

STAFFORD COUNTY, VIRGINIA

ZONING RECLASSIFICATION AND CONDITIONAL USE PERMIT APPLICATION

IMPACT STATEMENT

Applicant: MID-ATLANTIC REAL ESTATE INVESTMENTS, INC. (the “Applicant”)

Owner: MID-ATLANTIC REAL ESTATE INVESTMENTS, INC.; ALPAMAYO INVESTMENT CORP.; GOLDEN INVESTMENT EMPIRE CORPORATION; John P. Harris, III; William H. Harris; Frank C. Harris and Athene P. Harris, Trustees of the Frank C. Harris and Athene P. Harris Living Trust; Gloria P. Chittum; Parish M. Cropp; Glenn H. Cropp; Linda C. Fines; Rita C. Payne; Michael T. Payne; Estate of Robert G. Burton; Joyce M. Hall; Dona Banks; Pamela Banks; Carl Cox, II; Carolyn Ann Payne; Melissa Ferrara; Gloria Payne; Kenneth Payne, Jr.; Alfred E. Payne; John Payne; David Payne; Shirley Jeane Campbell; Thurman Campbell; Grace F. Mills; Kenneth G. Mills; Sam Yadzani; Saeid Asgharina; and Mark Bredesen (collectively, the “Owner”)

Property: Thirty-two (32) parcels, located in Stafford County, Virginia, containing a total of 179.7 acres subject to this rezoning, which includes portions of VDOT land to be acquired, with a list of all applicable tax map parcels shown on attached **Exhibit A** (collectively the “Property”)

Project Name: “Belmont Park” (the “Project”)

Rezoning Request: From A-1, R-1 & M-1 to B-2, UD-5, R-3 & R-5 (as shown on attached **Exhibit B**)

CUP Request: A convenience center with vehicle fuel sales

Date: March 12, 2020

File No.: RC20_____

CUP20_____

Application Request

The Applicant hereby requests a rezoning of the Tax Map Parcels listed on **Exhibit A** from Agricultural (A-1), Suburban Residential (R-1), and Light Industrial (M-1) to Urban Commercial (B-2), Urban Development (UD-5), Urban Residential High-Density (R-3), and Age-Restricted Housing (R-5), all as provided below; and requests a CUP for a convenience center with vehicle fuel sales, in accordance with the Stafford County, Virginia (the “County”) zoning ordinance,

including without limitation Article III, Sections 28-35 and 28-36; Article X, Section 28-161, et seq.; Article XI, Section 28-185; and Article XII Section 28-201, et seq.:

The Tax Map Parcels listed on **Exhibit A** (collectively, the “Property”), consisting of approximately 179.7 acres in total, and generally located near the intersection of Sanford Drive and Warrenton Road, within the Hartwood Voting and Magisterial Districts, all as more particularly described on that certain master plan prepared by the Timmons Group titled “Belmont Park,” dated October 3, 2019, attached as **Exhibit B** (the “Master Plan”), which is incorporated as a material part of this application by this reference.

This application provides the following key development features:

- (1) No more than 303 residential apartment units to be located in Areas 8 and 9, all as generally shown on the Master Plan (the “MF Market Rate Units”);
- (2) Up to 412 age-restricted residential units to include up to 214 townhome units and up to 198 multi-family units (collectively the “Age-Restricted Units”) to be located in Areas 10, 11, and 12 of the Property, all as generally depicted on the Master Plan (collectively the MF Market Rate Units and Age Restricted Units shall be known as the “Residential Project”); and
- (3) Approximately 435,400 square feet of commercial retail space, that will include restaurants, and up to 162,500 square feet of commercial office space to be located only in Areas 3 through 9, all as generally shown on the Master Plan (the “Commercial Project”);
- (4) One convenience center with vehicle fuel sales which requires a CUP (“Convenience Center”);
- (5) Up to a 100-bed assisted living facility (“Assisted Living Facility”);
- (6) A VDOT commuter lot (“Commuter Lot”);
- (7) Total open space area of approximately 16.8 acres or 45% on Areas 1 through 14;
- (8) Total of \$445,019.72 in total monetary cash proffers, all as provided more particularly in the attached proffer analysis titled “Belmont Park Development, Stafford County, VA SB 549 Proffer Analysis,” dated February 18, 2020, attached hereto as **Exhibit C** (“Proffer Analysis”), and corresponding proffer statement, which is also enclosed;
- (9) Project is located within Stafford County’s Urban Service Area, which encourages greater density, and will include a connection to public water and sewer facilities; and
- (10) Project is located within a targeted growth area, which is consistent with County’s Comprehensive Plan, all as described in more detail below.

Overview

Zoning:

As noted above, the Property is currently zoned A-1, R-1, and M-1 as shown more particularly on sheet 2 of the Masterplan. The Applicant proposes changing the zoning district of Parcels 44-

123A, 44-124A, 44-125, 44-129, 44-129A, 44-130, 44-130A, 44-135, 44-136, 44-136A, and portions of Parcels 44-124, 44-131, 44-132, 44-138A, and 44-137A from R-1 to B-2; Parcels 44-123E, 44-123B, and 44-123D from M-1 to B-2; and Parcels 44-144, 44-144B, 44-144C, and a portion of Parcel 44-93A from A-1 to B-2, to allow for a VDOT Commuter Lot and office/retail space, and requests a CUP to allow for a convenience center with vehicle fuel sales. 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.

The Applicant also proposes changing the zoning district of portions of Parcels 44-124, 44-131, 44-132, 44-138A, and 44-137A from R-1 to UD-5; and a portion of Parcel 44-93A from A-1 to UD-5 to allow for office/retail/multifamily residential development. Section 28-34 of the County's Zoning Ordinance states the following concerning the UD-5 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. . . . The UD-5 subdistrict is a mixed use district allowing retail, office and residential uses in a variety of building types up to five (5) stories in height. Residential configurations include townhouses, apartments, and upper floors of mixed use buildings. The subdistrict accommodates a floor area ratio (FAR) of at least 0.4.

The Applicant proposes changing the zoning district of Parcel 44-91 and a portion of Parcel 44-93E from A-1 to R-3 to allow for 303 market rate apartment units. Section 28-34 of the County's Zoning Ordinance states the following concerning the Urban Residential – High Density district:

The purpose of the R-3 district is to provide areas of high-intensity residential uses designed and intended to be primarily characterized by multi-family dwellings and townhouses. Such districts are to be located near centers of urban concentrations, only where approved water and sewerage are available and where transportation systems are adequate.

The Applicant also proposes changing the zoning district of Parcels 44C-3-3, 44-C-3-4, 44C-3-5, 44C-3-6, 44C-3-7, 44C-3-8, 44C-3-9, 44-92, and a portion of Parcel 44-93E from A-1 to R-5 to allow for up to 412 age-restricted units and a maximum 100-bed assisted living facility. Section 28-34 of the County's Zoning Ordinance states the following concerning the R-5 district:

The purpose of the R-5 district is to provide areas of high-intensity residential uses designed and intended to be multifamily dwellings for persons fifty-five (55) years in age

or older, in accordance with all federal and state laws and regulations. Such districts are to be located within the designated urban services areas and outside of the military impact areas in the comprehensive plan, where public water and sewer are available and transportation systems are adequate.

Location:

The Property adjoins Warrenton Road (U.S. Route 17), between Warrenton Road and Celebrate Virginia Parkway and west of the intersection of Sanford Drive and Warrenton Road. The Property is bordered on the north by industrial, commercial, and retail development, including a trucking company, fleet management service, automobile repair service, and numerous other commercial and retail businesses; on the west by industrial development and vacant property zoned for recreational business and heavy industrial uses; on the east by hotels, a gas station, a restaurant, and I-95; and on the south by condominiums and vacant commercial property zoned for agricultural and light industrial uses. Across Warrenton Road are retail and commercial businesses.

Comprehensive Plan:

As described in more detail below, the Applicant's proposal conforms to the policies established by the County's Comprehensive Plan (the "Comp Plan"), and is designated as a Targeted Residential Growth Area ("TGA") within the Urban Services Areas ("USA") for future land use. In addition, the Project will have minimal impacts on County services, and generate net positive tax revenues at full build-out as further detailed under the impact analysis of this narrative.

Comprehensive Plan Analysis

1. The Property's Classification Supports Project Approval

The County's Comp Plan identifies the Property as being within the County's USA, and further classifies it as part of both a TGA and an Economic Development Priority Focus Area ("PFA") all within the Warrenton Road Planning Area ("Planning Area").

USAs are areas designated within the County in which growth should be directed in order to reduce growth pressure in rural parts of the community. More dense development projects are encouraged within these aforesaid 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. Planning areas are further identified as TGAs, PFAs, or both.

TGAs emphasize where approximately 50% of the County's future residential growth is recommended and a mix of commercial land uses are supported in these locations. PFAs emphasize where business development is encouraged. Warrenton Road has been designated a Planning Area that is both a TGA and a PFA. Thus, the County anticipates that this area will be a hub for dense residential and commercial development.

The Property's location within the County's USA, Planning Area, TGA, and PFA strongly support granting approval to the Project, as the County encourages development of this nature within these areas.

2. The Project satisfies the Comp Plan's goals for future development

Stafford County has articulated its overarching goals for future development and land use in its Comp Plan. According to the Comp Plan, new development must (1) be sustainable and promote positive growth; (2) promote economic development; (3) include a mix of housing types available for all income levels when developments are of a dense, compact mixed-use nature; and (4) contribute to transportation solutions that will meet current and future demand for better, safer, and less congested roads.

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

2.1 The Project contributes to County's sustainable and positive growth

First, the Project aligns with the County's general development goals for sustainable and positive growth by its location within both the Urban Service and Warrenton Road Planning Areas. As discussed above, the County has 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 dense, compact mixed use developments should be located within USAs, and that those developments should have sufficient density and scale to support a mix of uses, walkability, and public transit, while including a mix of housing types for all income levels while offsetting its impacts to County services. The Project's dense, mixed use characteristics satisfy these requirements.

2.1.1. The Project's location within 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—especially that of a mixed use development—within the USA and reducing pressure on the rural parts of the County. Further, the Project's dense, compact mix of multi-family units, retail and commercial office space, age-restricted units, assisted living facility, and convenience center, complies with the Comp Plan's requirement that dense mixed-use developments should be located within USAs. The Project provides sufficient density to support mixed use, walkability, and public transit. This is demonstrated by the intra-parcel pedestrian walkways, as well as the Project's proximity to a VDOT Commuter Lot which support public transportation options for the Project's residents. Additionally, in keeping with the Comp Plan's goals for mixed use developments within the USA, the mix of residential and retail and office spaces provide a place for the Project's residents to work, play, and shop in a walkable community.

Further, the Project will be serviced by the existing public sewer and water utilities, eliminating the need to develop any new infrastructure, and thereby lessening its impact on the County's resources. The 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 rezoning requirement. Further, although the impacts of the Project on the County's infrastructure will be minimal, any impacts that may result will be offset through the Applicant's proffers, which are described in **Exhibit C**.

2.1.2 Project's location within Warrenton Road Planning Area supports development

Not only does the Project's location in the USA support approval of the Application, but its location in the County's Warrenton Road Planning Area further bolsters a finding of rezoning approval. The County anticipates that a significant amount of new development—both commercial and residential—will occur within this Planning Area, which is seen as an area where growth should be focused to support the businesses along the corridor. The County anticipates that this development will be near-term and is intended to include 3,300 new residential dwelling units, including 1500 multi-family, 800 townhouses, and 1,000 single-family and 4,750,000 square feet of commercial development.

In keeping with the County's intentions, the Project would bring this near-term development to fruition and the resulting new residences constructed by the Project would provide ample support for the businesses located along the Warrenton Road corridor: The Project's 303 multi-family units, 412 age-restricted units, and 100-bed assisted living facility contribute significantly to meeting the projected residential development goals for the Planning Area.

2.1.3 Planning Area's designations as TGA and PFA support approval of development

The Project's location in the area designated both as a TGA and PFA of the Planning Area further support a finding that the development conforms to the Comp Plan's sustainable growth goals.

Within the Planning Areas of the USAs, the County has designated certain TGAs within which the County encourages pedestrian-oriented neighborhoods and town centers composed of a variety of housing types and densities that accommodate the need for affordable housing. These communities should include mixed use developments which incorporate shopping, work place opportunities, and public facilities into one area and will be characterized by new local streets; pedestrian friendly road design; connectivity of road and pedestrian networks; preservation of natural areas; and open common areas for residents. Further, the site design of developments within TGAs should include the use of limited buffering and screening, and buildings should be no more than 6 stories high. TGAs should be developed over time in a balanced and phased manner with adequate commercial development to offset demands on community facilities and infrastructure that residential development brings. These requirements are intended to create areas which allow residents to work, live, shop, and play within a relatively small area without fully relying on automobile transportation.

As discussed above, the Project occupies 32 parcels which will be composed of a variety of multi-family units, age-restricted housing, retail and office space, and an assisted living facility. All of the buildings in the Project will be no higher than five stories. The Project will add 715 new affordable residences to the County's housing stock, which will help achieve the County's goal that approximately 50% of the County's residential growth occur within the TGAs. The retail and office space will provide shopping and work place opportunities for the residents and the parcels will be linked and integrated by sidewalks, intra-parcel pedestrian walkways, and open spaces. Buffering and screening, as depicted on the Master Plan, are properly limited. Additionally, the Project will preserve the natural wetlands on the western edge of the development through avoidance and minimization of impacts throughout. This will be accomplished in part by aligning the sewer in the development areas rather than in the stream channels and floodplains. Thus, the proposed development's compact location of a mix of residential and commercial uses satisfies the County's goals for promoting sustainable and positive growth within TGAs and PFAs.

The Project further conforms to the requirements of TGAs and PFAs by its construction in two phases: Phase I will include 435,000 square feet of retail space, 162,500 square feet of office space and 303 multi-family units. Phase II will include 214 age-restricted townhomes, 198 age-restricted apartments, and a 100-bed assisted living facility.

Further, the commercial and retail space will offset the new residential component by providing the requisite community facilities and infrastructure to mitigate the impact of the residential development.

2.2 The Project promotes economic development

The Project's location within the USA, Warrenton Planning Area, TGA, and PFA, as well as its mixed-use characteristics, promote the County's economic goals for promoting job creation while supporting retention and growth of the County's existing businesses and industries.

The Comp Plan has set forth several economic development goals and requirements for new developments. First, the County encourages the development of accessible, convenient, and attractive commercial and industrial locations within the USA. Second, the County directs that retail and other commercial nodes in mixed use areas should serve local residential communities and be accessible to transportation. The Project satisfies both of these goals. The Project's strategic proximity to I-95 and Warrenton Road is accessible, convenient, and attractive, as Warrenton Road has an average daily traffic of 43,000 vehicles per day, Celebrate Virginia Parkway to the west adds another 1,100 vehicles per day, and the Commuter Lot provides 1,020 commuter parking spaces used by travelers heading north on I-95. The prominent location of the Project near these heavily trafficked roads will significantly boost the County's revenues through the resulting commercial activity of the high volume of traffic.

2.3 The Project meets the Comp Plan's housing goals by including a mix of housing types available for all income levels

The Comp Plan sets forth multiple housing goals for new developments. The goals require new developments to (1) increase the stock of affordable housing without creating a burden on the County; (2) provide a mix of housing types; (3) provide housing that has access to local services, community facilities, and employment opportunities; and (4) promote housing opportunities for all income ranges and ages. The Project's mixed use proposal satisfies these housing goals in multiple respects.

First, the proposed development increases the County's affordable housing stock by 715 units. The Project will have limited impact on the County's infrastructure due to the existing public water and sewer connections, and any impacts that do result will be offset by the Applicant's proffers. Second, the Project provides a mix of housing types: multi-family units; age-restricted units which supply housing specifically for the elderly, and an assisted-living facility. Third, the Project's residential units will have access to local services, community facilities, and employment opportunities, not only by its proximity to major arterials housing significant commercial developments, but also due to the mixed use nature of the Project itself, which will include 435,000 square feet of retail space and 162,500 square feet of office space. The commercial and retail spaces will provide the Project's residents with opportunities to work, play, and conduct business all within a small radius. Finally, the mixed nature of the types of housing provided by the Project promote housing opportunities for a variety of income ranges and ages, as evidenced from the inclusion of both multi-family and age-restricted units, as well as an assisted living facility which will serve the elderly. These characteristics conform to the County's housing goals and thereby support approval of the Application.

2.4 The Project meets the Comp Plan's transportation requirements for sustainable growth and mitigating traffic impacts

The Comp Plan identifies multiple transportation objectives and policies governing new development. According to those policies, new development should (1) provide and encourage alternate modes of transportation in order to contribute to sustainable growth; (2) mitigate impacts caused by new development by creating more efficient patterns of traffic flow and circulation; (3) provide more than one point of ingress and egress; and (4) provide necessary transportation improvements in a timely manner.

The Project conforms to these transportation objectives and policies, as described in more detail below.

2.4.1 The Project provides alternative modes of transportation

First, the Project provides and encourages alternate modes of transportation through existing and proposed sidewalks, shared use paths, its proximity to the regional transit system, and the provision of a commuter lot.

Currently, there are sidewalks along both sides of Warrenton Road throughout most of the Project area. There are crosswalks and pedestrian signals at most side street crossings along Warrenton Road and some which provide protected pedestrian crossing of Warrenton Road. Although there are no bicycle lanes or facilities along Warrenton Road, there is a shared use path

along the eastern side of Celebrate Virginia Parkway which provides for both pedestrians and bicycles. The Project will implement a system of sidewalks and intra-parcel pedestrian connections throughout the Project, as depicted on the Master Plan, which will connect the residential portions of the Project with the commercial and retail sectors, thus fostering a walkable community that does not rely solely on automobile transportation.

Additionally, the Fredericksburg Regional Transit system provides both commuter and local bus service within the vicinity of the site with multiple stops along Warrenton Road, including one at the VDOT Commuter Lot.

Further, the VDOT Commuter Lot provides 1,020 commuter parking spaces and is primarily used by travelers heading north on I-95, thereby encouraging alternate modes of transportation through carpooling and use of mass transit.

2.4.2 The Applicant will mitigate traffic impacts resulting from development

Second, the Project conforms to the County's objectives by mitigating any traffic impacts that will result from it, thereby creating more efficient patterns of traffic flow and circulation, in compliance with the Comp Plan's goals.

This is demonstrated first by the Project's location near the intersection of Warrenton Road and I-95. Given the Project's location along a major commuting corridor and I-95, it is anticipated that up to 34% of traffic to the retail component of the Project will be pass-by trips already on Warrenton Road, rather than new trips to the roadway network. Thus, the Project's location alone will help mitigate traffic impacts resulting from the development.

Second, the proposed development is a complementary use to the existing VDOT Commuter Lot, since the majority of the Commuter Lot trips enter before the a.m. peak hour and leave prior to the p.m. peak hour. Further, it is anticipated that up to 10% of the retail traffic associated with the proposed development will come from the Commuter Lot traffic. Due to the complementary uses of the Project, the proposed mixed-use development will experience an internal reduction of 5% to 16% in each of the peak hours, further mitigating traffic impacts.

Third, the phased nature of the development will ensure that most impacted intersections experience minimal to no change in levels of service or queueing. Phase I of the Project is anticipated to degrade levels of service along the Warrenton Road/Falls Run Drive/VDOT Commuter Lot intersection, and is further expected to degrade the level of service on the northbound left turn from Warrenton Road into the Project site. However, at complete buildout of the site, impacts to levels of service and queueing will be minimal. Thus, although the construction of the site itself will slightly increase traffic congestion around the site, the overall impact of the Project will be negligible.

Fourth, in compliance with the Comp Plan's policy that alternate routes be promoted in order to relieve congested corridors, the Project will construct a partial access entrance to the development on Celebrate Virginia Parkway during Phase II of the Project. With this new access point, the primary new residential trips generated by the Project will be reassigned to the local

roadway network and site entrances, thereby providing an alternate route and relieving congestion at the Warrenton Road/Falls Run Drive/VDOT Commuter Lot intersection.

2.4.3 The Project will include four points of ingress/egress

Fourth, the Project will include four points of ingress/egress, exceeding the Comp Plan's expectation that new residential subdivisions should provide more than one point of ingress/egress. Access to the Project will be provided via four entrances: (1) A full movement entrance on Warrenton Road at the existing signalized intersection of Warrenton Road/Falls Run Drive/VDOT Commuter Lot; (2) A right-in/right-out only entrance west of the Warrenton Road/Falls Run Drive/VDOT Commuter Lot intersection; (3) A right-in/right-out only entrance east of the Warrenton Road/Falls Run Drive/VDOT Commuter Lot intersection; and (4) A partial access (right-in/right-out/left-in) entrance on Celebrate Virginia Parkway.

In addition to the four access points listed above, the Project will also relocate the existing VDOT Commuter Lot to the east with the current entrance roadway serving both the Commuter Lot and the Project.

Proffer Analysis

Pursuant to Virginia Code section 15.2-2303.4 and for purposes of this application, proffers may be offered by the Applicant for residential rezoning projects if such proffers are not unreasonable and are specifically attributable to the proposed use. In this regard, the Applicant retained MuniCap, Inc. to prepare the proffer analysis for the proposed project, attached as **Exhibit C**.

In summary, the Proffer Analysis provides that the proposed project will generate a need for certain cash proffers to address impacts to public safety. In this regard, the Applicant is proposing reasonable cash proffers of \$780.40 per multi-family unit after by-right distribution \times 303 multi-family units, and cash proffers of \$506.21 per Age-Restricted Unit after by-right distribution \times 412 age-restricted units, for a total of \$445,019.72 in cash proffers.

We believe the proposed cash proffers are reasonable and specifically attributable to anticipated impacts of the project on County public safety facilities. The proffers will also materially and directly benefit the proposed project.

Impact Analysis

1. **Current capacity of and anticipated demands on highways, utilities, storm drainage, schools, and recreational facilities.**
 - A. **Roads.** Based on the results presented in the Traffic Impact Analysis prepared for Applicant by the Timmons Group, titled "Belmont Park Traffic Impact Analysis, Stafford County, Virginia," and dated February 8, 2019 ("TIA"), incorporated by this reference as a material part of this application and attached as **Exhibit D**, the proposed development would generate 544 new trips in during the morning peak hour, 1,162 new trips

during the afternoon peak hour, 1,425 new trips during the Saturday midday peak hour, and approximately 12,596 new weekday daily trips.

Access to the project will be from four entrances along Warrenton Road and Celebrate Virginia Parkway.

By Right Impacts: The subject parcels are currently zoned A-1, R-1, and M-1, which in relevant part permit 1.5 residential units per acre or a yield of five (5) lots (since the Property is currently 32 separate parcels). The impacts of the Project to levels of service and daily vehicle trips are described in the extensive TIA.

- 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 expected routing and total flows for the Project are described in the "Belmont Park Utility Map," prepared by the Timmons Group and dated February 6, 2020, incorporated by this reference as a material part of this application and attached as **Exhibit E**.

- C. Schools. The proposed rezoning will have a modest impact on schools as the 303 multi-family units are estimated to generate approximately 69 school-age children at full build-out, as discussed in the Proffer Analysis. This range is based on the County School system's estimate of 0.227 students generated from multi-family units. As previously stated, the Project's economic benefits will result in a positive net annual fiscal impact, meaning that the Project will pay for itself from a County operating services cost perspective. The Project will be located in the attendance areas of Rocky Run Elementary, Gayle Middle School, and Stafford High School. The Project will not cause student enrollment to exceed maximum capacity; therefore no proffer contribution for public school facilities is being made.

By-Right Impact: A by-right development would result in approximately 132 dwelling units or approximately 125 school-age students without the benefit of any proffers for school improvements.

- D. 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 would require roughly 29.34 acres of parks. However, according to the County's 2017 Parks Utilization Plan, the Project is not located in a geographic area where parks are lacking; therefore, the area currently has adequate park service levels. As a result, no proffers for park facility improvements are made.

By-Right Impact: A by-right development would generate approximately 132 dwelling units. The by-right development would require 8.16 acres of parks.

2. **Fire & Rescue**. It is anticipated that the proposed project will be served by Station 12, Berea, which is located approximately 1.7 miles north of the project. The Applicant's Proffer Analysis shows that the Project will have minimal impact to current County capacity levels for fire and rescue, and thus proffers \$780.40 per unit for the 303 MF Units above by-right, and proffers \$506.21 per Age-Restricted Unit in cash proffers to address this direct impact. Please also see **Exhibit C**.
3. **Fiscal Impact**. The Applicant retained MuniCap, Inc. to prepare a fiscal impact analysis for the proposed project titled "Belmont Park Stafford County, VA," dated October 28, 2019, incorporated by this reference as a material part of this application and attached as **Exhibit F** ("FIA"). The FIA concludes that at full build-out the Project will generate gross county tax revenues of approximately \$5,341,135 annually (including on and off-site impacts), and will result in an annual net fiscal benefit to the County of \$3,648,955. 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 CIP projections, County estimates for the costs for public services, market conditions, and County demographics, all as more particularly described in the FIA.
4. **Environmental Impact**. Approximately 3.53 acres of wetlands have been identified on the Property.

The proposed development has been designed to avoid disturbance to the RPA. None of the development will be located in the RPA.

By-Right Impact: Any development utilizing the same developable area will have the same impacts to environmentally sensitive features.

5. **Impact on Adjacent Properties**. Generally, nearby properties are vacant land, high-intensity multi-family dwellings, or developed for commercial uses. The proposed development is compatible with, and a good transition between development on surrounding properties, and we do not believe there will be any adverse impacts to surrounding properties.
6. **Historical Sites**. According to the Virginia Department of Historic Resources, no known archaeological sites or architectural resources are located on the Property. No cemeteries are located on the Property. Accordingly, no adverse impacts to historic resources are anticipated from the development of the Property.

7. **Exhibits** The following exhibits are enclosed herewith and are a material part of this application:

- (a) Property;
- (b) Master Plan, titled “Belmont Park,” prepared by the Timmons Group, dated October 3, 2019;
- (c) Proffer Analysis, prepared by MuniCap, Inc., dated February 18, 2020;
- (d) Traffic Impact Analysis, titled “Belmont Park Traffic Impact Analysis, Stafford County, Virginia,” prepared by the Timmons Group, dated February 8, 2019;
- (e) Utility Map, titled “Belmont Park Utility Map,” prepared by the Timmons Group, dated February 6, 2020; and
- (f) Fiscal Impact Analysis, titled “Belmont Park Stafford County, VA,” dated October 28, 2019, prepared by MuniCap, Inc., dated October 28, 2019.

EXHIBIT A

<u>Property:</u>	Tax Map Parcel #	Current Zoning	Known as:
	44-91	A-1	n/a
	44-93E	A-1	n/a
	44-124	R-1	675 Warrenton Road
	44-124A	R-1	n/a
	44-125	R-1	681 Warrenton Road
	44-129	R-1	665 Warrenton Road
	44-129A	R-1	n/a
	44-130	R-1	661 Warrenton Road
	44-130A	R-1	n/a
	44-131	R-1	669 Warrenton Road
	44-132	R-1	655 Warrenton Road
	44-144	A-1	66 Hewitt Lane
	44-144B	A-1	64 Sanford Drive
	44-93A	A-1	102 Sanford Drive
	44-144C	A-1	31 Hewitt Lane
	44-138A	R-1	n/a
	44-137A	R-1	627 Warrenton Road
	44-135	R-1	n/a
	44-136	R-1	n/a
	44-136A	R-1	n/a
	44C-3-3	A-1	n/a
	44C-3-4	A-1	n/a
	44C-3-5	A-1	n/a
	44C-3-6	A-1	n/a
	44C-3-7	A-1	n/a
	44C-3-8	A-1	n/a
	44C-3-9	A-1	n/a
	44-92	A-1	150 Sanford Drive
	44-123A	R-1	691 Warrenton Road
	44-123B	M-1	701 Warrenton Road
	44-123D	M-1	n/a
	44-123E	M-1	697 Warrenton Road

Exhibit B

Master Plan

EXHIBIT C

Proffer Analysis

EXHIBIT D

Traffic Impact Analysis

EXHIBIT E

Utility Map

EXHIBIT F

Fiscal Impact Analysis

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