS/queues for the peak hour conditions.</i></p> <p>5/20/2022: Refer to TIA Addendum dated May 20, 2022, for further clarification on Regional Improvements Exhibits per discussions with PWCDOT and VDOT on May 9, 2022, and May 12, 2022.</p>	<p>Road/Express Drive. The Applicant's traffic study provides a list of suggested improvements to address the congestion including widening the Route 1 bridge over the Occoquan River to 6 lanes to north of Furnace Road in Fairfax County, adding a third northbound through lane on Route 1 from the site to north of Annapolis Way and adding dual left turn lanes from westbound Route 123 to Horner Road. The County acknowledges that these improvements would ease congestion in the Rt. 1 corridor but are not anticipated within the time frame of the design year of the rezoning, this issue remains outstanding.</p>
1.04	General	The Applicant's street layout needs revision to accommodate the planned pedestrian bridge and transit center. The street layout also needs revision to accommodate a grid pattern network which connects proposed on site and anticipated	1	<p><i>The proposed street grid has been designed with careful consideration to the vision of the NW SAP as</i></p>	<p>6-2-2022- The street grid shown on the current MZP's for Land Bay A and Land Bay B MZP's has been reviewed by County Planning and Transportation staff with input from VDOT and</p>

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		<p>off-site development. This includes extending Station Boulevard north to the property line. A meeting with the Applicants' design team and the Planning Office staff is recommended to discuss this issue.</p>		<p><i>well as to existing site constraints such as property lines, easements and access points to Rt. 1, Gordon Blvd, Occoquan Rd. and Horner Rd. that were discussed with County Transportation staff and VDOT input. The proposed street grid not only follows the general vision of the NW SAP grid, but also improves upon it by including connections to Rt. 1 and Gordon Blvd. It also adequately addresses the future development of the remaining parcels in the quadrilateral block by providing "ready-made" streets at Mainline Avenue and Crabmans Way. Crabmans Way in particular has been designed to allow a future development to the west to</i></p>	<p>is acceptable. The Applicant agrees to comply with all applicable design standards and building codes, which includes ADA requirements for the pedestrian bridge over Route 1 The Applicant shows a separate right turn lane on Occoquan Road onto Mainline Avenue and shows the relocation of the shared use path to be outside the ROW with a minimum of 8' from face of curb to the edge of the shared use path Per the 5/9/2022 meeting, all "structures" (sidewalks, sports courts, etc.) have been removed from the ROW areas and only landscaping is shown for an improvement in the ROW. These issues have been adequately addressed.</p> <p>4-21-2022-The Applicant has located a landing area to accommodate the pedestrian bridge. However, more detail is needed to assure that this is</p>

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				<p><i>expand it with additional on-street parking, street trees and sidewalk / building zone as appropriate. See attached Exhibit 1 diagrams comparing the proposed street grid with the NW SAP, and Landscape Section "D" on pages 22 - 23 of the Design Guidelines for the interim and future potential build out of Crabmans Way.</i></p> <p>5/20/2022: Applicant is proffering to include all design and permitting of the pedestrian bridge which will include elevations, coordination with proposed site improvements and meeting all regulatory requirements, including ADA compliance.</p> <p>Refer to Sheet C300 for Land Bay A for right turn lane at</p>	<p>adequate to meet ADA requirements. This includes showing elevations. As previously noted, PRTC is no longer planning a transit center on this site. Therefore, the transit center is no longer being requested from the Applicant. The proposed street layout shown on the current MZP is acceptable. However, the Applicant must provide a separate right turn lane on Occoquan Road onto Mainline Avenue and ensure that the sidewalk on Occoquan Road falls within VDOT right of way. The Applicant also shows two parks, titled North and South Linear Park located in VDOT right of way. The Applicant must demonstrate VDOT approval of the proposed park use in its right of way.</p> <p>This comment has not been fully satisfied.</p>

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				<p><i>Mainline Avenue from Occoquan Road.</i></p> <p><i>Refer to Sheet C300 for Land Bay A for location of shared use oath to be outside the ROW and a minimum of 8' from face of curb to edge of path.</i></p> <p><i>Per the 5/9/2022 meeting, all "structures" (sidewalks, sports courts, etc.) are removed from the ROW areas and only landscaping is shown for an improvement in the ROW. Refer to Sheet C500 for Land Bay A and Land Bay B for revisions to Gateway Groves.</i></p> <p><i>Applicant to work with VDOT and PWC on obtaining permits to provide enhanced landscaping within any leftover ROW .</i></p>	
1.05	General	The Applicants have included a series of transportation related waivers under draft proffer XI Planned Development District		<i>Refer to Exhibit 7 listing all DCSM waivers and</i>	4-21-2022 and 6-2-2022- The Applicant continues to include transportation related waivers in

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		<p>Modifications. These proposed modifications must be removed from the proffers. Each proposed waiver with acceptable justification must be submitted to Land Development for DOT review. It is recommended that the Applicants discuss these waivers and justifications with PWCDOT before submitting them to determine if they will be supported. In addition, the Applicants must get permission from the Planning Office to submit the waivers during the rezoning case process rather than at site/subdivision plan.</p>	1	<p><i>modifications being requested.</i></p> <p><i>Formal process for submission and approval will occur after discussing Exhibit 7 with County staff.</i></p> <p>5/20/2022: Refer to responses on attached "PWCDOT Response to Requested Waivers 4-21-22" spreadsheet and TIA Addendum Exhibit 9 for revisions to the waiver matrix.</p>	<p>draft proffer XI, paragraphs G and K-U. As previously noted, these proposed modifications must be removed from the proffers. This comment has not been adequately addressed.</p>
1.06	<p>DCSM Table 6-13</p> <p>Comp Plan NM Policy 7</p>	<p>The Applicants must provide a minimum of one (1) inverted-U bicycle parking on-site for every ten multi-family units, built to APBP standards. (Association of Pedestrian and Bicycle Professionals, <i>Essentials of Bike Parking</i>). In addition, one bike parking space is required per 10,000 square feet of proposed office and retail space in the development. Given the proximity to the Woodbridge VRE station, the Applicants must also proffer funds to provide additional bike parking at the VRE station to accommodate the additional demand from the proposed development.</p>	1	<p><i>Proposed bike locations have been located on Sheet C500 Landscape and Open Space Plan. Type and quantities will comply with APBP and DCSM requirements. Final quantities and locations will be shown on final site plans for Land Bays A and B.</i></p> <p><i>Proffer VIII.C for Land Bay A and Proffer VIII.E for Land Bay B have been modified to include a cash contribution for bike racks to be used by the</i></p>	<p>6-2-2022- This issue has been adequately addressed.</p> <p>4-21-2022-The Applicant provides for on-site and off-site bicycle racks in draft proffer VIII, E. This issue has been adequately addressed.</p>

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				<p><i>County/VRE at their discretion.</i></p> <p>5/20/2022: Acknowledged.</p>	
1.07	General, DCSM 610.06, Table 6-8	It is unclear from the Applicant's development plans the amount and location of parking to be provided for the proposed commercial and residential uses. The Applicant must provide adequate parking in compliance with the DCSM.	1	<p><i>Sheets C200 "Overall Project Plan" have been modified to include parking tabulations.</i></p> <p>5/20/2022: Per discussions with PWCDOT at the May 12, 2022, meeting, the Applicant has proffered to provide a parking management plan with Site Plan for approval. Refer to revised Proffer XI.G.3 for Land Bays A and B.</p> <p>Parking reduction being requested for Land Bay A is 11% and Land Bay B is 10%.</p>	6-2-2022- The Applicant included language in draft proffer XI.G.3 for Land Bays A and B and that a parking management plan will be provided at final site plan. However, the proffer must be removed from the Planned Development District Modifications and listed under Transportation proffers. The language must state that the parking management plan will be submitted with the first final site plan of Land Bay B and must be reviewed and approved by Prince William County Transportation. In addition, the waiver must be removed from the proffers and submitted as a waiver with justification to PWCDOT for approval. This comment has not been

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					<p>adequately addressed.</p> <p>4-21-2022- The Applicant has provided a detailed parking tabulation on Sheet C 200. However, the Applicant proposes to reduce DCSM required parking by up to 18%. A parking study is required which documents and justifies the proposed reductions. This study must be submitted with a waiver modification request and justification to Land Development Services for review and consideration by the Department of Transportation. We disagree with the assumptions presented in the ITE study. This is not a dense multi-use area. It is primarily residential with a few supporting commercial uses. It is unlikely that this waiver will be fully supported This comment has not been satisfied.</p>
1.08	General	In the draft transportation proffers for various roads, the Applicants note that the Applicant will		<i>Preliminary engineering has been conducted and it appears</i>	6-2-2022- The Applicant notes that additional ROW is not

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		construct various access related improvements within the existing right-of-way. However, the Applicant must clarify that it will obtain additional right-of-way as necessary to provide the proposed improvements.	1	<p><i>sufficient ROW exists for the proposed improvements.</i></p> <p>5/20/2022: Additional ROW is not required at this time for road improvements as shown on C300 for Land Bay A and C300, 304 and 305 for Land Bay B.</p>	<p>required at this time for road improvements as shown on C300 for Land Bay A and C300, 304 and 305 for Land Bay B. Provided this is confirmed by VDOT, this issue would be adequately addressed.</p> <p>4-21-2022- The Applicant must show the required right of way on the MZP. This comment has not been satisfied.</p>
1.09	DCSM 603.20	In order to provide safe access for pedestrians, lighting must be provided at all designated pedestrian crossings within the development.	1	<p><i>Acknowledged.</i></p> <p><i>All required lighting will be included on final site plans for Land Bays A and B.</i></p> <p>5/20/2022: Acknowledged.</p>	6-2-2022 and 4-1-2022- This comment has been satisfied.
1.10	General	The Applicant must submit a parking study to be granted the proposed parking credit which validates the proposed reduction.	1	<p><i>Sheets C200 "Overall Project Plan" have been modified to include parking tabulations.</i></p> <p><i>Refer to Exhibit 8 for a parking study for Land Bays A and B based on DCSM, Proposed and ITE 5th Ed. for</i></p>	<p>6-2-2022-See Response to 1.07.</p> <p>4-21-2022- The Applicant has provided a detailed parking tabulation on Sheet C 200 and on Exhibits 8-1 and 8-2. The applicant has not provided a</p>

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				<p><i>parking rates which show the proposed plan has adequate parking and the overall reduction from the County minimum standard is 11% for Land Bay A and 10% for Land Bay B.</i></p> <p><i>Pursuant to 610.03A we are requesting a modification to the parking requirements.</i></p> <p>5/20/2022: Per discussions with PWCDOT at the May 12, 2022, meeting, the Applicant has proffered to provide a parking management plan with Site Plan for approval. Refer to revised Proffer XI.G.3 for Land Bays A and B.</p>	<p>parking study that justifies the request. The applicant must provide a study that provides parking occupancy at similar locations in Prince William County which are in the vicinity of a VRE Station. It must also document multi-modal enhancements which offset parking demand. An official waiver request with adequate justification must be submitted. This comment has not been satisfied.</p>
1.11	DCSM-UAS-1 Detail 650.16	The typical section for urban center avenues and streets shown on page 12 of the Design guidelines must include dimensions.	1	<p><i>“Typical Section” on page 13 for Land Bay A and page 16 for Land Bay B has been modified.</i></p> <p>5/20/2022: Refer to Sheet C501 on Land Bay A and B for Street Sections and UAS-1</p>	<p>6-2-2022- The Applicant provides cross sections for the proposed roads on Sheet C 501 on the MZP’s for Land Bays A and B. However, they must be shown in the appropriate DCSM Detail with the modifications proposed. This comment has not been adequately addressed.</p>

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				<i>modifications.</i>	4-21-2022- The Applicant provides a typical section on page 16 of the Design Guidelines for a UAS-1 facility. This typical section is proposed to be modified for each of the internal streets including Mainline Avenue, Station Boulevard, Crabmans Way and Hilda Barg Way. Because each internal street is proposed to have different elements, a typical section must be provided for each proposed modification of the UAS-1 typical section. These must also be shown on the MZP for both applications. Note: There is no typical section on page 13 of the Design Guidelines. This comment has not been adequately satisfied.
1.12	General	The typical sections and modifications must be included on the Master Zoning Plans (MZP) for Land Bays A and B. This includes showing and clarifying public right of way and private easements on the MZP for Land Bays A and B.	1	<i>Proposed internal streets will be private and maintained by the Applicant/Association.</i> 5/20/2022: Refer to Sheet C501 on Land Bay A and B for Street Sections and UAS-1	6-2-2022- As noted in Comment #1.11, the Applicant provided cross sections for the proposed roads on Sheet C 501 on the MZP's for Land Bays A and B. However, they must be shown in

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		Note that VDOT will not maintain sidewalks that exceed 5' widths.		<i>modifications.</i>	the appropriate DCSM Detail with the modifications proposed. 4-21-2022- The typical sections and modifications are not included on the latest Master Zoning Plans (MZP) for Land Bays A and B. The Applicant must also show private easements on the MZP for Land Bays A and B. In addition, all proposed modifications to DCSM road sections must be detailed for each typical section. This issue remains outstanding.
1.13	Proffers	The Land Bay B draft proffer under Transportation for Route 1 (VIII C.5) states "In the event it is determined by the Applicant that the Route 1/Gordon Boulevard Phase 2 interchange will not move forward due to lack of approvals and or lack of funding....." etc. This proffer must be changed to state that VDOT and/or Prince William County will determine whether or not the interchange will move forward. Note that the Applicants' draft proffers were not reviewed in detail as they will be modified in keeping with recommendations from	1	<i>Land Bay B Proffer VIII.C.5 has been modified.</i> <i>5/20/2022: Acknowledged.</i>	6-2-2022- Draft proffer VIII C.5, the Route 1/Gordon Boulevard Phase 2 interchange, is now removed. This comment has been satisfied. 4-21-2022- The Applicant has modified draft proffer VIII C 5. This issue has been adequately addressed.

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		VDOT and Prince William County Department of Transportation.			
		Traffic Impact Analysis (TIA) Comments			
1.14	General	The Applicant's traffic study is complicated and must be discussed in detail with the Applicants' traffic consultant and VDOT.	1	<p><i>Meetings were conducted between the Applicant, Pennoni, Compton & Duling, PWC Transportation and Planning Staff and VDOT on November 23, December 7 and December 21, 2021, to discuss the TIA.</i></p> <p><i>The report has been updated to segregate graphics, add section numbers, add new LOS summary notes and new LOS bullets.</i></p> <p>5/20/2022: Meetings were held on May 9, May 12 and May 16, 2022, to discuss the resubmission and schedules.</p>	<p>6-2-2022-. This comment has been adequately addressed.</p> <p>4-21-2022- Additional meetings are required to discuss information included in the second submission.</p>

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1.15	TIA DCSM Table 6-1	The PWC Table 6-1 trip rate should be used to determine average daily traffic for the multifamily dwelling units.	2	<p><i>Traffic Engineer used trip rate methodology as per the approved Scoping Documents (3/29/2021). Rates used were per ITE at 5.44 vs. Prince William rates at 6.4. Daily trip rates updated in Table.</i></p> <p>5/20/2022: Acknowledged.</p>	6-2-2022 and 4-21-2022- This comment has been satisfied.
1.16	TIA Page 48 Chart 4, General	Correct the PM external trips from 1125 to 1105 based upon Table 9, page 47 of the TIA.	1	<p><i>Typo has been corrected in the revised TIA report.</i></p> <p>5/20/2022: Acknowledged.</p>	6-2-2022 and 4-21-2022- This comment has been satisfied.
1.17	TIA page 53 Transit Trips reduction credit	The Applicant may not take a transit reduction credit unless the transit center and pedestrian bridge to the VRE are provided as assumed in the TIA scoping document.	1	<p><i>Applicant has included a pedestrian bridge and (2) bus stops internal to the development on this resubmission.</i></p> <p><i>See response to Item 1.01 above.</i></p> <p>5/20/2022: Acknowledged.</p>	6-2-2022 and 4-21-2022- This comment has been satisfied.

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1.18	MZP Sheet C200 Riverside Station Land Bay B	Correct and change Land Bay A to B on the Proposed Development Tabulations.	1	<i>Correction has been made to "Proposed Development Tabulations" on C200 for Land Bay B.</i> 5/20/2022: Acknowledged.	6-2-2022 and 4-21-2022- This comment has been satisfied.
1.19	TIA Figure 6 Page 67	Update all ADT's to VDOT 2021 data.	1	<i>TIA is showing effective ADTs based on the adjusted 2015 volumes and other counts as balanced with 1.5 percent annual growth, per scoping. No change in volumes shown. Daily traffic calculated from PM peak hour volumes. VDOT 2021 volumes are not published yet.</i> 5/20/2022: Acknowledged.	6-2-2022 and 4-21-2022- This comment has been satisfied.
1.20	TIA Table 24, page 162	Intersection #4.1 EB VA Route 123: Explain how a significant benefit on traffic flow is obtained by changing the lane configuration from EB Left and EB Left Thru into EB Left Thru and EB Thru. Note that delay has increased for these movements.	1	<i>Refer to description on page 154 where mitigation is outlined for SB Route 123 as shown in simulation. Overall delay increased by 2 seconds. With the revised analysis, the ramp delays were associated with the Route 123 merging on NB Route 1, which are</i>	6-2-2022- The TIA has been corrected; however, the Applicant is not showing that it is improving the intersection LOS. This comment has not been adequately satisfied. 4-21-2022- The applicant has removed the EB variable lane

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				<p><i>addressed in the regional improvements with the ultimate interchange. With system recheck, the TIA reviewed potential improvements to provide additional stacking on westbound Belmont Bay Road on the new bridge to increase capacity. This could be included in the future final interchange design east of Horner Road to improve operations.</i></p> <p>5/20/2022: Refer to TIA Addendum dated May 20, 2022, for correction. The removal of EB Rt 123 was an error.</p>	<p>configuration mitigation from the revised TIA.</p> <p>Mitigation for WB Belmont Bay Road is not shown in any exhibit in the revised TIA. Further, the EB approach shows a delay reduction from LOS F to LOS C with no improvement shown or noted.</p> <p>This comment has not been adequately satisfied.</p>
1.21	TIA Table 24, page 162	Intersection #6 WB Dawson Beach Road: Explain the significant benefit on traffic flow by changing the lane configuration from WB/Left and WB/Right to WB/Left and WB/LR. While this reduces the delay on the WB/L it reduces the LOS for the WB/R from A to F in the PM peak hour.	1	<p><i>Refer to description on page 154, outlining mitigation for queue and LOS benefits on WB Dawson Beach.</i></p> <p><i>The volume is 1 car every 2 minutes.</i></p> <p><i>The LOS changes were shown</i></p>	6-2-2022- The Applicant has agreed to fully fund the pedestrian bridge and the County has agreed that this proffer is in lieu of mitigating its traffic impacts. This comment has been adequately satisfied.

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				<p><i>on page 164 for the improvement at intersection #13. With the revised TIA, the study identified short and long-term improvements on Dawson Beach Road to accommodate future volumes, which address capacity change with and without the interchange. The LOS changes are noted in the LOS summary tables. The site impacts east of Route 1 are minor and the capacity shortfall are associated with the existing Route 1 signal and the short proximity for turns to/from Express Drive.</i></p> <p>5/20/2022: Per discussions at the 5/9/2022 and 5/12/2022 meetings, PWCDOT requires Applicant to address all issues at entrances directly into the site to meet DCSM/VDOT standards and considers the pedestrian bridge as the major contribution to resolving regional impacts. In</p>	<p>4-21-2022- Refer to comment 2.10 TIA, Exhibit 3 “2026 Improvement Detail for Rt. 1/ Occoquan Rd/Dawson Beach Rd” regarding improvements shown and feasibility. Additionally, the applicant provides no commitment to fund or construct improvements to address their impacts. This comment has not been satisfied.</p>

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				<p><i>addition to the revisions shown on Sheet C300 and 305 for Horner Road improvements, Applicant is providing the increase in storage on NB US Rte. 1 for additional site traffic, - refer to Sheet 305. Regional improvements on Dawson Beach are not being proposed with this application. Refer to TIA Addendum dated 5/20/2022 for additional information and clarification to Regional Improvements.</i></p>	
1.22	TIA Table 21, page 138; Table 23, page 156, Table 25, page 168	The mitigation measures in the TIA do not adequately address the levels of service F forecasted for 3 intersections in 2030 and 6 intersections in 2036 (with the interchange). In addition, the mitigation measures do not adequately address 5 intersections with LOS F without the interchange in 2030.	1	<p><i>Revised TIA will include proposed mitigation measures for site impacts.</i></p> <p><i>Note that the development of Land Bays A and B under the existing uses would generate similar peak hour trips and would not warrant improvements.</i></p> <p><i>TIA shows the existing derived site volumes at driveways in</i></p>	<p>6-2-2022 The Applicant has agreed to fully fund the pedestrian bridge and the County has agreed that this proffer is in lieu of mitigating its traffic impacts. This comment has been adequately satisfied.</p> <p>4-21-2022- Three intersections remain at LOS F for 2030 (w/o Interchange, Improved). 1</p>

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ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE: 2/25/2022 & 5/20/2022	FINAL DISPOSITION ⁽²⁾
				<p><i>Figure 6, which reflect approximately 50 percent of the existing site trip generation potential. New table added for differences.</i></p> <p>5/20/2022: Per discussions at the 5/9/2022 and 5/12/2022 meetings, PWCDOT requires Applicant to address all issues at entrances directly into the site to meet DCSM/VDOT standards and considers the pedestrian bridge as the major contribution to resolving regional impacts.</p> <p>Refer to Sheet C300 for Land Bay A for right and left turn lanes at Mainline Avenue from Occoquan Road. Also refer to TIA Addendum Exhibit 9 for waiver matrix.</p> <p>Refer to TIA Addendum dated 5/20/2022 for additional information and clarification to Regional Improvements.</p>	<p>intersection remains at LOS F for 2030 and for 2036 (with Interchange, Improved).</p> <p>Although mitigation measures are shown to address some impacts, the applicant provides no commitment to fund or construct improvements to address their impacts.</p> <p>This comment has not been satisfied.</p>

REZ 2020-00024 and SUP 2020-00037 First Submission Comments

<p>(1) To be filled out by Applicant/Engineer. Date of Response is required. (2) The PWC reviewer is responsible for the final disposition of all comments.</p>	<p>Note: This form is to be used by the PWC Transportation Planning to provide comments or concerns associated with the rezoning applications, site plans, special use permit applications or any other plans when requested by the applicants.</p> <p>REVISED: MAY, 2017</p>
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