

Board of Supervisors

Robert "Bob" Thomas, Jr., Chairman Laura A. Sellers, Vice Chairman Meg Bohmke Jack R. Cavalier Wendy Maurer Paul V. Milde, III Gary F. Snellings

Anthony J. Romanello, ICMA-CM County Administrator

Infrastructure Committee AGENDA

March 1, 2016 @ 1:00 p.m. ABC Conference Room, Second Floor

	Agenda Item			
	Introduction			
	✤ Welcome			
1.	FAMPO I-95 Study Update - Paul Agnello			
2.	Artificial Turf Fields at Embrey Mill			
3.	Centreport Parkway Limited Access Break			
4.	Lake Arrowhead Dams			
5.	Pump and Haul Loan Policy			
6.	VRE Commuter Stations			
7.	CMAQ/RSTP Available Funds			
8.	Stafford (Berea) Parkway – Richard Ward			
9.	Widewater CDA Dissolution (Closed Session)			
10.	Next Meeting - April 5, 2016			
	Adjourn			

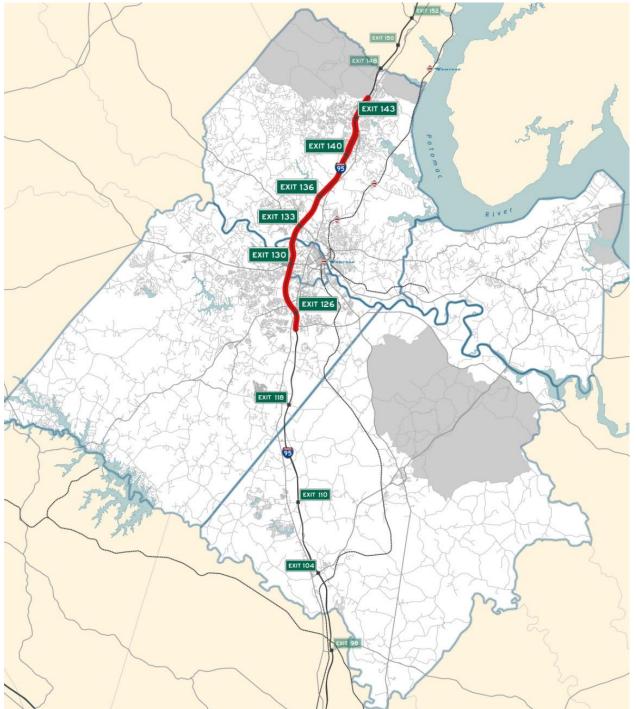
I-95 Corridor Study

Presentation to Stafford County March 1, 2016

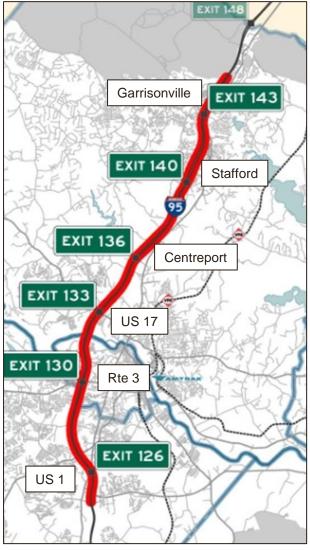


Today's Meeting Agenda

- 1. Project background and objectives
- 2. Existing Conditions
 - Average daily traffic
 - Truck percentages
 - Directional split
 - Congestion scans
 - Origin / Destination information
- 3. Candidate alternatives
- 4. Next Steps



Phase I Study Area

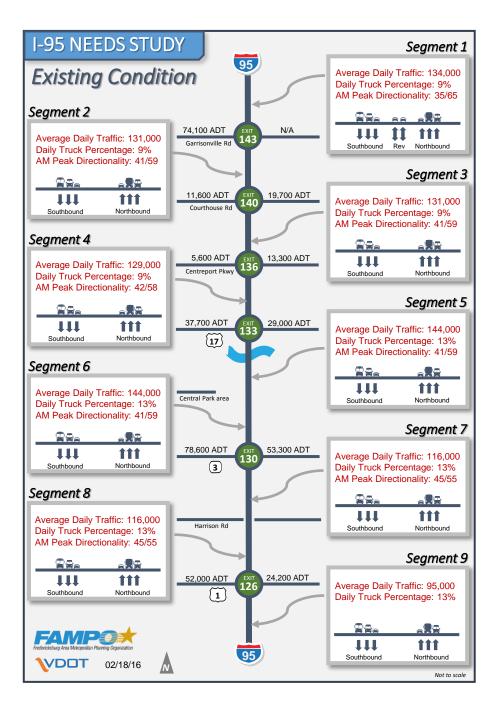


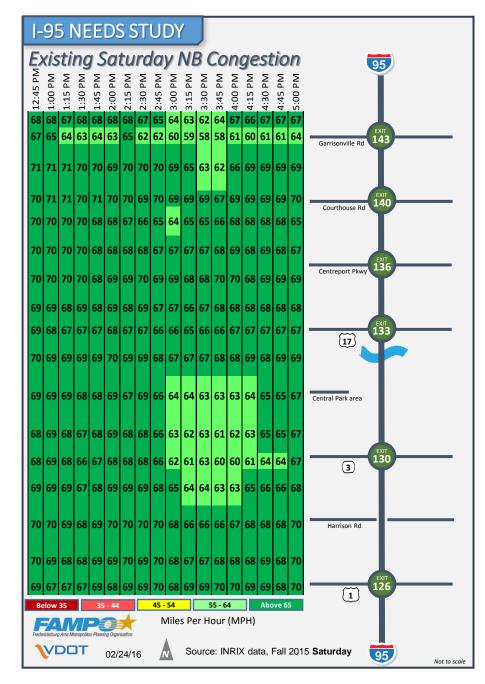
Phase I Study Background

- 1. Severe, reoccurring traffic congestion along I-95 Corridor from Quantico to Massaponax Area
- 2. Scarce Transportation Funding for Major Projects Outside of HB2
- 3. Upcoming 2nd Round of HB2 Schedule requires HB2 ready projects by July, 2016
- 4. Need to determine what I-95 project(s) should be submitted for next round of HB2

Phase I Study Objective

- To develop an improvement program to address the needs of the I-95 corridor between milepoint 145 in Stafford County and milepoint 125 in Spotsylvania County for the year 2040.
- 2. Improvements limited to I-95 and Park and Ride lots near I-95 interchanges for Phase 1.
- Study results needed by June 2016 to allow for consideration as part of the second round of House Bill 2 process.

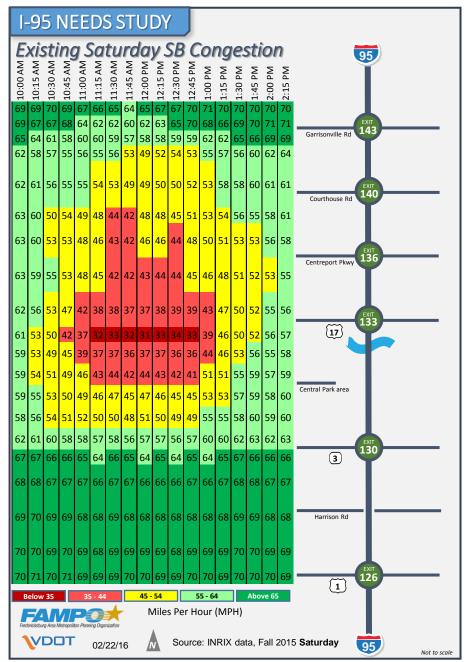




Recurring Saturday NB Congestion – Findings

- No average travel speeds below 58 MPH
- Slight delay concentrated around Route 3

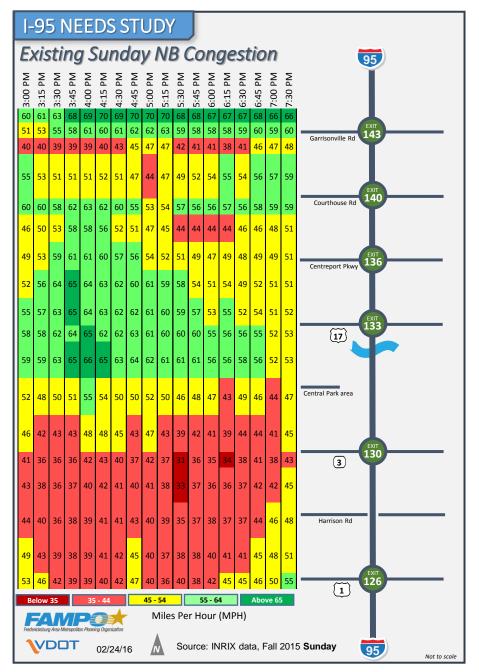
Data reflects an average Saturday from September 14, 2015 to November 19, 2015



Recurring Saturday SB Congestion – Findings

- Travel speed averages less that 45 mph for 2hour period in middle of study area
- Travel speed averages less than posted speed limit for approximately 13-miles of study area
- Travel speed averages less than posted speed limit for over 4-hours in study area

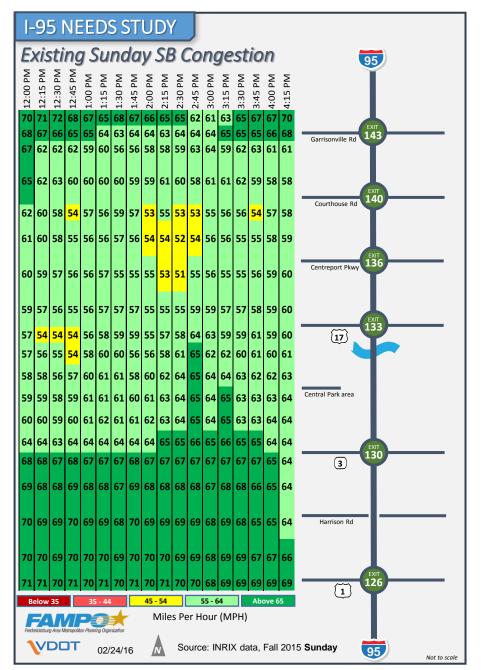
Data reflects an average Saturday from September 14, 2015 to November 19, 2015



Recurring Sunday NB Congestion – Findings

- Over 4.5-hours of average speeds below 45
 mph at southern end of study area
- Lowest average travel speed of 31 mph
- All 17-miles of study area experiences average speeds below posted speed limit at one point or another in sample data

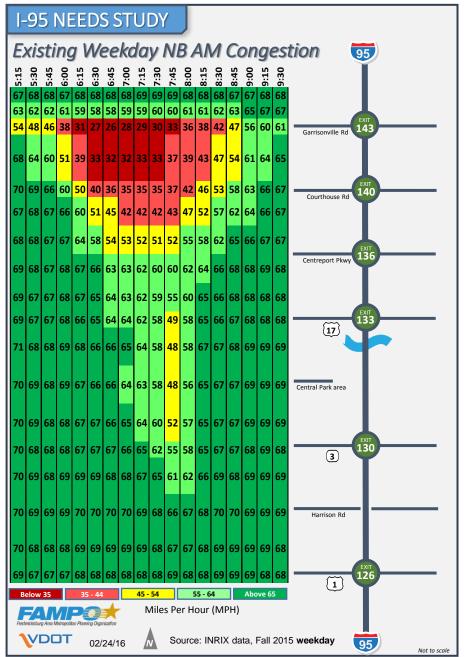
Data reflects an average Sunday from September 14, 2015 to November 19, 2015



Recurring Sunday SB Congestion – Findings

- · No average travel speeds below 51 mph
- Large block of time and geography with average speeds slightly below posted speed limit

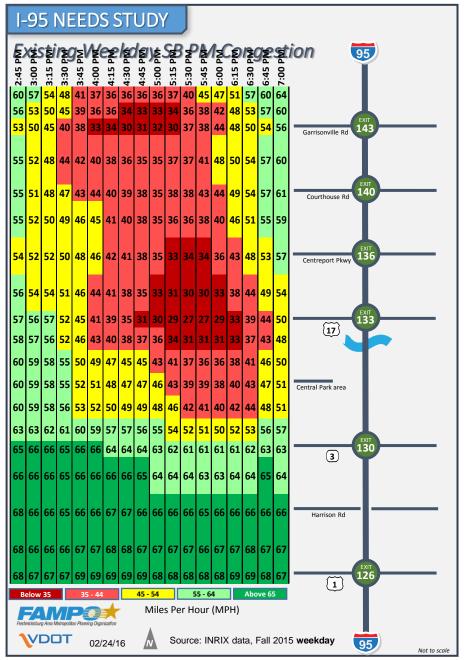
Data reflects an average Sunday from September 14, 2015 to November 19, 2015



Recurring Weekday NB Congestion – Findings

- Average travel speed less that 45 mph for 3hour period at northern end of study area
- Minimum average speed of 26 mph at northern end of study area
- Travel speed is less than posted speed limit for over 13-miles of study area

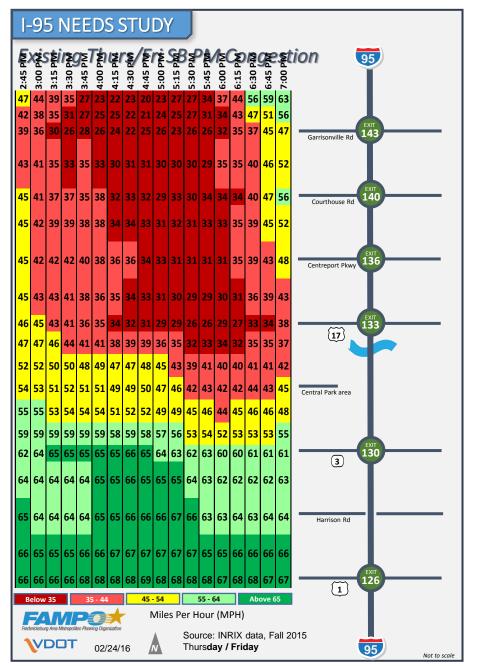
Data reflects an average Monday – Friday from September 14, 2015 to November 19, 2015



Recurring Weekday SB Congestion – Findings

- Travel speed averages less that 45 mph for a 2.5-hour period for much of study area
- Travel speed averages less than 45 mph for approximately 13-miles of study area
- Travel speed is less than posted speed limit for over 4-hours each afternoon

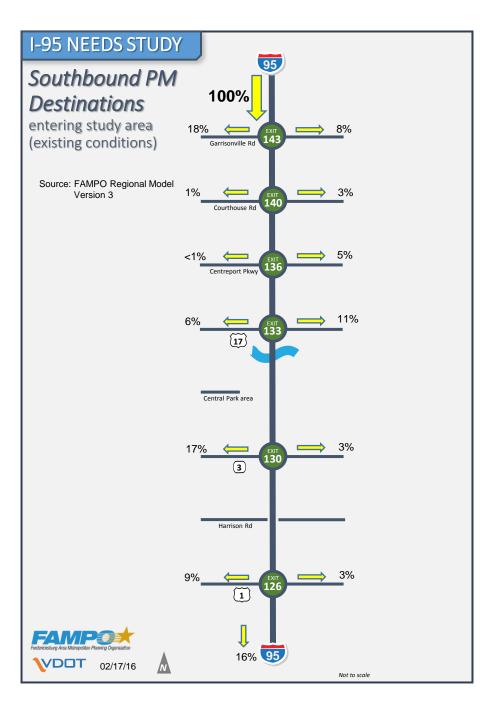
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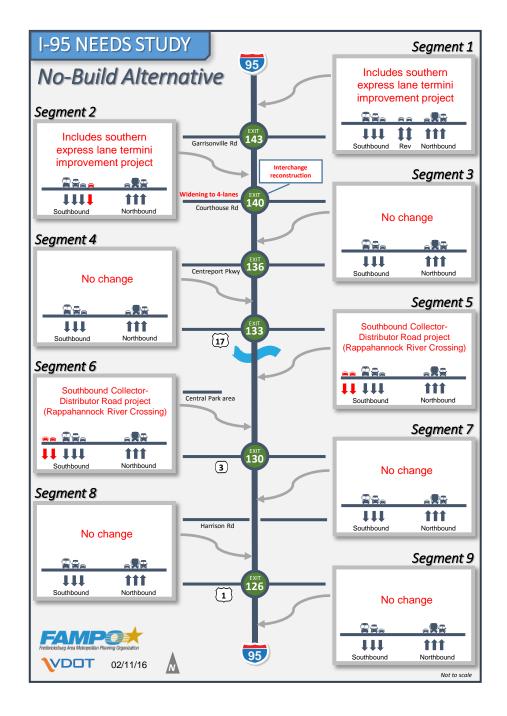


<u>Recurring Thursday/Friday Weekday SB</u> <u>Congestion – Findings</u>

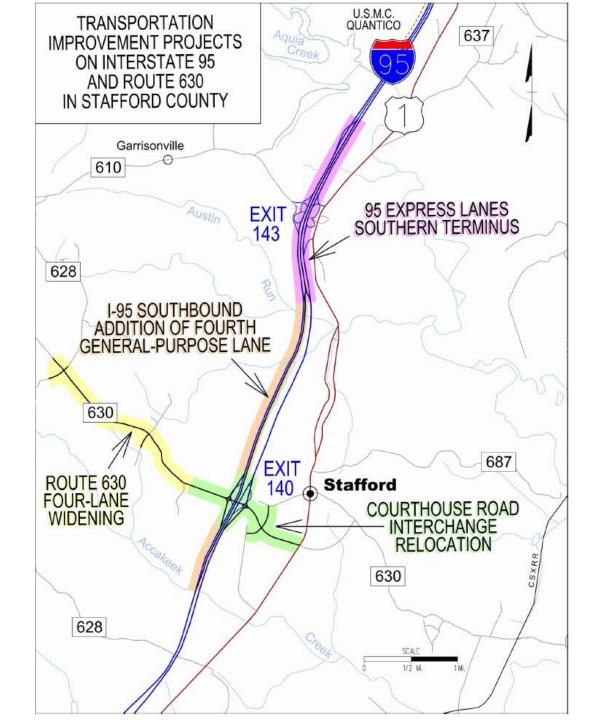
- Average travel speed less that 45 mph for a 4-hour period for much of study area
- Average travel speed less that 35 mph for a 2-hour period for much of study area
- Average travel speed less than 45 mph for most of study area

Data reflects an average Thursday – Friday from September 14, 2015 to November 19, 2015





Future No-Build Alternative



Candidate alternatives – Feb 25, 2015

From VDOT

- V1. Fourth general purpose lane in both NB and SB direction (realizing that a portion of SB is included as option on Rte. 630 Interchange Design Build)
- V2. CD Road from Rte. 3 thru Rte. 620 Harrison Rd, Rte. 208 Courthouse, and possibly Rte. 1. SB should be first and NB to follow when needed.
- V3. Rte. 610 EB to Rte. 95 Express direct access
- V4. Additional Rappahannock River Crossing my idea of a location is outside the Rte. 95 corridor
- V5. Relocate interchange at Rte. 1 Exit 126 to new location further south

From Spotsylvania

- S1. Further expansion of the Rappahannock River crossing C/D lanes to include new slip ramps at Harrison Rd. and Courthouse Rd. (Route 208)
- S2. The completion of the Super Ramp project and other improvements as indicated in the I-95 Exit 126 area planning study with IMR improvements to include the J ramp
- S3. The addition of a new exit at MP 123 as indicated by the Jackson Gateway Interchange justification report dated 10/16/12 Project No. 1101830005 as shown on figure ES-1

From CTAG

- C1. Extend 95 Express Lanes to Exit 126
- C2. Complete Rappahannock River Crossing project with CD lanes down to Exit 126 and new interchange at Exit 128: Harrison Rd
- C3. Improved access from Exit 133 (Rte 17) to SB I-95

Next Steps

- **1. Additional or clarified alternatives**
 - Looking for input from Stafford
- 2. Bundling of concepts for testing by End of March
- 3. Initial testing / reporting in April
- 4. Draft Results for Presentation to Localities in Early May

2 – Artificial Turf Fields at Embrey Mill

- The County completed four artificial turf fields at Embrey Mill Park, which will open officially for the St. Patrick's Day tournament in March. Two natural turf fields were also completed, although they will need another growing season to mature before use.
- The adopted Capital Improvement Program includes just over \$2.7 million in parks bonds for completion of two full sized (U14) rectangular fields, bringing the total fields to eight.
- The County has sold those bonds, and approved over \$1.2 million in proffer funding and in-kind improvements to advance the completion of the Park, resulting in nearly \$4 million for construction of the next two fields, as well as a playground.
- The last phase for completion of Embrey Mill Park, adding three more smaller rectangular fields, is planned during FY2018. We have another \$2.96 million in bonds programmed for FY2018 for this phase of park construction. A graphic is provided which delineates the various stages for park completion.
- With the addition of the proffer funds, the Board may wish to consider constructing the two full size fields with artificial turf. There are some cost savings associated with the reduction in soil amendment and irrigation costs that offset the higher artificial turf costs somewhat.
- In addition, artificial turf fields can be scheduled for increased use such that a single artificial turf field is the equivalent of between 2.3 and 3.0 natural turf fields. These two fields constructed with artificial turf will result in the equivalent of between 4 and 6 natural turf fields.
- Staff has also inquired about the affect an additional two artificial turf fields might have on the type of tournaments that could be attracted to Stafford if we offered a six artificial turf field complex. We received a letter from the U. S. Adult Soccer Association indicating a minimum of six artificial turf fields is necessary to attract this large organization. We have heard similar feedback from other groups as well.
- Staff has updated the cost estimates for the next phase of rectangular field construction. The estimates below <u>subtract out</u> the value of the in kind work provided by the Colonial Forge proffer amendment. This value applies equally to both options, and has a total estimated value of \$974,082.

Additional Artificial Turf Cost	\$1,118,000
Fields 7 & 8 Natural Turf	<u>\$1,772,000</u>
Fields 7 & 8 Artificial Turf	\$2,890,000

• The last phase of the buildout at Embrey Mill is estimated to cost \$1.25 million. The total cost to finish the park is estimated at \$4.14 million, well under the total funding programmed for park construction, even with the addition of two artificial turf fields. This is summarized in the table below.

	Fun	ding Sources		Cou	inty Expenses
Bond (Phase 2)	\$	2,719,960	Phase 2 Base Cost	\$	1,772,000
Proffers	\$	250,000	Artificial Turf	\$	1,118,000
TOTAL	\$	2,969,960	TOTAL	\$	2,890,000
Bond (Phase 3)	\$	2,962,740	Phase 3 Cost	\$	1,250,000
Buildout Funding	\$	5,932,700	Total Buildout Cost	\$	4,140,000

- Staff believes we have an opportunity to greatly enhance the use of the park for County residents and the attractiveness for major tournament play without exceeding the funding identified for Embrey Mill Park
- Staff is prepared to bring the matter to the Board for consideration at the March 15th meeting.





Optional Field Layout



0 100' 200'



LAYOUT DESCRIPTION

Phase 1(6 Fields) Artificial Turf 2-Football/U-14 Soccer Fields 2-U-14 Soccer Fields

Natural Turf 2-U-12/U-10 Soccer Fields

Phase 2 (2 Fields) Natural Turf 2- U-14 Soccer Fields

Phase 3 (3 Fields) Natural Turf I-U-8 Field 2-U-6 Fields

BASE BII



WWW.TIMMONS.COM



Dear Chris,

Following our discussion about the hosting requirements for our adult soccer tournaments I wanted to confirm a number of points.

For our events to be financially sustainable & successful we need a minimum of six fields to be available. The costs associated with operating a tournament are substantial and we need to collect sufficient entry fees to off set the expense and leave a small profit. To attract enough teams, we have to organize multiple age divisions. Our typical tournaments have an open division and over thirty to over seventy divisions.

Having so many age groups means we also need our host destination to be flexible. To protect the health & safety of our older players we often play 8 v 8. This requires a smaller field and we normally ask that one full sized field be split to create two smaller fields. We still need at least five fields for the remaining age groups.

I trust our issues make sense and if you need clarification please don't hesitate to send me an email or call on my direct number – 708 496 6870. We are definitely interested in bringing one of our national tournaments to the area.

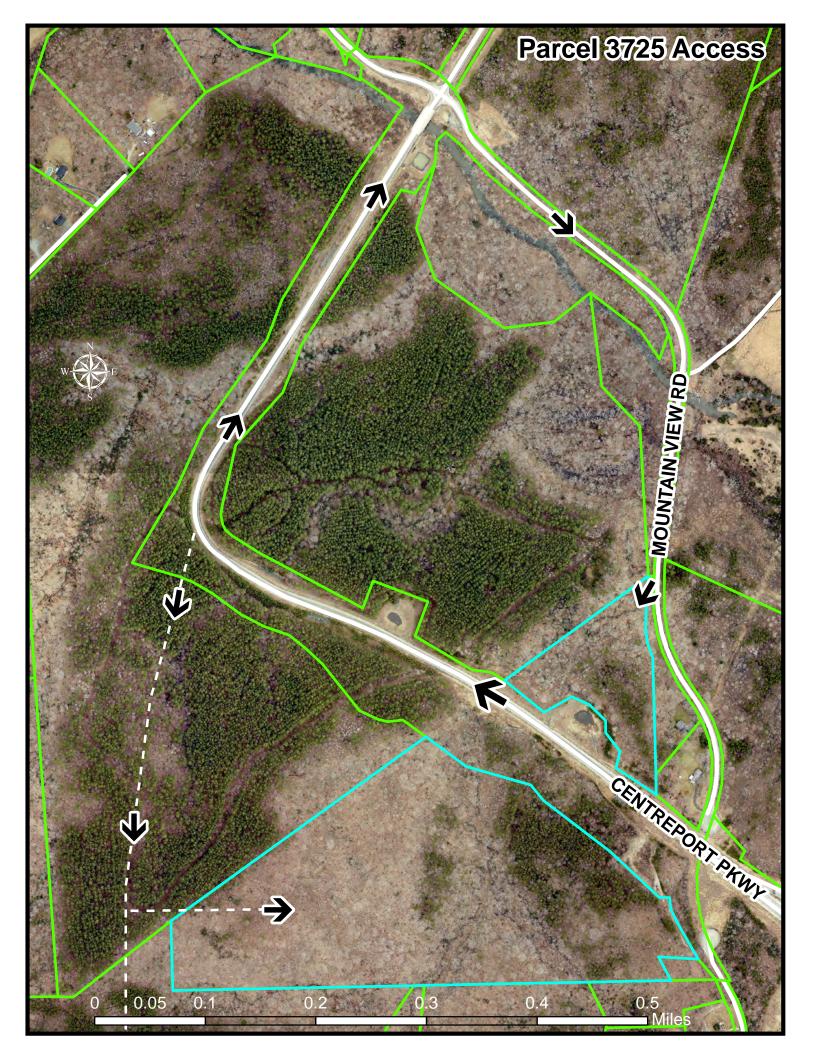
Sincerely,

Duncan Riddle

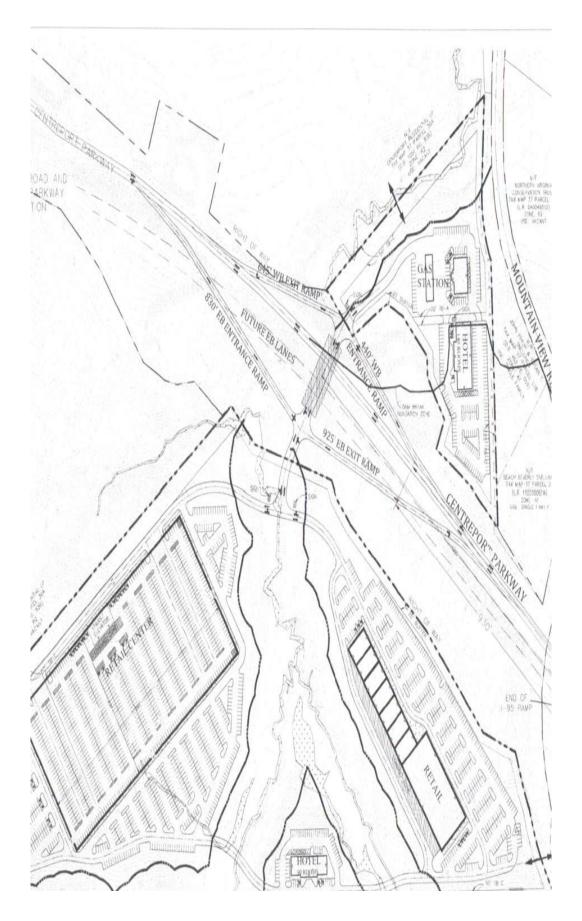
Executive Director

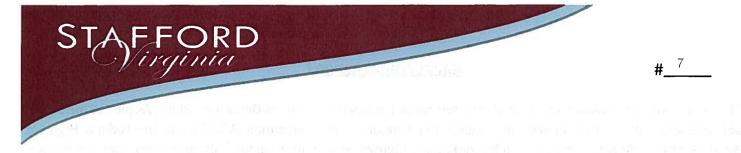
3 – Centreport Parkway Limited Access Break

- This matter was presented to the Board at the February 16th meeting, whereupon Board members referred the issue to the Infrastructure Committee.
- Centreport Parkway (Parkway) splits the 51 acre Parcel No.37-25 into approximately a 6.7 acre parcel north of the Parkway, and 44.3 acres on the south side. The entire parcel is zoned B2 as a result of a 2007 reclassification.
- The Parkway was designated as a limited access highway from the intersection with Route 1 east of I-95, to a point close to the intersection with Mountain View Road.
- The portion of 37-25 north of the Parkway was planned to be accessed from Mountain View Road, and the portion south of the Parkway off of the Stafford (Berea) Parkway from an adjacent property, as shown on the attached graphic.
- Both of these access points require a circuitous route for motorists exiting I-95 to reach the possible commercial businesses that might be constructed at this location. Furthermore, the current owner has indicated that they have been unable to obtain access from the adjacent property to the larger parcel south of the Parkway.
- GAM Stafford, LLC purchased the property in 2015 and has been working with VDOT for permission for a break in the limited access immediately west of the Exit 136 I-95 interchange. This effort followed the unsuccessful attempt to gain access to the parcel from the adjoining property owner.
- After extensive evaluation, the local VDOT office has consented to non-signalized break in the limited access utilizing ramps and an overpass on the Parkway, similar to the existing Exit 140 at Courthouse Road, as shown on the attached diagram. They could also use right in-right out access points with a round-about.
- The approval process requires support from the local government, and approval by the Commonwealth Transportation Board.
- Staff has engaged in this conversation with VDOT and the developer, and supports the break in limited access to support commercial development at this site.
- Staff is prepared to bring the matter back to the Board for consideration at the March 15th meeting. The previous Board package is also included for reference.



PROPOSED CENTREPORT PARKWAY LIMITED ACCESS BREAK





BOARD OF SUPERVISORS Agenda Item

Meeting Date:	February 16, 2016
Title:	Express Support for a Break in the Limited Access on Centreport Parkway
Department:	Planning and Zoning
Staff Contact:	Jeffrey Harvey, Planning and Zoning Director
Board Committee/ Other BACC:	N/A
Staff Recommendation:	Approval
Budget Impact:	N/A
Time Sensitivity:	N/A

ATTACHMENTS:

1.	Background Report	3.	Letter dated February 2, 2016
2.	Proposed Resolution R16-60	4.	Ordinance 007-63 dtd. 11/20/07
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X C	Consent Agenda	Other Business	Unfinished Business
Ē	Discussion	Presentation	Work Session
N	lew Business	Public Hearing	Add-On

REVIEW:

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X	County Administrator	Allomment
X	County Attorney	Jalen Lehumate
X	Public Works	Christophen 12 - Rapp

DISTRICT:	Hartwood

BACKGROUND REPORT

The Centreport Interchange, I-95 Exit 136 (Interchange), opened to traffic in December, 2005. As part of the design and operation of the interchange, the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), established a limited access highway designation on the local approach road. Centreport Parkway is the local approach road to the Interchange. The limited access highway designation precludes access to the roadway from adjacent properties. On the east side of I-95, the limited access extends from the Interchange to U.S. Route 1 (Jefferson Davis Highway). On the west side of I-95, the limited access extends along Centreport Parkway past the curve northward almost to Mountain View Road.

Tax Map Parcel No. 37-25 consists of two parts, and is divided by Centreport Parkway west of I-95. The entire property is approximately 51 acres in size. The south side of Centreport Parkway contains 44.5 acres, while the north side contains 6.7 acres. The portion south of Centreport Parkway does not have direct access to a public road. The portion north of Centreport Parkway has access to Mountain View Road.

In 2007, Tax Map Parcel No. 37-25, in its entirety, was reclassified to B-2, Urban Commercial Zoning District. The zoning proffers anticipated that the property would be used primarily as an employment center with hotels and limited retail. Development of the southern portion of the property was predicated upon obtaining public street right-of-way, and constructing a public road across adjacent Tax Map Parcel No. 37-30A.

Since the time of the rezoning, the subject property has remained undeveloped. The County's Comprehensive Plan designates the property as part of an Urban Development Area (UDA), where more dense development is envisioned. To date, GAM Stafford LLC (Owner), indicates that it has been unable to obtain the public street right-of-way from Tax Map Parcel No. 37-30A. In addition to the inability to secure the proffered public street right-of-way, the limited access highway designation hampers the ability of the Owner to attract commercial businesses to the property.

In order to attract potential commercial businesses to the property, the Owner has been working with VDOT Officials to obtain a break in the limited access highway designation on Centreport Parkway. The process requires that an application be submitted to the Commonwealth Transportation Board (CTB) through VDOT's Fredericksburg District Office. As part of the application process, the County is required to submit an acknowledgement of support for the application. The CTB would review the application and consult with FHWA to determine if the requested changes to the limited access would result in a significant change in the function and operation of the Interchange. The application review process takes at least six months.

The VDOT Fredericksburg District Office has endorsed two designs proposed for the break in the limited access designation (Attachment 3). The designs would include a grade-separated access with entrance and exit ramps (similar to a diamond interchange) that serves both portions of the property, or an at-grade right-in/right-out entrance on the south side of the Centreport Parkway, with U-turn lanes in the roadway median, without any access to the property on the north side of Centreport Parkway. VDOT's endorsement referenced a proposed change to the proffers for the property.

PROPOSED

BOARD OF SUPERVISORS COUNTY OF STAFFORD STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 16th day of February, 2016:

VOTE:

<u>MEMBERS</u>: Robert "Bob" Thomas, Jr., Chairman Laura A. Sellers, Vice Chairman Meg Bohmke Jack R. Cavalier Wendy E. Maurer Paul V. Milde, III Gary F. Snellings

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION TO SUPPORT AN APPLICATION TO THE COMMONWEALTH TRANSPORTATION BOARD FOR A LIMITED ACCESS BREAK ON CENTREPORT PARKWAY, WITHIN THE HARTWOOD ELECTION DISTRICT

WHEREAS, GAM Stafford LLC (Owner) is the owner of Tax Map Parcel No. 37-25; and

WHEREAS, the Owner plans to make an application to the Commonwealth Transportation Board (CTB) for a limited access break on Centreport Parkway (SR-8900); and

WHEREAS, Exit 136 on Interstate-95, and Centreport Parkway opened to traffic in December, 2005; and

WHEREAS, since the opening of Exit 136 on Interstate-95, no commercial development has occurred near this interchange; and

WHEREAS, the Board believes that the restrictive nature of the limited access highway designation on Centreport Parkway has been a deterrent to new development; and

R16-60 Page 2

WHEREAS, the Virginia Department of Transportation (VDOT) Fredericksburg District Office is supportive of two alternative designs for a limited access break on Centreport Parkway; and

WHEREAS, the Board believes that allowing a break in the limited access highway designation on Centreport Parkway would benefit the commercial tax base for the County and the convenience of the motoring public;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 16th day of February, 2016, that it be and hereby does express its support for the application to the Commonwealth Transportation Board for a limited access break on Centreport Parkway, west of the Exit 136 Interchange with Interstate 95.

AJR:JAH

Law Offices LEMING AND HEALY P.C. P. O. BOX 445

GARRISONVILLE, VA 22463

H. CLARK LEMING PATRICIA A. HEALY DEBRARAE KARNES PETER R. BASANTI

(540) 659-5155 FAX (540) 659-1651 Email: lemingandhealy1@msn.com

February 2, 2016

VIA EMAIL AND FIRST CLASS MAIL

Jeff Harvey, Director Department of Planning and Zoning Stafford County P.O. Box 339 Stafford County, Virginia 22555-0339

RE: Request for Stafford County Support of Application to the Commonwealth Transportation Board for a Limited Access Break on Centreport Parkway to Benefit Tax Map Parcel 37-25; Owned by GAM Stafford, LLC.

Dear Jeff:

The purpose of this letter is to request on behalf of my client, GAM Stafford, LLC ("GAM"), the support of the Stafford County Board of Supervisors for GAM's application to the Commonwealth Transportation Board (CTB) for a break in a limited access highway. The proposed break would serve a planned 500,000 square foot commercial development to be located on Centreport Parkway.

I. The Property

The subject property consists of approximately 51 acres and is identified in county records as Tax Map 37-25. The property was rezoned to the B-2 zoning district in 2007 and is designated Urban Development Area in the Comprehensive Plan. Exhibit 1 attached hereto identifies the location of this parcel, which is divided by Centreport Parkway. My client plans to develop on the property a retail commercial center, including two hotels. Substantial commercial development on Centreport Parkway is consistent with the land use goals of Stafford County, and will benefit the area and commence development of the Centreport interchange area.

Jeff Harvey, Director February 2, 2016 Page 2

II. Access to the Property

The issue of access to the property must be resolved before development plans can be implemented. Centreport Parkway is a limited access highway; direct access to the parcel is not permitted, even to contiguous parcels.¹ The property owner has worked with VDOT for the last nine months to evaluate the best access. VDOT's review is documented in an August 20, 2015 letter written by David Beale, the Area Land Use Engineer, which is attached as Exhibit 2.² As access to the property directly from Centreport Parkway is prohibited, the owner, at his own expense, would design and construct one of the alternatives endorsed by VDOT, described as the diamond interchange. Ramps would be designed and built on either side of Centreport Parkway. Vehicles would travel on the ramps to the property and allow for a unified development design. The proposed access would prevent the traffic generated by the proposed development from adversely affecting traffic flow on Centreport Parkway, I-95, and on local roads. Exhibit 3 attached hereto illustrates the access design.

III. Application for a Break in Limited Access

Even though this design diverts traffic from Centreport Parkway, approval of a break in limited access by the CTB is still required, with the participation of federal officials (based on the proximity of the project to Interstate 95).³ The CTB review is estimated to require at least six months.

The property owner is also in the process of preparing and will shortly file a proffer amendment to develop this project. The current proffers running with the B-2 zoning anticipate an office development rather than a retail center. The amended proffer will commit to the access design proposed for the retail development. It is our view, and I believe that of staff as well, that simultaneous processing of the CTB application and the proffer amendment application by the

¹ The 2007 proffers require construction of a 0.5 mile extension of Mountain View Road. This extended road would have to go through parcels not owned or controlled by the developer, and the road's location at the rear of the property would be significantly less desirable from a market perspective.

² In a letter dated August 20, 2015, VDOT said that "the District would support a limited access break as necessary to provide access via one of the alternatives." The alternative selected by the property owner was the diamond interchange, as described above. The other alternative was construction of a right-in/right-out entrance, which was ultimately rejected by the property owner as it had the potential to generate excessive u-turn movements, and would also require a second limited access break, which VDOT would not support.

³ The application process to obtain approval of a limited access break is set forth in 24 VAC30-401-20. In order to obtain the requisite written CTB approval, the following steps are required:

⁽¹⁾ Submission of written request to VDOT's district administrator, including a resolution, letter of support or formal request from local government for the limited access break, submission of a global traffic analysis, and submission of an environmental analysis of the proposed change;

⁽²⁾ Payment for the costs of written notice to be posted by the CTB;

⁽³⁾ Payment of a deposit estimated to pay the cost of consideration of the request by the CTB;

⁽⁴⁾ Determination by VDOT's chief engineer that the change will not adversely affect the safety or operation of the highway;

⁽⁵⁾ Verification by the district that the proposed limited access change has been through an air quality conformity review, if the subject property is within the nonattainment area for air quality; and(6) Review by the Federal Highway Administration to determine if there is a significant change in the function or operation of the existing interstate system highway facility.

Jeff Harvey, Director February 2, 2016 Page 3

County will advance the timing of the development by as much as one year. It will also be useful, I think, for the CTB's review of the break on limited access for a corresponding land use application to be under review by the County.

One of the requirements for the CTB application is a letter from the locality supporting the proposed limited access break. To that end I request that an agenda item be scheduled for the Board of Supervisors' meeting on February 16, 2016 to consider support of this proposed limited access break. The Board's support of the break in limited access at this time will allow the CTB application and the proffer amendment to be considered within the same time frame. The Board's support for the break in limited access does not tie the Board's hands or limit its discretion in consideration of the proffer amendment application. It merely permits the CTB application to proceed.

Thank you for your assistance in this matter. Please contact me with any questions.

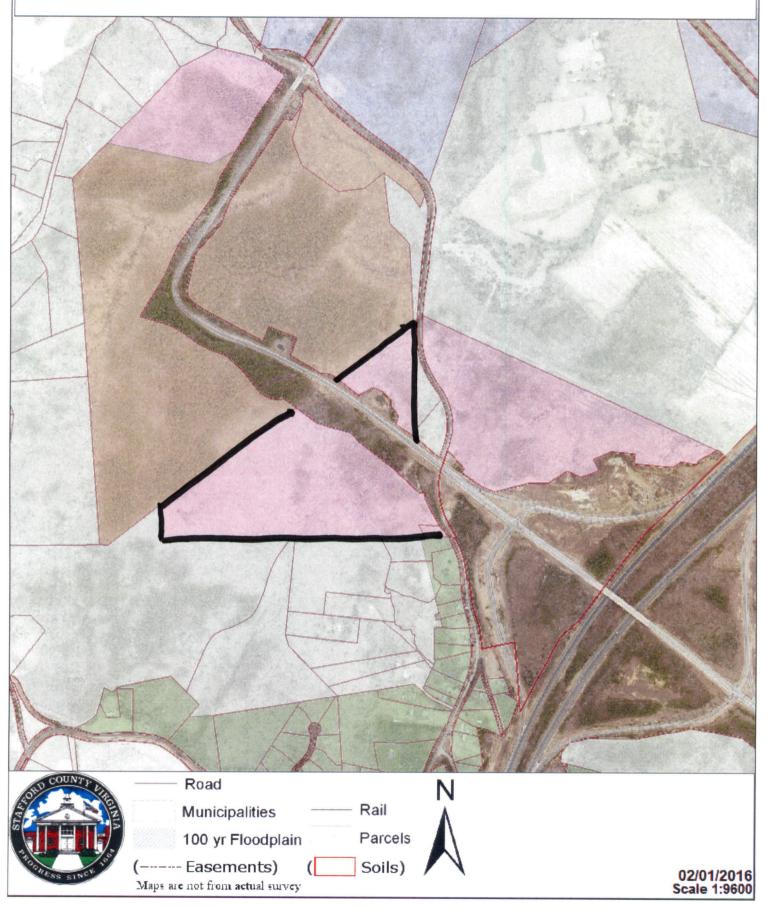
Yours very truly,

H. Clark Leming

Attachments

cc: Jacob Manevich Keith Dayton Joey Hess Chris Rapp

<Tax Map Parcel 37-25> <2 Portions>





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Charles A. Kilpatrick, P.E.

87 Deacon Road Fredericksburg, Virginia 22405

August 20, 2015

H. Clark Leming Leming and Healy P.C. P.O. Box 445 Garrisonville, VA 22463

RE: Tax Map Parcel 37-25, Stafford County, Virginia

Dear Clark,

Thank you for your July 31, 2015 correspondence regarding the subject parcel. VDOT Fredericksburg District (District) has reviewed your draft proffer language and has concluded that the preferred method for access to the southern portion of the subject parcel is via a permanent entrance that is not subject to removal upon a viable alternative access that may become available in the future. As such, a signalized intersection at this location is not supported since it is not anticipated to be present upon the ultimate design and construction of Centreport Parkway.

However, the District would be supportive of alternative means of access to this parcel. Grade separated access or a right-in/right-out entrance that accommodates u-turns and the future Centreport Parkway design are two alternatives that would be supported by the District. Schematic drawings of these two alternatives are included with this letter to convey the design concepts. The District would support a limited access break as necessary to provide access via one of these alternatives.

The Generalized Development Plan dated July 17, 2015, depicts a connection on Centreport Parkway to support the proposed hotel and gas station to the north. As you know, this connection would require an additional limited access break. A limited access break to serve the northern portion of the subject parcel is not supported by the District. This portion of the parcel should be planned to be accessed by the existing Mountain View Road.

Attachment 3 Page 6 of 9

Mr. H. Clark Leming August 20, 2015 Page Two

Please contact me if you have any questions regarding this matter or if you would like to arrange a meeting to further discuss these alternatives.

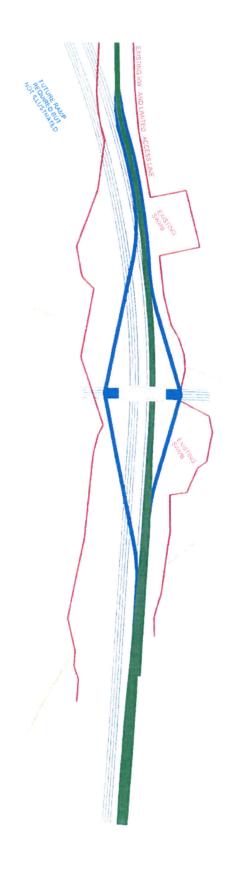
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Sincerely,

ABle F

David L. Beale, P.E. Area Land Use Engineer Fredericksburg Residency

Attachment 3 Page 7 of 9



Attachment 3 Page 8 of 9





Attachment 4 Page 1 of 8

007-63

BOARD OF SUPERVISORS COUNTY OF STAFFORD STAFFORD, VIRGINIA

ORDINANCE

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, Stafford County Administration Center, Stafford, Virginia, on the 20th day of November, 2007:

MEMBERS:	VOIL.
Jack R. Cavalier, Chairman	Yes
Mark Dudenhefer, Vice Chairman	Yes
M.S. "Joe" Brito	Yes
Peter J. Fields	Yes
Robert C. Gibbons	Yes
Paul V. Milde III	Abstain
George H. Schwartz	Yes

On motion of Mr. Brito, seconded by Mr. Gibbons, which carried by a vote of 6 to 0, the following was adopted:

AN ORDINANCE TO AMEND AND REORDAIN THE ZONING ORDINANCE FOR STAFFORD COUNTY BY AMENDING THE ZONING DISTRICT MAP TO RECLASSIFY, FROM A-1, AGRICULTURAL, TO B-2, URBAN COMMERCIAL, ASSESSOR'S PARCEL 37-25, HARTWOOD ELECTION DISTRICT

WHEREAS, G&G/Centerport Gateway, LLC, has submitted application RC2700199 requesting reclassification, of Assessor's Parcel 37-25 from A-1, Agricultural, to B-2, Urban Commercial, consisting of 51.2 acres, located on the north and south side of Centerport Parkway, west of the Interstate 95 interchange, within the Hartwood Election District; and

WHEREAS, the Board has carefully considered the recommendation of the Planning Commission, staff, and the testimony at the public hearing; and

WHEREAS, the Board has determined that the requested zoning is compatible with the surrounding land uses and zoning; and

WHEREAS, the Board finds that public necessity, convenience, general welfare, or good zoning practice requires adoption of an ordinance to reclassify the subject property;

NOW, THEREFORE, BE IT ORDAINED by the Stafford County Board of Supervisors on this the 20th day of November, 2007, that the Zoning Ordinance for Stafford County be and it hereby is amended and reordained by amending the zoning district map to reclassify, from A-1 Agricultural, to B-2, Urban Commercial, Assessor's Parcel 37-25.

1. Plan of Development for Centreport Gateway

The Property and locations of buildings shall be developed in accordance with the illustrative land use plan depicted by the Generalized Development Plan, labeled the Master Plan, prepared by The Cox Company and dated August 7, 2007, except the walking trail across Centreport Parkway shall not be provided. The distribution of land uses shall govern subsequent site plan approvals, such that at full development of the Property, the following mix of uses and use intensity shall be achieved:

- a. Minimum intensity of use for office/hotel/non-retail employment buildings shall not be less than 80% of combined retail, freestanding restaurant, and office/hotel/non-retail employment gross floor area.
- b. Maximum intensity of use for retail commercial and free-standing restaurant buildings shall not exceed 20% of combined retail, restaurant, and office/hotel/non-retail employment gross floor area, provided that the total intensity of all combined retail commercial and free-standing restaurant uses shall not exceed 50,000 square feet of gross floor area (SFGFA).
- c. Maximum of two (2) free-standing restaurants shall be located within the project, provided that no more than one (1) free-standing restaurant may be developed before the development of the first office/hotel/non-retail employment building.
- d. Maximum of two (2) hotels shall be located within the project.

2. Maximum Development Density, Coverage and Uses

- a. **Maximum Density:** The density of development for office, business, retail, restaurant, lodging, and other permitted uses shall not exceed a floor area ratio of 0.30 FAR in relation to the gross area of the site. Parking structures are excluded from the calculation of floor area ratio. Total development within the Property shall not exceed the total density incorporated into the Traffic Impact Analysis (dated March 19, 2007) developed for the project. This total density was calculated as 379,200 square feet of gross floor area (SFGFA) for non-residential uses, exclusive of hotel and conference space.
- b. **Maximum Building Coverage:** The maximum building coverage by all buildings and parking structures within the Property shall not exceed 50% of the gross area of the site.
- c. Uses Prohibited: The Applicant proffers that the following land uses that are currently permitted by-right and by Conditional Use Permit in the B-2 District shall be specifically prohibited from development within the Property:

Uses permitted by right:

Building material sale and storage yard and mulch sale. Car wash. Dry cleaner/laundry. Funeral home. Indoor flea market. Lumber/building/electrical/plumbing supply. Machinery sale and service. Plant and tree nursery/greenhouse. Theater with fewer than 3,500 seats.

<u>Conditional Use Permit:</u> Automobile repair. Auto service. Boat sales. Fleet parking. Marina. Motor vehicle rental. Motor vehicle sales. Outdoor flea market Theater with 3,500 or more seats.

Other uses not permitted by right or by conditional use, but also prohibited:

Adult entertainment, including adult bookstores, adult video sales and rental, and similar uses.

Convenience store with gasoline sales as a secondary activity. Economy motel. Fast food restaurant. Limited service motel.

3. Design and Architectural Treatment

- a. **Coordinated Design Theme**: The Applicant agrees to utilize a coordinated architectural theme and general layout of buildings that features a neo-traditional design. The elevations entitled "Centreport Gateway Elevations", dated 11/15/07 are illustrative only, yet reflect the use of various building materials and the general character of design and design coordination for the buildings to be erected on the Property.
- b. Streetscapes: The Applicant shall provide for enhanced pedestrian circulation and locate structures as close to established walkways as practicable. Street landscaping shall feature predominately shade trees. Off street parking shall be located primarily to the side of the structures, in order to permit the front of buildings to be located as close as practicable to the travelway. Other features shall include public gathering areas, such as courtyards, fountains, or gazebos. Signage shall be coordinated with building materials and colors, and lighting

shall utilize a consistent theme or style throughout the development, and be shielded downward and directed away from adjacent residential properties.

- c. Architectural: Buildings in the development should be of "traditional" architectural themes, such as Federal, Charleston, and Georgian interpretative styling and vernacular designs, and shall include varied ornamentation, such as recesses, balconies, stoops, and breezeways. Building materials and design shall vary from building to building, but shall be predominantly brick, complemented by a mixture of glass, painted surfaces, and stucco. Parking garages shall incorporate the same types of material and design as the adjacent buildings. Windows and exterior design, including roofs, shall be distinct for given buildings and consistent with the architectural theme for the development. Standing seam roofs shall not be utilized. Heights of buildings will be established as low-to-mid rise, with building heights not to exceed four stories.
- d. **Renderings**: To ensure conformity with these proffers, at the time of submission of building permit applications, renderings of proposed structures included in each application shall be simultaneously submitted to the Department of Planning and Zoning for review and approval within ten (10) days.

4. Regional Transportation Improvements

- a. **Planning and Design of Mine Road Extension:** The Applicant proffers to undertake the planning and engineering design for the full section of the proposed Mine Road Extension from the existing "elbow" of the Centreport Parkway to its proposed terminus at Enon Road within TMP 45-121 (as depicted by Segments A and B on the "Proposed Access" exhibit). This proffer is subject to the acquisition of the necessary right-of-way for the proposed road improvement at the Applicant's sole cost and expense.
- b. Construction of Segment A of the Mine Road Extension (Access to the Southern sector of the Property): The Applicant proffers to undertake the planning, engineering design, and construction, at its sole expense, of certain transportation improvements to the proposed Mine Road Extension as depicted on the "Proposed Access" exhibit and as further described herein below:
 - i. Half-Section Construction of Segment A: The Applicant will plan, engineer, and construct a two-lane "half-section" of the proposed ultimate four-lane parkway envisioned for the Mine Road Extension for the extent of Segment A, as depicted on the Proposed Access exhibit. This half-section to be constructed will include a two-lane, 24-foot pavement section and will meet design standards and requirements to be determined by VDOT, the County, and the Applicant. Ultimately, this section will be integrated into the full four-lane parkway planned by VDOT to connect the Mine Road Extension between Centreport Parkway and Enon Road (including both Segments A and B as depicted in the "Proposed Access" exhibit). Segment B and the other half-section

of Segment A will be constructed by VDOT and/or the County. This proffer is subject to the acquisition of the necessary right-of-way for the proposed road improvement at the Applicant's sole cost and expense.

- ii. Signalization and Turn Lanes: Signalization of the Centreport Gateway Access Road/Mine Road Extension intersection and related turn lanes (i.e. a dedicated southbound left hand turn lane and a dedicated northbound right hand turn lane on Mine Road Extension and dedicated westbound left and right turn lanes on the proposed access constructed in accordance with be the future road) shall recommendations of the regional transportation study (see Proffer 15) to be completed in concert by the Applicant, the County, and the Virginia Department of Transportation. These improvements shall be constructed by the Applicant upon justification of traffic warrants and said turning lanes, and otherwise in accord with the requirements for signalization and lane improvements of the proposed intersection of the Virginia Department of Transportation. This proffer is subject to the acquisition of the necessary right-of-way for the proposed road improvement at the Applicant's sole cost and expense.
- iii. Other Related Improvements: Traffic signage, guard rails, grading, and lane striping, provided that such improvements shall be in accord with the applicable design standards and engineering requirements of the Virginia Department of Transportation and shall be consistent with the improvements described in Paragraphs 3.a. and 3.b. herein above.
- Access to Property: The primary access to the north sector of the Property shall be via a public road connection to the existing Mountain View Road at the location as generally depicted on the Master Plan. The primary access to the south sector of the Property shall be via a public road connection to the proposed Mine Road Extension at the location as generally depicted on the Master Plan. Access to the Mine Road Extension is subject to VDOT approval.

5. Interparcel Connectivity

In addition to the primary entrance connection to be located via Assessor's Parcel 37-30A, the Applicant shall dedicate an additional interparcel road connection to Assessor's Parcel 45-121 at a location to be determined during site plan review. The Applicant will provide dedication of sufficient on-site right-of-way and temporary easements, as well as appropriate site grading improvements to allow for the future construction of the interconnections and necessary drainage. Upon adoption by the County of an Official Map for transportation and other public improvements that would be necessary and sufficient to implement the economic development goals for the Centreport Parkway corridor, the Applicant shall dedicate the interconnection location. The Applicant shall construct the interconnection as close to the property line as possible without requiring off-site grading and drainage easements. This interconnection shall be designed and constructed to meet VDOT state standards.

6. Pedestrian Improvements within Property

The Applicant shall provide a system of pedestrian trails and sidewalks within the Property as part of the site plan or plans for this Property which shall include pedestrian connections to adjoining properties.

Sidewalks shall be a minimum of five (5) feet wide and shall be constructed of asphalt, concrete, or other permanent paving material. Pedestrian trails shall be a minimum of four (4) feet wide and shall be constructed of permeable/porous paving materials, provided that such materials may consist of concrete, asphalt or rubber pavement derivatives and may be used upon approval of the Director of Planning. The Applicant shall also construct a pedestrian bridge crossing of the existing stream at such time as the construction commences for the building labeled as the Conference Center on the Master Plan. In addition, the applicable design and construction standards of the County shall apply.

7. Utility Improvements and Easements

The Applicant proffers to design and construct on-site (water, sewer and drainage) improvements adequate and sufficient to provide urban services to the subject Property at its sole expense and shall dedicate such utilities to the County upon request by the County's Utilities Department.

The Applicant agrees to upgrade and oversize the capacity and construct on-site utilities and off-site utilities (water and sewer) as may be necessary and sufficient to serve both the subject Property and other properties in the immediate service area as may be identified by the County, provided that the County shall facilitate and approve a pro-rata share cost reimbursement plan in accord with Virginia enabling statutes whereby the Applicant understands that it will be reimbursed on a pro-rata basis by other property owners at such time as future development or redevelopment plans and building permits are approved by the County pursuant to County policy.

8. Site Perimeter Buffers and Clearing Limits

The Applicant shall prepare a landscape master plan with the first final site plan for the entire development. The Applicant shall introduce a mix of coniferous (evergreen) and deciduous trees for screening purposes. The number of trees, specific specimens, tree size and tree placement shall be subject to County approval with the final site plan.

9. Retaining Walls

Any planned retaining walls shall be constructed at least twenty (20) feet outside the limits of the CRPA zone, provided that the County staff may waive this

requirement where it can be demonstrated by the Applicant to the satisfaction of the County that the retaining walls will not contribute to future adverse impacts on the existing environmental conditions of the Property.

10. Acidic Soils

If acidic soils are encountered on the Property, the Applicant shall retain a qualified geotechnical engineer and soils consultant to determine the extent of such soils and to recommend a plan and establish practices to neutralize any potential adverse environmental effect that may be caused by acidic soils. Such plan and practices shall consider the feasibility of adding topsoil or other forms of soil treatment.

The recommended program for soil treatment shall be submitted to and approved by the County. The recommendations of this program shall be supported by a geotechnical engineering study that shall be submitted with the first plan of development for any land disturbing activity on the Property.

11. Groundwater Pollution Mitigation Measures

The Applicant shall retain a qualified geotechnical engineer and environmental consultant to perform a technical study, at its sole expense, to assess, test, and determine the extent of groundwater pollutant impacts that may be associated with the development of the subject project. Such plan and practices shall consider the feasibility of any recommended forms of treatment. The program for groundwater pollution mitigation shall be accompanied by a geotechnical study and shall be submitted to and approved by the County with the application for the first final site plan for the Property.

This proffer does not preclude the requirement for the Applicant to fulfill all necessary permitting requirements of the Virginia Department of Environmental Quality and the Corps of Engineers.

12. Fire Equipment Access and Sprinklers

All final site plans shall ensure that adequate access is provided for fire equipment, with the governing criteria that access shall be within one hundred fifty (150) feet of all sides of all buildings, provided that such requirement may be waived in individual cases at the discretion of County building and fire officials in concert with the integration of other fire protection measures.

Fire protection sprinklers shall be provided in all buildings in accord with NFPA 13 standards. Defibrillators shall be provided in all buildings.

Attachment 4 Page 8 of 8

O07-63 Page 8

13. CPTED Standards

The site shall be designed to incorporate CPTED standards, to the extent feasible, including but not limited to parking garages, trails, and commercial sites such as banks.

14. Clearing Limits

The clearing limits of the site shall be depicted on the final site plan and shall be physically delineated on the site with orange safety fencing prior to grading plan approval and as otherwise required by the County.

15. Centreport Parkway Sector Plan, Corridor Design Guidelines, Transportation Plan and Official Map

The Applicant proffers to provide a maximum of \$100,000 to fund and assist the County in any efforts to prepare a comprehensive sector plan for the geographical area that bounds the Centreport Parkway. The purpose of this plan would be to establish recommendations for a comprehensive plan amendment to address a future land use plan, a regional transportation plan, corridor design guidelines, zoning regulations and an Official Map for transportation and other public improvements that would be necessary and sufficient to implement the goal for the economic development corridor serving the Stafford County Airport.

The regional transportation plan for the study area and Official Map for infrastructure improvements shall evaluate and designate appropriate locations for inter-parcel public street access within the study area and shall include one or more locations for public road access to tracts adjoining the Property. The study shall also include an investigation of the feasibility of the extension of the Berea Parkway and Mine Road.

A Copy, teste:

Steve Crosby County Administrator

SC:JAH:mz

4 – Lake Arrowhead

Dams

- This matter was presented to the Finance, Audit and Budget (FAB) Committee at the February 16th meeting specifically to discuss financial issues related to the repairs to the Lake Arrowhead dams. The matter was also requested to be presented to the Infrastructure Committee. The memo presented to FAB is attached as background.
- The state has determined that the larger Lake Arrowhead dam, and the Little Lake Arrowhead dam are out of compliance with current design requirements, have not been maintained to the level required by the state, and do not have a current operational permit from the Department of Conservation and Recreation.
- The state has directed the community to have these dams brought up to current standards, or risk having them removed.
- The general consensus of the Lake Arrowhead community is that a preliminary engineering analysis of the two Lake Arrowhead dams is necessary to better understand the extent and cost of the modifications necessary prior to the community providing majority support for the modifications.
- The cost to provide this analysis is estimated not to exceed \$30,000, of which half would be eligible for reimbursement in the form of a grant from the state.
- Staff believes that if the Board wished to provide upfront funding support for this effort, the funds are available in a reserve account, and the Public Works Department is well equipped to manage the study.
- Staff is prepared to bring the issue of support for the preliminary engineering study to the Board at the March 15th meeting for consideration.

Roads

- Staff is also investigating the completion of certain roads in Lake Arrowhead separate from the repairs to the dams.
- Since the February 16th committee meeting, staff has determined that there is \$470,889 held by the County on behalf of the Lake Arrowhead Sanitary District (LASD) as a cash balance, with another approximately \$87,000 in receivables.
- These funds were collected by the County to finance "certain street improvements" and repay bonds issued for the benefit of the LASD, and authorized by Ordinance O89-91.
- The LASD was established by for the purpose of constructing, improving and maintaining roads in Lake Arrowhead for the purpose of having them accepted into the

state system of secondary highways. As shown on the attached street directory, all but a few roads were successfully upgraded and accepted into the state system. Excluded were, the road across the dam, a few roads with an inadequate number of occupied dwellings to qualify, and a few other roads serving lots that were excluded from the boundaries of the sanitary district.

• We expect to coordinate the improvements necessary to upgrade these roads to state standards for acceptance with VDOT over the next two months, and then bid the improvements for construction later this year.



MEMORANDUM

Department of Public Works

SUBJECT:	Lake Arrowhead Dams
Date:	February 11, 2016
From:	Christopher K. Rapp, P.E. Director of Public Works
To:	Anthony J. Romanello, ICMA-CM County Administrator

The Lake Arrowhead Dams were built in the 1950's and are privately owned. The owner of record had been the Lake Arrowhead Civic Association, Inc. (Association), however State Corporation Commission (SCC) records indicate the Association has been disbanded and the SCC terminated the Association's corporate existence in 2005. Lake Arrowhead and Little Lake Arrowhead drain into Aquia Creek, crossing several critical roads in the County, and eventually drains into Smith Lake. Failure of one or both of these dams could have public safety consequences to downstream infrastructure.

Over the years the dams have not received adequate maintenance and are in a poor state of repair. The dams are a part of the larger Lake Arrowhead community and are surrounded by residential lots. The community consists of approximately 610 homes. The Department of Conservation and Recreation (DCR), which oversees dam safety, has informed the Lake Arrowhead residents that the dams no longer meet dam safety minimum requirements, and pose a risk of failure. DCR further advised the community that they need to perform an engineering analysis of the dam and the spillway, as well as perform any necessary modifications, in order to meet State requirements for a high hazard dam. DCR further stated that the dams must be modified, and receive an operational permit, to avoid having the dams and the associated lakes removed.

To date, the Lake Arrowhead community hasn't reached a consensus on how to proceed. Many residents feel that additional information is necessary to determine the extent and cost of the necessary modifications before committing to funding the improvements. Although a previous evaluation estimated the cost of the necessary work at approximately \$250,000, the studies are out of date and don't account for the more stringent requirements now in place.

It is estimated that a preliminary engineering analysis to assess the existing dam deficiencies, and then identify and provide cost estimates for the necessary modifications to both dams could be completed for under \$30,000. The information from this preliminary evaluation would be used to better inform the community about the extent of the modifications necessary and the associated cost. The cost estimate will allow calculation of the financial impact on individual property owners and the preparation of a financial strategy to fund the repairs. Although the Lake Arrowhead community has not reached a consensus to fund this initial engineering, the County could provide the necessary funding to initiate action. Half of the initial cost of \$30,000 may be reimbursed by the State under the grant program

Memorandum Page 2 February 11, 2016

established to assist localities and private communities fund modifications necessary to meet dam safety requirements. The application deadline for 2016 is expected to be May 2.

If the community decides they wish to proceed with the completion of the design and implementation of the modifications, the balance of the initial \$30,000 in funding advanced by the County could then be reimbursed from the funds provided by the community for completion of the modifications.

If the Board decides to fund the preliminary engineering effort for the modifications to the Lake Arrowhead dams, the Department of Public Works is best equipped to provide engineering and project management support for that effort.

CKR:KCD:kd

LAKE ARROWHEAD STREET DIRECTORY			
STREET NAME	STATUS	ROUTE NUMBER	
ARROWHEAD DR.	STATE	1720	
PINE TREE LN.	STATE	1721	
FERN LN.	STATE	1722	
HILLCREST DR.	STATE	1723	
POPLAR DR.	STATE	1724	
JAMES LN.	STATE	1725	
CRESTVIEW DR.	STATE	1726	
WOODLAND DR.	STATE	1727	
LAKEVIEW DR	STATE	1728	
OAK LN.	STATE	1729	
BOUNDRY DR.	STATE	1730	
LOCUST LN	STATE	1731	
CHESTNUT LN	STATE	1732	
MAPLE LN	STATE	1733	
RIDGE RD	STATE	1734	
WEST BRIAR DR.	STATE	1735	
BREEZY HILL DR	STATE	1736	
RUBY DR.	STATE	1737	
BEECH DR.	STATE	1738	
ABRAHMS CT.	PRIVATE		
ASH LN.	PRIVATE		
BLIZZARD CT	PRIVATE		
FOREST DR.	PRIVATE		
HICKORY LN.	PRIVATE		
PASTURE LN.	PRIVATE		
SEYMOUR CT.	PRIVATE		
SPARKY CT.	PRIVATE		

5 Loans for Septic System Repairs for Pump and Haul Customers

- At the Infrastructure Committee's February meeting, we introduced the Policy for providing loans to grandfathered pump and haul customers where an alternative system is identified.
- The committee had a couple of questions related to the policy.
- The first was on the maximum amount proposed for an alternative system. Staff consulted with an Authorized On-Site Evaluator about the cost of an alternative system. Danny Hatch of Dominion Soil provided the following response: "Not only do you have the capital cost of the alternative system (hardware and install), you will have other supporting cost which may include (but limited too), surveying cost, PE design, electrician, topsoil to cover shallow systems, additional clearing cost (grinding stumps, hand clearing, etc), possible well abandonment to provide horizontal buffer for new system, pump outs and removal of existing system components. When you are dealing with an existing system and structures, there are challenges that always come up and usually there is a cost associated with that. For all these reasons and more a maximum amount of \$40,000 is a realistic number."
- The second question related to a requirement for a 100% reserve for a repaired system. Tommy Thompson of the Health Department responded that there would be no requirement for a reserve if it was for the exact same use. If the house was altered, there would be a requirement for a reserve.
- As mentioned before, State Code requires an ordinance before the County can provide a loan for the repair of septic systems.
- The Utilities Commission will hold a public hearing for the ordinance at their March meeting, and then it will be in a position to come to the Board for a public hearing in April or May.

6 VRE - Brooke and Leeland Station HB2 Application

- Staff was asked to research the matter of funding for the two Stafford VRE stations at the February 1st Infrastructure Committee.
- An HB2 application for Brooke and Leeland VRE Station Improvements was submitted by the George Washington Regional Commission (GWRC) last fall.
- This project was considered as the County's 4th ranked project to compete for statewide or district grant funds. However, the County was informed that HB2 applications for projects in excess of three per applicant would not be scored.
- Due to this being submitted by a district planning organization, the project could only compete for statewide HB2 Statewide funds, and not district grant funds.
- The total cost of the project was \$44.3M which included the cost to build a new station in Prince William County called Potomac Shores, in addition to improvements at Brooke and Leeland Station.
- The project has \$31.4M allocated towards it from a combination of Railroad Enhancement Funds (REF), CMAQ and proffers.
- The HB2 funding amount request was approximately \$12.9M to cover the cost to extend existing station platforms and construction a new station platform to accommodate eight (8) car trains and a double track for passenger service at the Brooke and Leeland Stations.
- The project description noted that the improvements would accommodate longer trains and a third track as well as have improved bicycle/pedestrian accommodations to support multimodal travel at each of these stations.
- The application was scored and ranked 196th out of 287 applications.
- A contributing reason why the project did not score better is because the station improvements did not demonstrate a benefit to increasing ridership and the project was viewed more as an operational benefit.
- FAMPO has stated this project might score better within the district rather than statewide and suggested that the County consider it as one of their HB2 applications for this next round of HB2 application submissions.
- The County could consider submitting the VRE station upgrades during the next cycle so that the project would qualify for district grant as well as statewide funding.

7 CMAQ/RSTP Available Funds

- Fredericksburg Area Metropolitan Planning Organization (FAMPO) has been working with localities to identify priority projects from the region's RSTP/CMAQ project list.
- A number of these projects have been on the region's project list for years due to the inability to identify funding to advance them to construction.
- FAMPO's goal is to improve the opportunity for two candidate projects from each locality to score well under the HB2 evaluation process by using surplus and unused RSTP/CMAQ funds from other projects to fund preliminary engineering and planning work.
- Staff believes that the U.S. Route 1 intersection with American Legion and Eskimo Hill Road improvements, and the Butler Road widening project are two good candidate projects for Stafford.
- The U.S. Route 1 intersection with American Legion and Eskimo Hill Road improvements have been approved for CMAQ funds for FY2020 (\$508,093) and FY2021 (\$39,907). The total project cost is estimated to be approximately \$3.0M.
- The Butler Road widening project has been approved for RTSP funds for FY2020 (\$989,176) and FY2021 (\$584,016). The total project cost is estimated to be approximately \$26.7M.
- The U.S. Route 1–Potomac Creek Drive turn lane improvements would be another candidate project, but staff believes this project is already fully funded through HB2.
- This project is currently on the FAMPO RSTP/CMAQ project list with designated CMAQ allocations for FY2020 (\$275,000) and FY2021 (\$239,393), with the HB2 District Grant funding expected to be authorized by the Commonwealth Transportation Board in June, thereby fully funding this project.
- FAMPO and County staff believe this method of allocating available RSTP/CMAQ funds will improve our opportunity to score well under the HB2 process and allow more of our regional transportation priorities to be constructed.
- The next round of the HB2 project application process begins August 1, 2016.

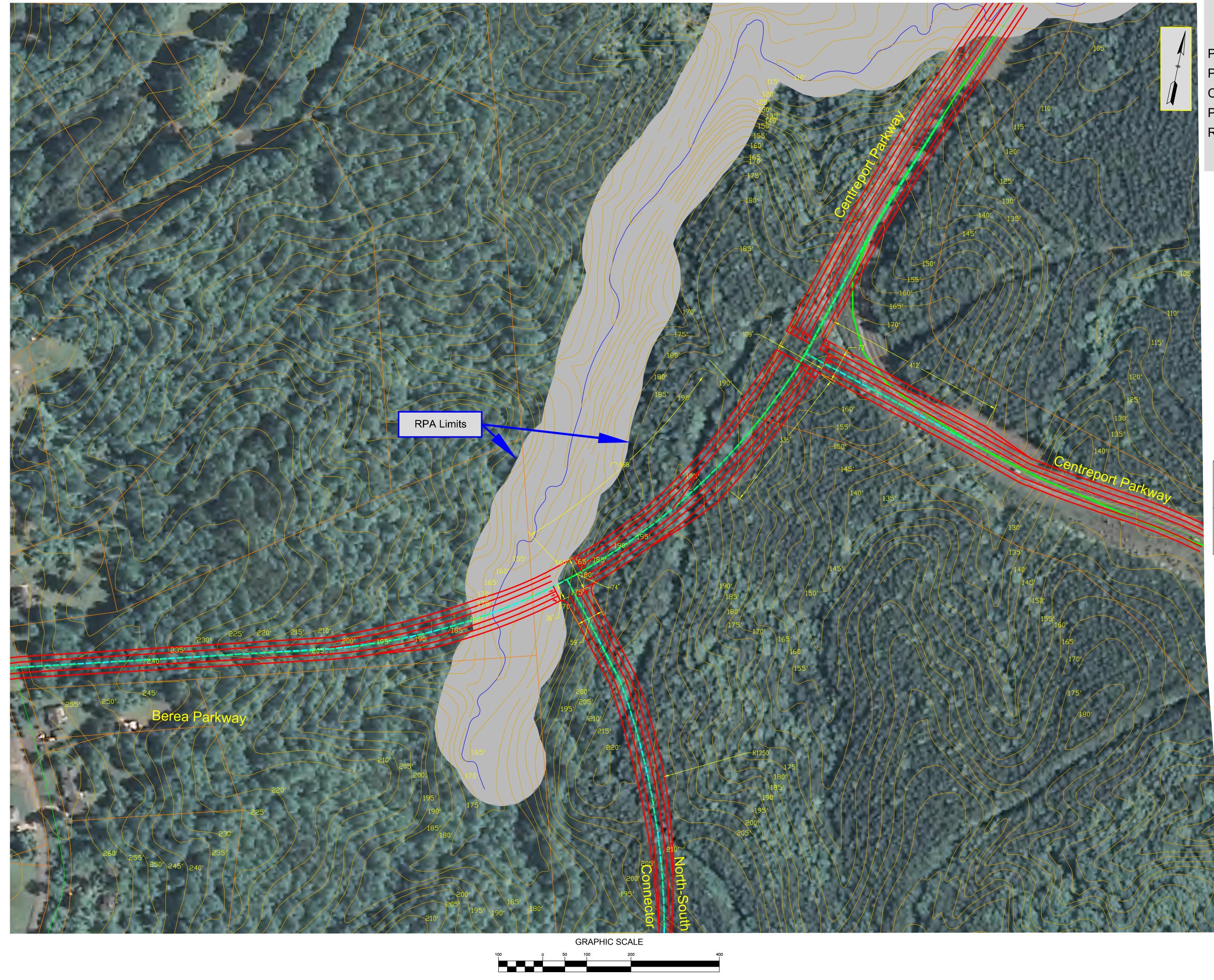
8 – Stafford (Berea) Parkway

- Richard Ward, Managing Partner of Ellisdale Construction, has requested to address the Infrastructure Committee regarding his proposed development between Centreport Parkway and Hulls Chapel Road.
- His project could be served by the extension of the Stafford Parkway south from Centreport Parkway into this development.
- Mr. Ward also wishes to discuss a proposed school site within the development.
- Mr. Ward has provided certain information regarding this project in advance of the meeting, and is included.



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Drawn By: JM Designed By: JM Checked By: JM Checked International Street 12-8-15 Scale: 1"=200' County Plan Number: 1 Sheet: 1 of 1 File Number: 5 Drawing Number: 5	STREET PLANVIEW FROM HULLS CHAPEL ROAD TO CENTREPORT PARKWAY HULLS CHAPEL ROAD TO CENTREPORT PARKWAY FALMOUTH-HARTWOOD MAGISTERIAL DISTRICT STAFFORD COUNTY, VIRGINIA	REVISION BRANCA DEVELOPMENT, LLC Development and Engineering Services Development and Engineering Services 11672 Sandal Wood Lane, Manassas, Virginia 20112 Phone: (703)927-7783



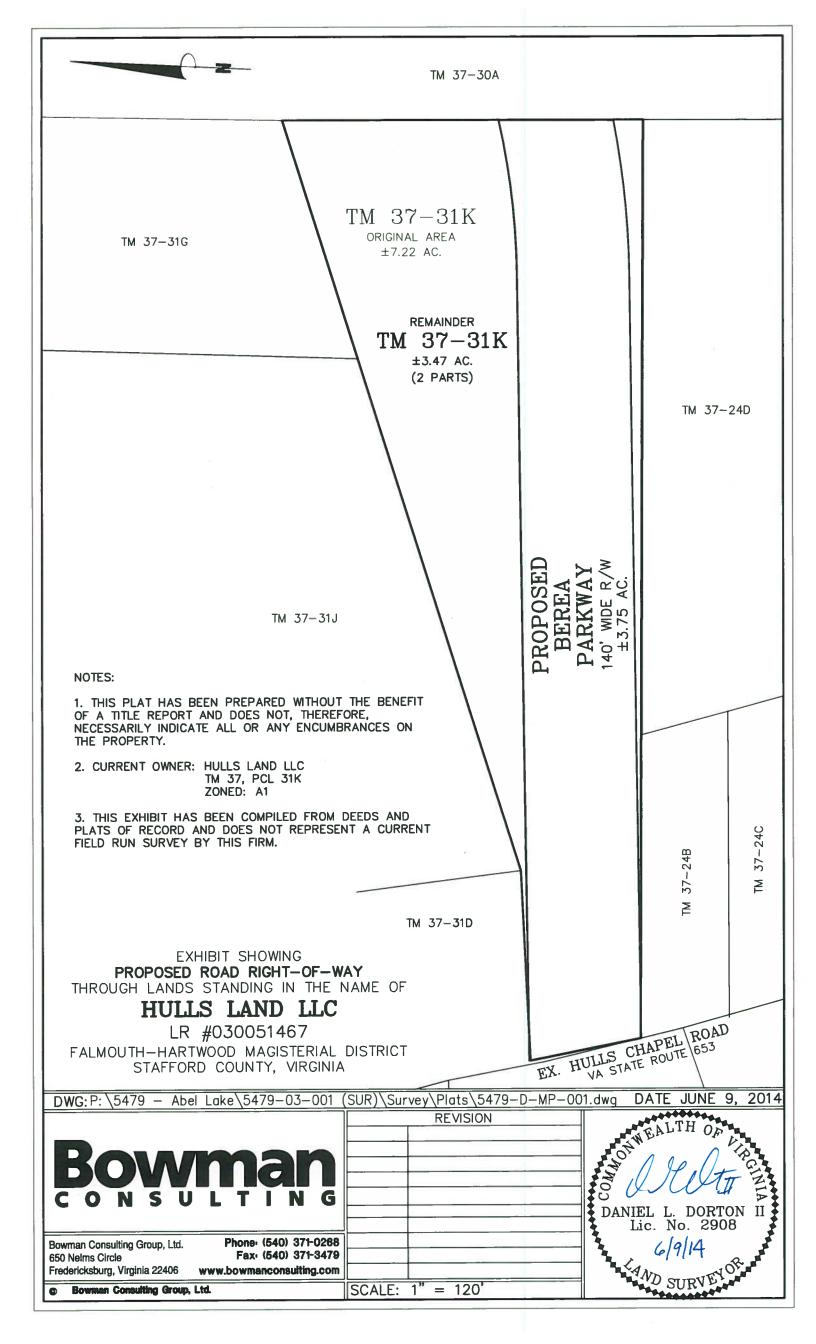
LEGEND Planned Lanes Planned Centerline Contours (5') Parcel Lines RPA Lines Lane Direction

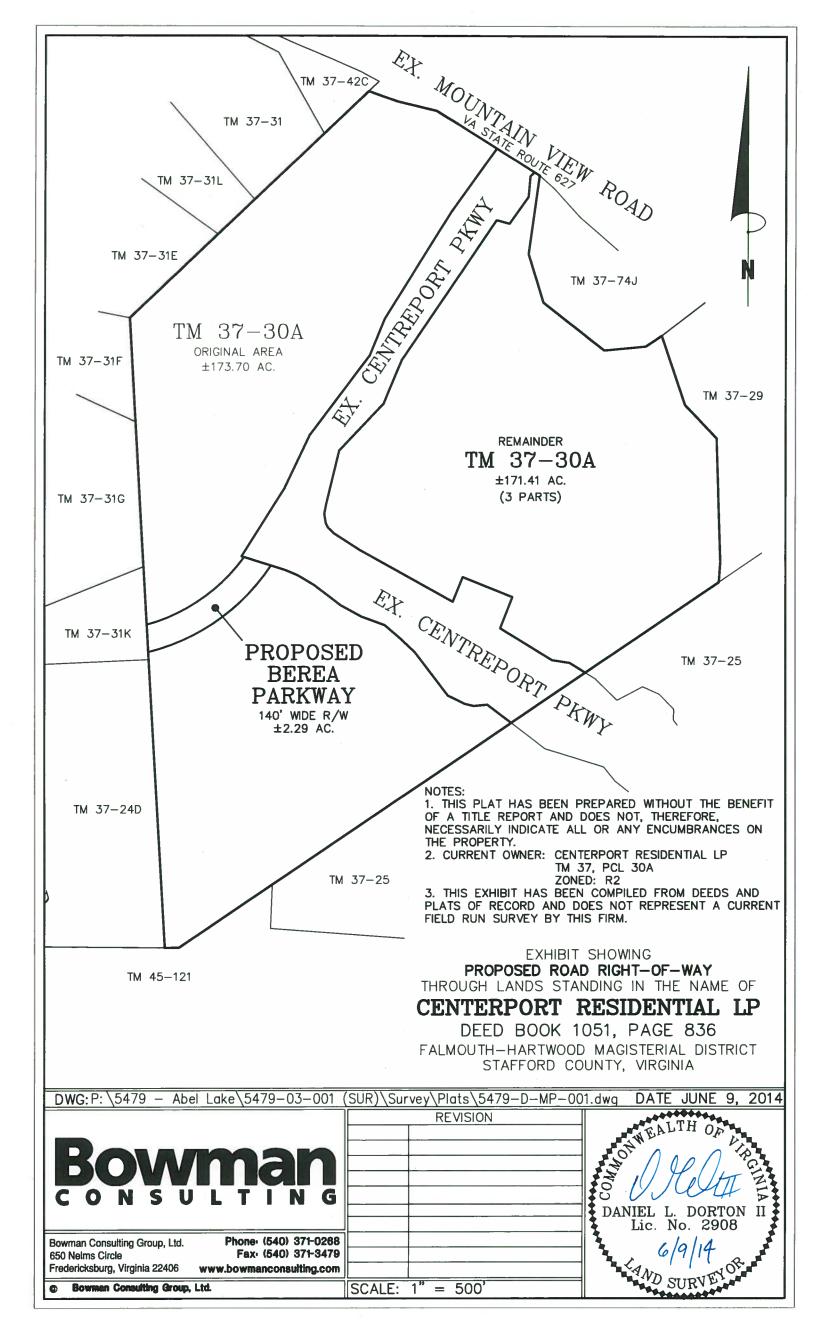
Bowman Consulting Group, Ltd. 3951 Westerre Parkway Suite 150	Richmond, Virginia 23233 Phone: (804) 616-3240 Fax: (804) 270-2008 www.bowmanconsulting.com	
	CENTREPORT PKY & BEREA PKWY CONCEPTUAL EASEMENT EXHIBIT REDERICKBURG DISTRICT STAFFORD COUNTY	
	PROJECT NUMBER	

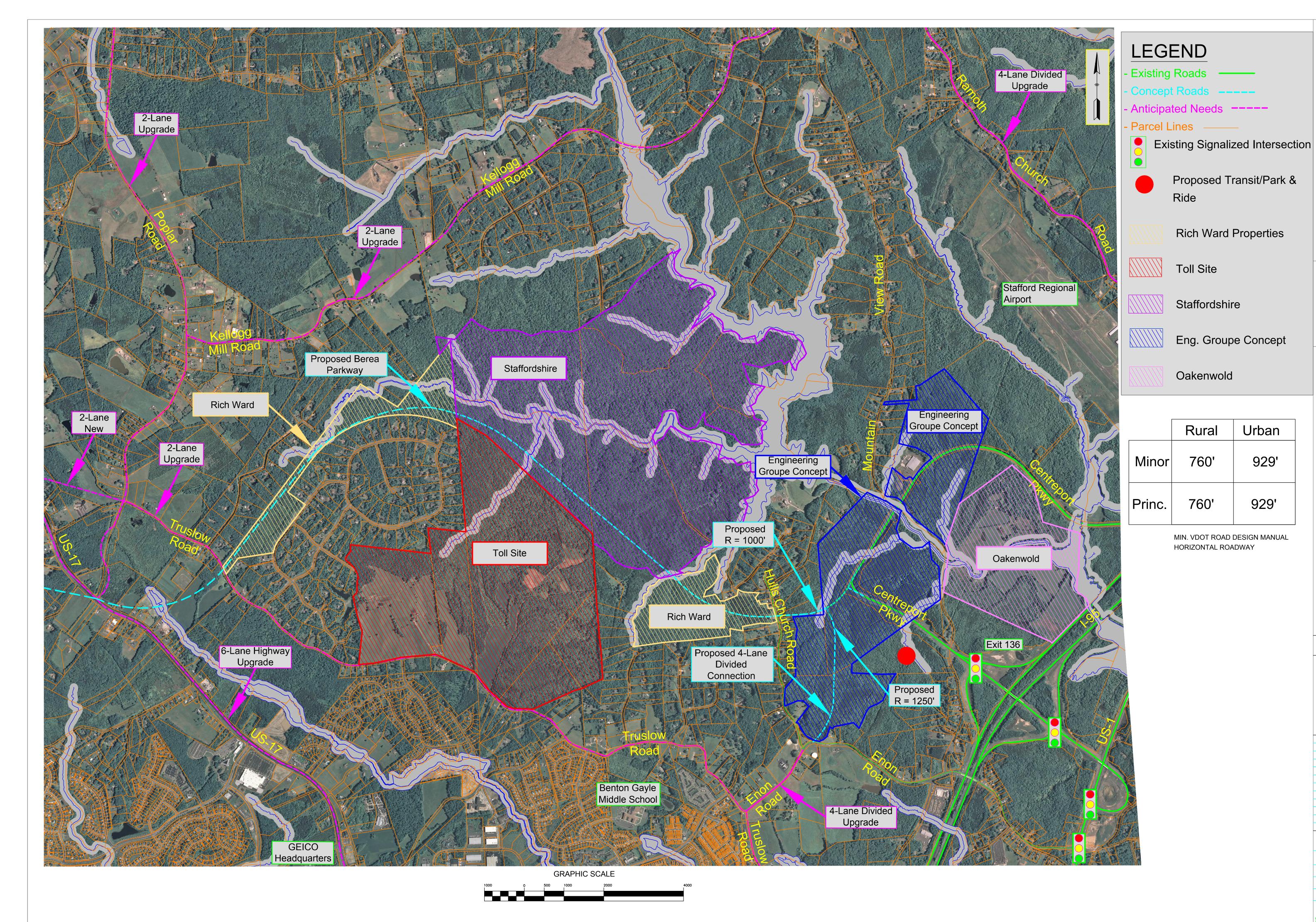
	Rural	Urban
Minor	760'	929'
Princ.	760'	929'

MIN. VDOT ROAD DESIGN MANUAL HORIZONTAL ROADWAY











Urban

929'

929'

