

**STAFFORD COUNTY  
ZONING RECLASSIFICATION APPLICATION**

**IMPACT STATEMENT**

Applicant: BRG Stafford, LLC, a Virginia limited liability company (the “Applicant”)

Property: Tax Map Parcels 39-8, 39-8B, 39-16C, 39-16F, and 39-16G, containing a total of approximately 24.273 acres subject to the rezoning (collectively the “Property”)

Owner: Powell Associates, Inc., a Colorado corporation (TM 39-8 & 39-8B); and Allen D. Peake (TM 39-16C, 39-16F & 39-16G) (collectively the “Owner”)

Project Name: “Attain at Stafford” (the “Project”)

Rezoning Request: Conditional rezoning request from Agricultural (A-1) to Urban Development Residential Mixed Use (UD-4) and Urban Commercial (B-2)

Date: April 24, 2023

File No.: RC \_\_\_\_\_

---

**Rezoning Application Request**

The Applicant hereby requests a conditional rezoning of the Property from A-1 to UD-4 and B-2, in accordance with the Stafford County, Virginia (the “County”) Zoning Ordinance, including without limitation Article III, Section 28-35, 28-39 (u), Article X, Section 28-161, et seq., and Article XII Section 28-201, et seq.

The Property consists of approximately 24.273 acres and is generally located on the eastern side of Richmond Highway (formerly known as Jefferson Davis Highway, and hereinafter referred to as “Route 1”) at the intersection with Hospital Center Boulevard, within the Falmouth Election District, all as more particularly described on that certain master plan prepared by Fairbanks & Franklin, titled “ATTAIN AT STAFFORD MASTER PLAN FALMOUTH MAGISTERIAL DISTRICT STAFFORD COUNTY, VIRGINIA,” dated April 19, 2023, and attached hereto as **Exhibit A** (the “Master Plan”), which plan is incorporated as a material part of this application by this reference.

The Applicant is also submitting illustrative elevations titled “Attain at Stafford Conceptual Elevation”, which depict only general type, character, and quality of architectural design, details, and materials of the multifamily component of the Project (the “Elevations”). The Elevations were

prepared by Bonaventure and dated April 17, 2023, which are attached hereto and marked as **Exhibit B.**

### **Overview**

As noted above, the Property is currently zoned A-1. The Applicant proposes changing the zoning of the Property from A-1 to UD-4 and B-2 to allow for no more than 300 multifamily units (14.49 units per gross acre) and approximately 3.43 acres of retail commercial uses under the B-2 rezoning district to be located within the future development areas shown on the Master Plan. Section 28-34 of the County's Zoning Ordinance states the following concerning the UD district:

The purpose of the UD district is to provide for areas of the county that are suitable for an urban approach to land-use planning and urban design that promotes the development or redevelopment of pedestrian-friendly, walkable neighborhoods with a mix of uses and housing types served by an interconnected network of streets. The UD district shall only be applied to property located within an urban development area designated on the future land use map in the comprehensive plan.

More specifically, the Residential Mixed Use (UD-4) subdistrict allows multifamily uses at a density of 40 units per gross acre, allowing for approximately 828 units. However, the proposed Project includes no more than 300 multi-family units located on approximately 20.70 acres with a density of 14.49 units per gross acre.

The B-2 zoning request will include approximately 3.43 acres and allow for a mix of commercial uses to include retail commercial uses. Section 28-34 of the County's Zoning Ordinance states the following concerning the B-2 district:

The purpose of the B-2 district is to designate appropriate areas for high-intensity commercial uses intended to serve retail sales and service, business and professional service needs at a regional or countywide scale. These areas should be located at strategic nodes along arterial and major collector roads where there are adequate utilities and facilities to serve intense development.

As for surrounding uses, the Property is generally bordered to the west by Richmond Highway and a mixture of commercial uses and vacant land. Currently, there is a planned a 7-11 convenience store and Taco Bell restaurant on the southwest side of Richmond Highway. To the south of the Property are a mixture of residential uses (including Abberly Apartments) and vacant land zoned A-1 and IH, and South Campus Boulevard. To the immediate north of the Property is the Stafford Regional Hospital and Hospital Center Blvd. To the immediate southwest of the Property are commercial uses, consisting of the Family Pizzeria and Cavalier Family Skating Center and Richmond Highway. To the east of the Property are a mixture of vacant commercial land and residential uses, and Old Potomac Church Road.

The Project will also include approximately 6.21 acres of open space, accounting for approximately 30% of the Property, which exceeds the 25% minimum open space required for the UD-4 and B-2 districts. The open space will be used for stormwater management facilities, passive and active recreation areas, and the preservation of natural areas, to the extent practical.

For purposes of the County's Comprehensive Plan dated August 16, 2016, and updated November 16, 2021 (the "Comp Plan"), the Property is located within the Courthouse Targeted Development area ("Courthouse TDA") and the Future Land Use designation is Mixed-Use – Commercial and Residential. In this regard, the Applicant meets the general goals of the Comprehensive Plan as described in more detail below.

### **Comprehensive Plan Analysis**

#### *1. The Property's Classification Supports Project Approval*

The Comprehensive Plan identifies the Property as being within the County's USA, and further designates it as falling into the Courthouse TDA. Within the Courthouse TDA, the Property is designated for mixed use development (commercial and residential), which is consistent with the Applicant's proposal.

USAs are areas designated within the County in which growth should occur in order to reduce growth pressure in rural parts of the community. More dense development projects are encouraged within these areas. USAs are further comprised of planning areas, suburban areas, business and industry areas, and redevelopment areas. Planning areas highlight the locations where a significant amount of new development and redevelopment—both commercial and residential—is expected to occur.

TDA's highlight locations where new development and redevelopment of both commercial and residential growth in the County is expected to occur. Specifically, TDA's emphasize where approximately 50% of the County's future residential growth is recommended and includes a mix of residential, mixed-use, commercial (retail), and industrial development. Thus, the County anticipates that this area will be a hub for new, dense residential and commercial development.

The Property's location within the County's USA and Courthouse TDA strongly support granting approval to the Project, as the County encourages residential development of this nature within these areas.

#### *2. The Project Satisfies the Comp Plan's Goals for Future Development*

The County has articulated its overarching goals for future development and land use in its Comp Plan, which serves as a general guide for the County's future development over the next 20 years. According to the Comp Plan, new development must (1) be sustainable and promote positive job growth; and (2) promote economic development.

The Applicant's proposal satisfies these development goals, as detailed below.

## *2.1. The Project Contributes to County's Sustainable and Positive Growth*

The Project aligns with the County's general development goals for sustainable and positive growth with its location within both the USA and Courthouse TDA. As discussed above, the County created the USA as the area within the County in which growth should be directed. Not only does the County encourage growth within the USAs, but it has indicated that provision of government and community services and facilities will be focused in these areas, and that dense, compact mix of uses, walkability, and public transit, while offsetting their impacts to the County services. The Project satisfies these requirements and will significantly contribute to positive growth within the County, as noted in more detail below.

### *2.1.1. The Project's Location Within the USA Supports Development*

The Project wholly satisfies the County's goals for new development within USAs. Its location within the USA furthers the County's goal for locating new growth within the USA, supporting more compact development patterns within the USA, and reducing pressure on the rural parts of the County.

Further, the Project will be serviced by the existing public sewer and water utilities, eliminating the need to develop any new infrastructure, thereby lessening its impact on the County's resources. The Comp Plan requires that development proposals for projects requiring a zoning reclassification, and which are located within the USA boundary and are dependent on future infrastructure and services, should not be developed until the projected infrastructure and services have been implemented or scheduled to be phased concurrently with the demand. Because the requisite infrastructure is already in place, the Applicant has met this requirement.

### *2.1.2. Project's Location Within Courthouse Planning Area Supports Development*

Not only does the Project's location in the USA support approval of the rezoning request, but its location in the County's Courthouse TDA further bolsters support for this rezoning proposal. The County anticipates that a significant amount of new residential development will occur within this planning area. In fact, this planning area is the number one area where growth in the County should be focused. For this planning area, the County anticipates the development of 3,190 new multifamily dwelling units in the near future.

In keeping with the County's intentions, the Project would bring this near-term development to fruition and the resulting new multifamily uses would contribute to the County's anticipated residential and employment growth in this planning area.

## *2.2. The Project Promotes the County's "Live, Work, Shop, and Play" Development*

The Project's location within the USA and Courthouse TDA promote the County's development goals to allow residents to work, live, shop, and play within a relatively small area without fully relying on the automobile.

The Project will bring new multifamily units to the area, thereby diversifying the County's housing and supporting growth of the County's existing businesses and industries. Also, the Project's strategic proximity to Route 1, Hospital Center Boulevard, and Old Potomac Church Road is accessible, convenient, and attractive, and, as previously discussed, the Project is located in an area that has been identified by the County as a development priority focus area, where high-density, residential development is encouraged.

### **UD District Planning Principles**

Per the County's Zoning Ordinance section 28-39(u)(6)a.4, the Applicant must provide a written narrative, with any supporting illustrations to identify and demonstrate how the request conforms to the principles of new urbanism and traditional neighborhood design, including the following:

- i. Each neighborhood is defined by an easy walking distance from edge to center of approximately one-fourth mile.

Applicant Response: The proposed development includes no more than 300 multifamily units consisting of three 4-story buildings, all interconnected via sidewalks, pathways, and travel aisles. The development will be easily walkable from edge to center, as shown on the Master Plan.

- ii. The road network is well-connected, including connection of new local streets with existing local streets.

Applicant Response: The road network is easily accessible by all users within the development from Route 1 and Old Potomac Church Road, and by private roads and interparcel connections within the development, as shown on the Master Plan.

- iii. There are options for future transit.

Applicant Response: The Applicant is open to providing a FRED stop within the Project.

- iv. Neighborhoods are mixed use, including variety of housing stock that serves a range of incomes and age groups.

Applicant Response: As noted above, the Project includes 300 multifamily units. Adjacent to the Project is a mix of commercial uses and single-family detached homes, as well as vacant residential and commercial properties. The Project proposes a mix of 1, 2, and 3-bedroom apartments to accommodate a range of housing needs in close proximity to future retail commercial infrastructure.

- v. Uses are well-integrated, rather than widely separated and buffered.

Applicant Response: All units and proposed amenities serving the Project are integrated and interconnected, all as shown on the Master Plan. In order to promote a pedestrian-

friendly community, the proposed Project has been designed with buildings fronting close to streets in a grid pattern. Buffers, as required by the DCSL and UDO, and sidewalks for connectivity, are both provided. Applicant will also install sidewalks to enhance the pedestrian way network and provide pedestrian access from the development to Route 1.

- vi. Special sites, such as those at a terminated vista, are reserved for civic buildings and spaces that serve as symbols of the community, enhancing community identity.

Applicant Response: There are no noted vistas (and none are specifically required). A potential sign may be erected to identify the development, as shown on the Master Plan.

- vii. Historic structures are preserved and protected.

Applicant Response: There are no known cemeteries, historical sites, or existing structures on the Property.

- viii. Formal and informal active and passive open spaces are a key component. A system of open spaces is connected by pedestrian and bicycle networks.

Applicant Response: The Applicant will provide a network of internal sidewalks and walkways, and connect to adjoining sidewalk networks.

- ix. Residential densities per gross acre of developable land (excluding open space) demonstrate at least eleven (11) multifamily units per acre.

Applicant Response: The residential density of the Project is 14.49 multifamily units per acre exceeding the minimums, but not the maximum allowable densities.

## **Transportation**

The Project is located to the east of Interstate 95, and is surrounded to the north by Hospital Center Boulevard, to the west by Richmond Highway, to the east by Old Potomac Church Road, and to the south by South Campus Boulevard, in Stafford County, Virginia, all as generally shown on the Master Plan.

The Applicant prepared a Transportation Impact Analysis (“TIA”), attached hereto as **Exhibit C**. The TIA was prepared by Ramey Kemp Associates, titled “Hospital Center Boulevard Multifamily Traffic Impact Analysis,” dated February 24, 2023.

The TIA generally concludes the following:

The Applicant is proposing to develop the site into a multifamily community consisting of 300 units.

As part of the development of this Project, access to the proposed development will be provided via one full-movement driveway on Old Potomac Church Road (the “Site Driveway”) and one right-in/right out site entrance south of the Route 1 and Hospital Center Boulevard intersection (the “RIRO Site Access”).

### ***Scope of Work***

The TIA scope of work for the proposed development is based on the TIA scoping document provided to the County on February 13, 2023. Accordingly, this TIA specifically analyzes the following study intersections:

- Route 1 and Hospital Center Boulevard;
- Route 1 and RIRO Site Access;
- Hospital Center Boulevard and Potomac Church Road/Hospital Entrance Road; and
- Potomac Church Road and Site Driveway.

For the purposes of this study, it is anticipated that the proposed development will be constructed and fully operational by the year 2027. Therefore, the following scenarios were evaluated as part of this study:

- Existing Conditions (2022)
- Future Conditions (2027) without the proposed development (No Build)
- Future Conditions (2027) with eastbound and northbound right-turn lanes (No Build)
- Future Conditions (2027) with the proposed development (Build)
- Future Conditions (2027) with the proposed development with free-flow eastbound right-turn lane (Build)

### ***Approved Developments***

It is Ramey Kemp’s understanding that there are ten (10) approved developments in the vicinity of the site that will generate a significant amount of traffic. Ramey Kemp found the trip potential of six of the approved developments at the following level of build-out in 2027:

- Austin Ridge Commercial – 75% of trips;
- Embrey Mill Commercial – 25% of trips;
- South Campus – 25% of trips;
- Stafford Commons – 100% of trips;
- Stafford Hospital – 25% of trips; and
- Westgate Center – 50% of trips.

Further, Courthouse Tracts is a commercial center located in the southwest quadrant of the Route 1 at Hospital Center Drive intersection, and includes one convenience store with 16 fueling stations and one fast-food restaurant. And Project Mover is a 533,000 square foot distribution center at the end of Bradburn Place in the southeast quadrant of the I-95 at Courthouse Road interchange.

### ***Trip Generation***

Trip generation for the proposed development was calculated based on the calculations and formulae contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition*.

The proposed development is expected to generate 120 trips (27 in and 93 out) during the morning peak hour, 117 trips (71 in and 46 out) during the evening peak hour, and 1,386 trips (693 in and 693 out) during an average weekday.

### ***VDOT Turn Lane Warrant Analysis***

Ramey Kemp compared the projected traffic volumes to the turn lane warrants in the 2020 VDOT Road Design Manual, *Appendix F: Access Management Design Standards for Entrances and Intersections*.

The results of the turn lane warrant analysis are as follows:

- Hospital Center Boulevard at Old Potomac Church Road/Hospital Entrance Road:
  - The no-build traffic volumes warrant an eastbound right-turn taper on Hospital Center Boulevard in the AM peak hour and an eastbound right turn lane in the PM peak hour.
  - The build traffic volumes warrant an eastbound right-turn lane on Hospital Center Boulevard for both AM peak hour and PM peak hour.
- Old Potomac Church Road at Site Driveway:
  - The build traffic volumes do not warrant any turn lanes on Old Potomac Church Road.

### ***Traffic Capacity Analysis -2027 Build Scenario***

To evaluate the traffic operations with the proposed development in place, capacity analyses were completed at the four (4) study intersections included in this report. The results indicate that the Project is expected to adversely impact the following intersections:

- Route 1 at Hospital Center Boulevard;
- Hospital Center Boulevard at Old Potomac Church Road/Hospital Entrance Road;
- Old Potomac Road at Site Driveway; and
- Route 1 at RIRO Site Driveway.



The results of the analysis at the intersection of Route 1 and Hospital Center Boulevard indicate the following:

- AM Peak Hour
  - This intersection currently operates at LOS C.
  - This intersection is projected to operate at LOS D during the No Build and Build Conditions due to the magnitude of the nearby approved developments.
  
- PM Peak Hour
  - This intersection currently operates at LOS F.
  - This intersection is projected to continue to operate at LOS F during the No Build and Build Conditions.
  - The projected eastbound right-turn volume on Hospital Center Drive is already heavy. The most beneficial improvement to this intersection would be to convert the eastbound right-turn lane to a free-flow movement. This would improve the signal operation to LOS E, while cutting the overall average delay in half.
  - The site trips from this Project is expected to increase the total approach volume at this intersection by 3%, so requiring this Project to pay for the free-flow conversion would not be proportional to its impact.

The results of the analysis at the intersection of Hospital Center Boulevard and Old Potomac Church Road/Hospital Entrance Road indicate the following:

- AM Peak Hour
  - Capacity analysis indicates that the minor street left-turn movement currently operates with short delays (less than 25 seconds).
  - The minor left-turn movement is projected to operate with long delays (greater than 50 seconds) during the No Build Conditions.
  - The right-turn movement warrants an eastbound right-turn lane on Hospital Center Boulevard and a northbound right-turn lane on Old Potomac Church Road during the No Build Conditions.
  - The minor left-turn movement is projected to operate with long delays (greater than 50 seconds) during the Build Conditions with the turn lane improvements identified above.
  
- PM Peak Hour
  - Capacity analysis indicates that the minor street left-turn movement currently operates with short delays (less than 25 seconds).
  - The minor left-turn movement is proposed to operate with long delays (greater than 50 seconds) during the No Build Conditions.

- The right-turn movement warrants an eastbound right-turn lane on Hospital Center Boulevard and a northbound right-turn lane on Old Potomac Church Road during the No Build Conditions.
- The minor left-turn movement is projected to operate with long delays (greater than 50 seconds) during the Build Conditions with the turn lane improvements identified above.

The results of the analysis at the intersection of Old Potomac Road and Site Driveway indicate that the minor street left-turn movement is projected to operate with long delays (greater than 50 seconds) during the AM and PM peak hours.

Finally, the results of the analysis at the intersection of Route 1 and the RIRO Site Access indicate that the minor street left-turn and right-turn movements is expected to operate with minimal delays (less than 15 seconds) during the AM and PM peak hours.

### ***Recommendations***

The following improvements are recommended to mitigate the trip impact of the Project and surrounding developments:

- Route 1 at Hospital Center Boulevard:
  - Convert the eastbound right-turn lane on Hospital Center Boulevard to free-flow operation.
- Hospital Center Boulevard at Old Potomac Church Road/Hospital Entrance Road:
  - Construct an eastbound right-turn lane on Hospital Center Boulevard;
  - Construct a northbound right-turn lane on Old Potomac Church Road.
- Old Potomac Church Road at Site Driveway:
  - Provide one inbound lane and two outbound lanes on the Site Driveway.
- Route 1 at RIRO Site Access:
  - Provide Right-In/Right-Out single lane each, including 4' raised concrete median delineation of the northbound Route 1 left-turn lane.

### **Impact Analysis**

1. **Current capacity of and anticipated demands on highways, utilities, storm drainage, schools and recreational facilities.**

A. **Roads.**

Based on the analysis results presented in the TIA, it is anticipated that the site will generate approximately 1,386 trips per day, with 120 trips during the morning peak hour and 117 trips during the evening peak hour.

As mentioned above, access to the Project will be provided via one full-movement driveway on Old Potomac Church Road and one right-in/right-

out site entrance south of the Route 1 and Hospital Center Boulevard intersection.

By Right Impacts: The subject parcels are currently zoned A-1, which in relevant part permits 4.05 residential units per six acre or a yield of 4 lots. Thus, the by-right use would generate approximately 40 daily trips for single-family detached lots.

- B. Utilities. As noted above, the proposed rezoning is located within the County's Urban Service Area and has access to public water and sewer. The water and sewer mains appear to have available capacity, or the reasonable ability to be upgraded by the developer to provide adequate capacity. The Applicant will extend utility lines from nearby rights-of-way as necessary in order to serve the development.

Public Water: Public water will be extended from the existing 12" diameter water main on Route 1 and the 12" diameter water main on Old Potomac Church Road. Interior to the Project, water mains will follow the primary access roads to provide adequate domestic and fire service for this development.

Sewer: Gravity sewer will be constructed to serve the proposed development. The Project will connect to the sanitary sewer line at the intersection of Jumping Branch Road and Route 1 that is part of the Accokeek Regional Pump Station infrastructure. Off-site easements will be required by Applicant and Owner.

By-Right Impact: If developed by right, the Applicant would likely have to connect to public water and sewer.

- C. Storm Drainage. Storm drainage from the Project will be collected in an on-site storm sewer system and conveyed to a regional stormwater management facility. The facility will provide stormwater quantity and quality control in accordance with the State requirements. Supplemental above ground or underground stormwater management facilities may be required to satisfy the stormwater management requirements.
- D. Schools. As noted in the Proffer Analysis, attached hereto as **Exhibit D**, the proposed rezoning will have an impact on schools. Using the County School system's estimate of 0.227 students generated from multifamily units, the 300 multifamily units are expected to yield 68.10 students. Based on this estimate, the Project is expected to generate a net student impact of 64.31 total school aged children at full build-out. As discussed further below, in paragraph 3, the Project's economic benefits will result in a positive net annual fiscal impact, meaning the Project will pay for itself from a County annual operating cost for services perspective. The Project will be in the

school attendance areas of Stafford Elementary School, Stafford Middle School, and Brooke Point High School. The proposed development will cause the elementary and high schools to exceed maximum capacity, all as described in the attached Proffer Analysis. According to the County's most recent Capital Improvement Plan, there are no near-term plans for improvements at these schools. Since the Project exceeds the capacity numbers for these schools, the Applicant, in accordance with applicable State Code requirements, is proposing to proffer cash in the aggregate amount of \$2,717,533.00, which will be divided and paid per Unit all in accordance with the enclosed a draft Voluntary Proffer Statement for your review.

By Right Impact: A by-right development would result in approximately 4 dwelling units or approximately 3.79 school aged students without the benefit of any proffers for school improvements.

- E. Recreational Facilities. It is reasonably anticipated that the proposed rezoning will have minimal impact on park and recreational facilities. Per the Comp Plan's recommendation of 20 acres per 1,000 residents, the proposed development (1,010 estimated persons) would require roughly 20.2 acres in parkland. The Applicant's Proffer Analysis concludes that since the Project is not within a priority area (per the County's Park Utilization Plan), there are adequate park service levels at this time and no proffers are needed. In addition, the Project will provide certain onsite passive and active recreational amenities within the Project, including a pool, clubhouse & fitness center.

By-Right Impact: A by-right development would generate approximately 4 dwelling units. The by-right development would require no parkland.

2. Fire & Rescue. The proposed Project is within the Fire and Rescue Station #2 (Stafford) service area and it is anticipated that it will be served by Station #2. The Applicant's Proffer Analysis shows that these facilities lack sufficient capacity and therefore, the Applicant is proposing a proffer of \$186.71 per multifamily unit and 300 units above by-right. Please also see the attached proffer statement provided with this Application.
3. Fiscal Impact. As noted above, the FIA concludes that at full build-out the Project will generate annual gross county tax revenues of approximately \$1,223,244.00, and will result in an annual net fiscal benefit to the County of \$488,178.00. Essentially, the Project will more than pay for itself from an annual operating perspective and partially subsidize current per capita County tax revenue losses. The FIA's assumptions are based on several factors, including the County's current tax rate, budget and CPI projections, County estimates for the costs for public services, market conditions, and County demographics, all as more particularly described in the FIA attached hereto as Exhibit E.

4. **Environmental Impact.** Wetland Studies and Solutions, Inc delineated the waters and wetlands within the Project limits and prepared a perennial flow determination. As shown on page 2 of the Master Plan, the only waters, wetlands or Resource Protection Areas (RPAs) within the Project limits are situated on Parcel 39-8B. No improvements are proposed on this parcel. Therefore, this Project will not impact waters, wetlands or RPAs.
5. **Impact on Adjacent Properties.** Generally, nearby properties are composed of a mix of residential and commercial properties, as well as vacant residential and commercial land. Given the mixed uses surrounding the Property, the proposed development is compatible with and similar to nearby development, and we do not believe there will be any adverse impacts to surrounding properties.
6. **Historical Sites:** There are no known historical resources on the Property.

## **EXHIBITS**

The following exhibits are attached hereto and incorporated into this application by this reference:

**Exhibit A:** Master Plan, prepared by Fairbanks & Franklin, dated April 19, 2023, and titled “ATTAIN AT STAFFORD MASTER PLAN FALMOUTH MAGISTERIAL DISTRICT STAFFORD COUNTY, VIRGINIA.”

**Exhibit B:** Elevations entitled “Attain at Stafford Conceptual Elevation,” prepared by Bonaventure, and dated April 17, 2023.

**Exhibit C:** Prepared by Ramey Kemp Associates, titled “Hospital Center Boulevard Multifamily-Traffic Impact Analysis (TIA) U.S. 1 at Hospital Center Boulevard”, dated February 24, 2023.

**Exhibit D:** Proffer Impact Analysis prepared by Municap titled “Stafford Hospital Residential Development Stafford County, VA” and dated March 10, 2023.

**Exhibit E:** Fiscal Impact Analysis prepared by Municap titled “Stafford Hospital Stafford County, Virginia” dated December 22, 2022.

**EXHIBIT A**

**Master Plan**

**EXHIBIT B**

**Elevations**

**EXHIBIT C**

**Traffic Impact Analysis**



**EXHIBIT D**

**Proffer Analysis**

**EXHIBIT E**

**Fiscal Impact Analysis**

15189322.2 030492.00036