

**Stafford County Board of Supervisors
Agenda Item Report
Meeting Date: July 10, 2018
Public Hearing
Proposed Ordinance O18-15**

Subject:	
Consider Amending and Reordaining the Stafford County Zoning Ordinance by Amending the Zoning District Map to Reclassify from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District, on Tax Map Parcel Nos. 38-13 and 38-33, Located Within the Hartwood Election District.	
Recommended Action:	
Adoption of proposed Ordinance O18-15	
Committee/Commission Recommendation:	
At its meeting on May 9, 2018, the Planning Commission voted 5-1 (Mr. Apicella voted no, Mr. Randall absent) to recommend approval of this application.	
Fiscal Impact:	District:
N/A	Hartwood
Overview:	
The Board is asked to consider a request for a reclassification from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District on Tax Map Parcel Nos. 38-13 and 38-33 (Property), to allow for commercial and industrial development. The Property is approximately 66 acres in size and is located at the intersection of Centreport Parkway and Ramoth Church Road.	
Discussion/Analysis:	
<p>Ramoth Road Investors, LLC (Applicant) submitted a request to reclassify the Property from the A-1 to the M-1 Zoning District. The Property is currently, mostly, undeveloped and the Applicant is proposing to limit the site development to no more than 500,000 square feet of building area. The exact use of the Property has not been specified, but the Applicant has proffered to comply with the recommendations in the Comprehensive Plan for properties affect by the airport. As such, the Stafford Regional Airport Authority (SRAA) found the proposed M-1 use of the Property compatible with existing and future airport uses. The Property is also within the Central Stafford Planning Area designation in the Comprehensive Plan and the proposed rezoning is consistent with the planning area's recommendations.</p> <p>The Applicant submitted a Generalized Development Plan (GDP), but did not proffer it. The GDP only illustrates a potential site development concept for the Property. The ultimate configuration of buildings, access points, drive aisles, and parking areas could be significantly different from what is shown on the GDP. A few elements on the GDP are required by County Code, and as such, would be required and reviewed at the time of site plan submission. Such requirements include cemetery access and buffering, and transitional buffers.</p> <p>At full buildout under the reclassification, the Property could generate up to 3,633 vehicle trips per day; therefore, a transportation impact analysis (TIA) was required and submitted with the reclassification request. The TIA's</p>	

assumptions were based upon a 500,000 square-foot light industrial use building. Since uses were not proffered however, when actually developed the impact on traffic may be more or less. The TIA recommended improvements to mitigate some impacts of the proposed developments on the County's transportation network. The applicant proffered future right-of-way along Ramoth Church Road, and mitigated or addressed concerns expressed through the TIAs review. Staff notes that not all transportation concerns have been mitigated or addressed to a level of satisfaction.

Attachments:

Attachment 1 - Extended/Discussion Analysis	Attachment 7 - Impact Statement
Attachment 2 - Proposed Ordinance O18-15	Attachment 8 - TIA dtd 12/24/15
Attachment 3 - Proposed Resolution R18-69	Attachment 9 - VDOT Comments dtd 5/15/17
Attachment 4 - Proffer Statement dtd 5-7-18	Attachment 10 - Application and Related Materials
Attachment 5 - Generalized Development Plan 2/26/18	Attachment 11 - Planning Commission Minutes
Attachment 6 - Land Use Action Request	

Summary/Conclusion:

Proposed Ordinance O18-15 would reclassify the Property to the M-1 Zoning District, with proffers.

X	County Administrator	<i>Thomas C. Foley</i>
X	County Attorney <i>(legal review only)</i>	<i>Ryshede M. McIndoo</i>

Extended/Discussion Analysis

Existing Conditions

The Property is mostly wooded with varying topography. The area near the intersection of Ramoth Church Road and Centreport Parkway is relatively level, with moderate slopes along Ramoth Church Road and the northwest property line. Much of the remainder of the Property is characterized by steep slopes and stream valleys. These areas are mainly located in the central and southern portions of the Property. The Property includes a small non-contiguous piece of land located at the intersection of Ramoth Church Road and Centreport Parkway. This area was split from the larger parcel when Centreport Parkway was realigned. No improvements exist on the Property apart from an access road on the eastern parcel, which was utilized for equipment storage and staging for the Centreport Parkway realignment project. There are no known critical resource protection areas on the Property. Some wetland areas exist along the streams located in the central part of the Property.

A small family cemetery, approximately 30 feet by 44 feet in size with 13 gravesites is located on the eastern parcel. The cemetery was surveyed in 2007 and is recorded as "Embrey Family Cemetery #3". Graves are marked with dates ranging from 1819 to 1899.



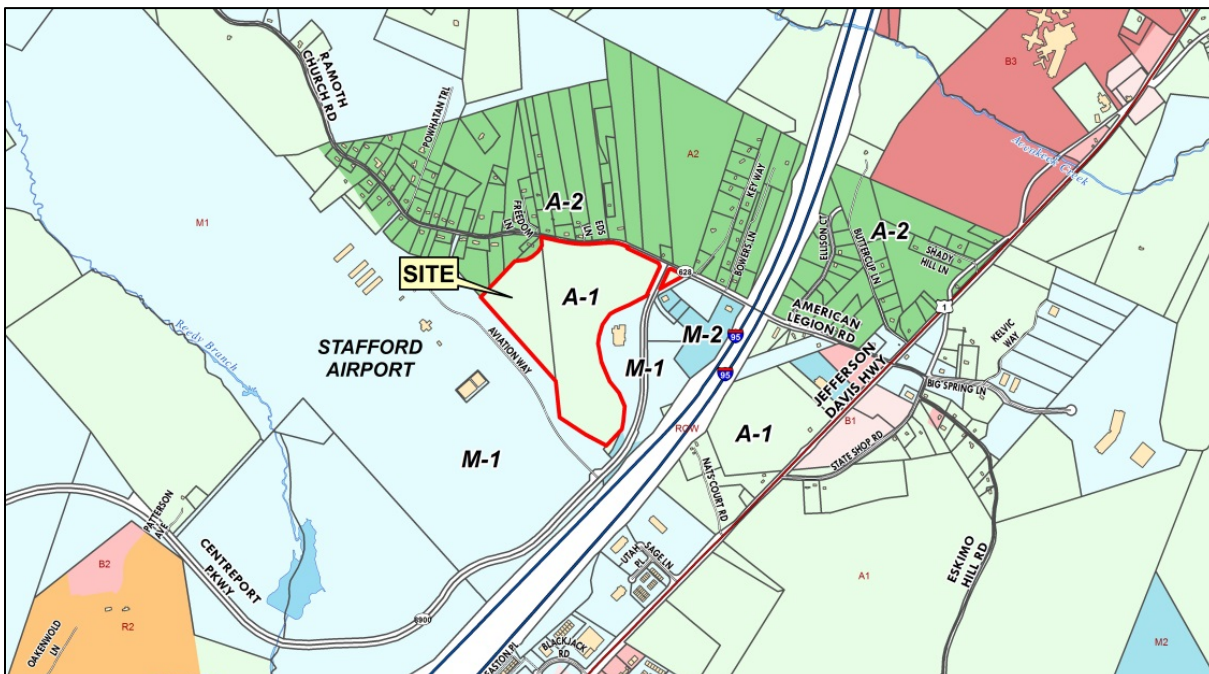
Existing Conditions – Aerial View



View from Centreport Parkway showing the existing access road

Zoning

The Property is currently zoned A-1. Surrounding zoning districts include A-2, Rural Residential to the north, M-2, Heavy Industrial to the east, and M-1, to the west, south, and east.



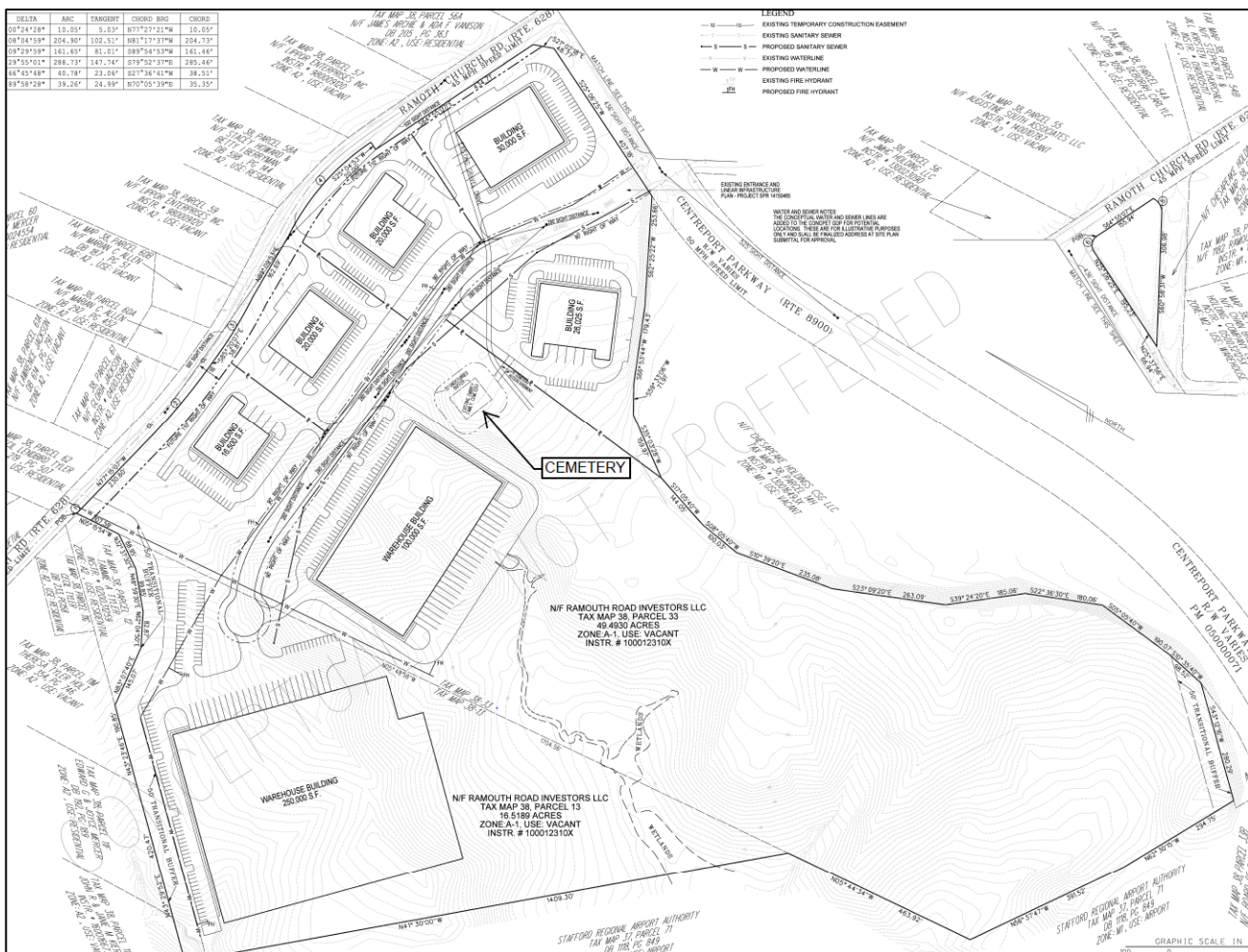
Zoning Map

Generalized Development Plan (GDP) (Attachment 5)

The GDP submitted by the Ramoth Road Investors, LLC (Applicant) illustrates a potential site development concept for the Property. Since the Applicant has not proffered conformance with the GDP, the ultimate configuration of buildings, access points, drive aisles, and parking areas could be significantly different from what is shown on the GDP.

The GDP depicts seven buildings located on the northern portion of the Property near Ramoth Church Road and Centreport Parkway. The buildings range in size between 16,500 and 250,000 square feet, with the small buildings located along the road frontage and larger warehouse buildings located more to the Property interior. The total building area for the proposed development is 462,525 square feet. Two full-service access points are shown; one on Ramoth Church Road and one on Centreport Parkway. The access road connecting to Centreport Parkway is shown within 90 feet of right-of-way, and is in the general location of the existing access road. A 50-foot width transitional buffer is shown along the northwest property line adjacent to residential uses. Providing a transitional buffer is a requirement that would be verified prior to site plan approval. However, the buffer could be reduced to 25-foot width if a board-on-board fence is installed along the property line. The southern portion of the Property is shown as undeveloped. This area has steeper slopes and is further away from road frontage.

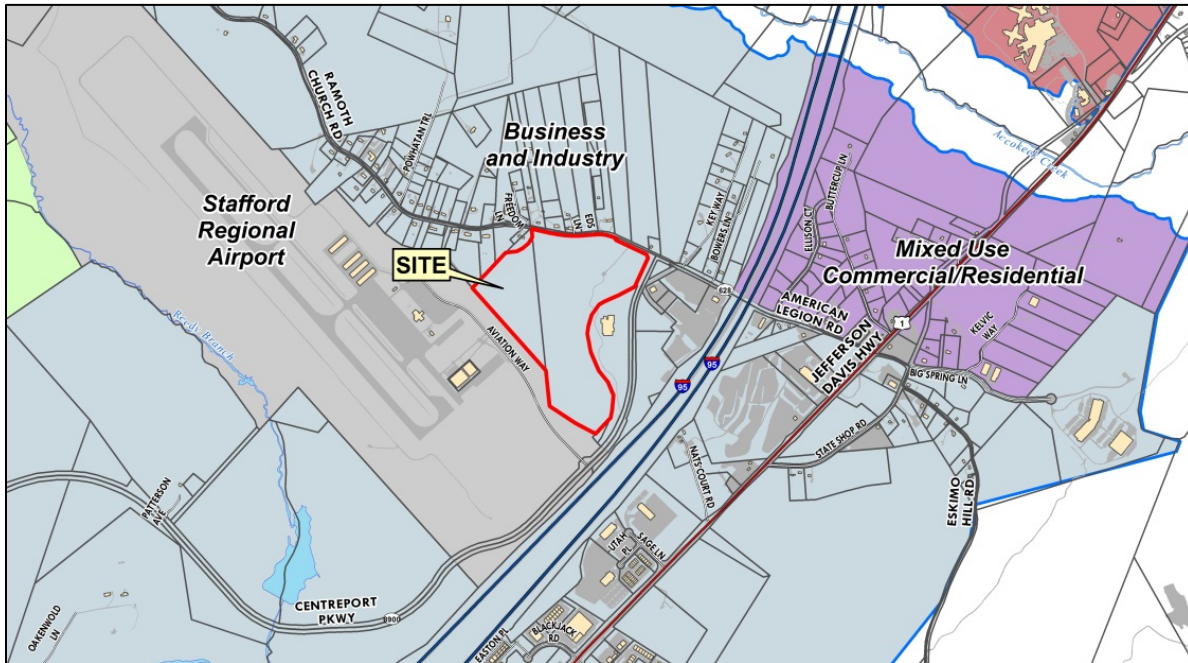
An access easement to the cemetery is shown, along with a fence and 35-foot undisturbed buffer, which are required by Code, and will be verified at the time of site plan review.



Generalized Development Plan

Comprehensive Plan

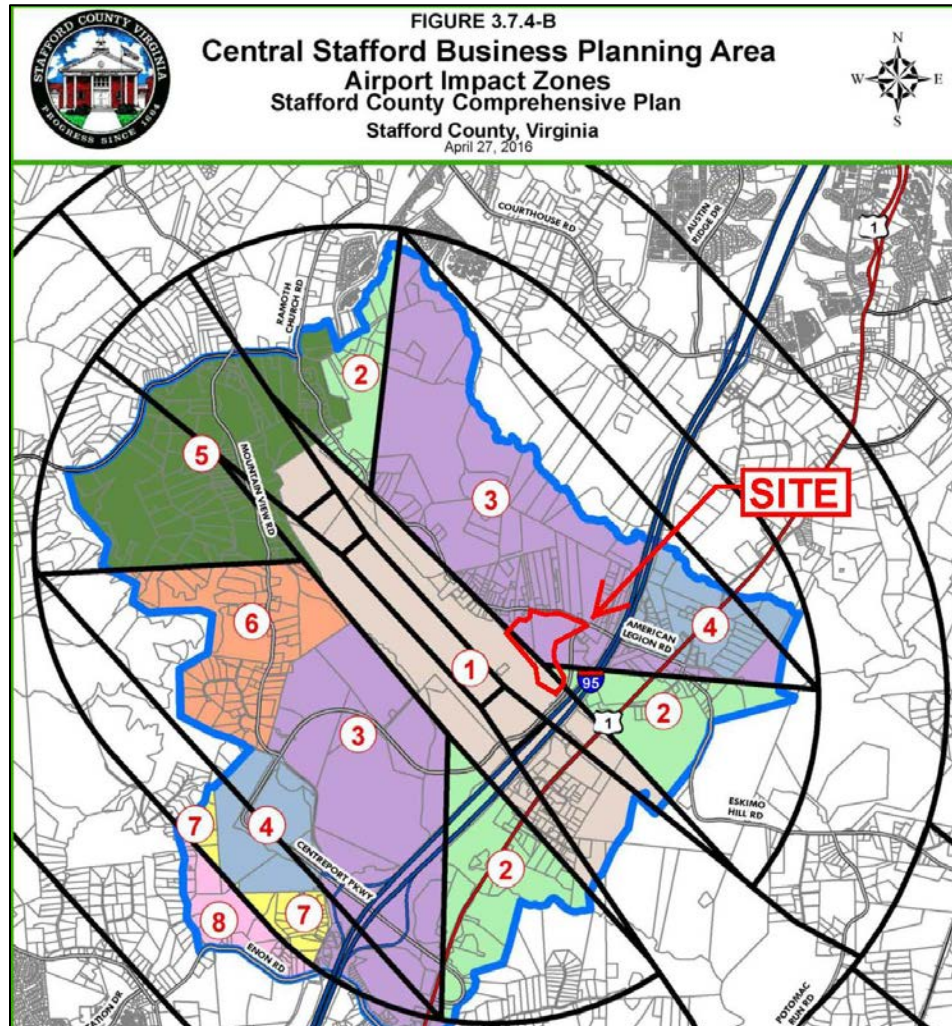
The Property is within the Central Stafford Business Planning Area designation of the Land Use Plan. The Land Use Concept for this area indicates that business and industry development is appropriate. Business and Industry designated areas are intended to serve as the primary economic engines for the County, where large scale uses are developed that serve broad markets. The proposed rezoning to M-1 is consistent with this recommendation and consistent with the current zoning and uses directly to the south and east.



Central Stafford Business Area – Planning Area Concept Map

Airport Impacts

The Comprehensive Plan also establishes airport impact zones to identify uses that may not be appropriate in various areas surrounding the airport. The Property subject to this rezoning intersect with impact zones 1, 2, and 3.



Airport Impact Zones

Below is a summary of the compatibility of M-1 uses within each impact zone, along with the acreage and the likelihood of development within each zone on the Property:

- ❖ Zone 1: T, Transitional
 - Approximately 15 acres along southwest property line
 - Likelihood of development: Low (steep slopes, distance from state maintained roads)
 - Comprehensive Plan Land Use Recommendations for Zone 1:
 - Compatible M-1 Uses
 - None
 - M-1 Uses Requiring Additional Review
 - Automobile Repair and Storage
 - General Retail (Convenience)
 - Low-Rise Offices (1-3 stories)
 - Light Manufacturing, Storage/Warehousing
 - Incompatible M-1 Uses

- Transient Lodging
- Mid/High-Rise Offices (4+ stories)

❖ Zone 2: H-3, Horizontal Turning Zone

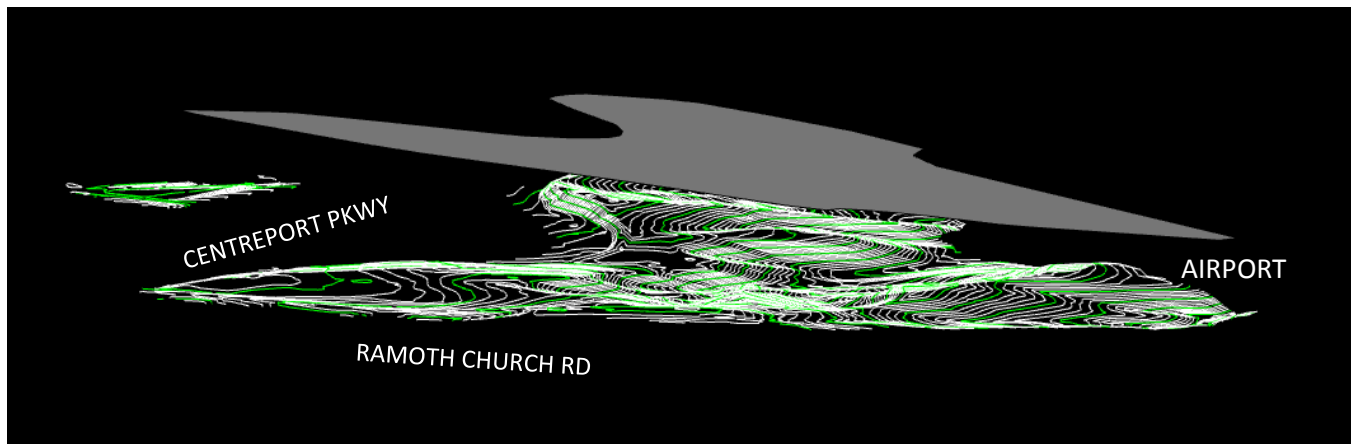
- Approximately 3 acres in southeast portion of Property
- Likelihood of development: Very Low (steep slopes, distance from state maintained roads)
- Comprehensive Plan Land Use Recommendations for Zone 2:
 - Compatible M-1 Uses
 - Automobile Repair and Storage
 - Light Manufacturing, Storage/Warehousing
 - M-1 Uses Requiring Additional Review
 - Transient Lodging
 - General Retail (Convenience)
 - Low-Rise Offices (1-3 stories)
 - Incompatible M-1 Uses
 - Mid/High-Rise Offices (4+ stories)

❖ Zone 3: H-1, Horizontal Inside Flight Zone

- Approximately 48 acres in central/northern portion of Property
- Likelihood of development: High (relatively level at north end, close to state maintained roads)
- Comprehensive Plan Land Use Recommendations for Zone 3:
 - Compatible M-1 Uses
 - Automobile Repair and Storage
 - M-1 Uses Requiring Additional Review
 - Transient Lodging
 - General Retail (Convenience)
 - Low-Rise Offices (1-3 stories)
 - Mid/High-Rise Offices (4+ stories)
 - Light Manufacturing, Storage/Warehousing
 - Incompatible M-1 Uses
 - None

Within impact Zone 3, which covers most of the Property, the maximum population density recommended in the Comprehensive Plan Appendix H is an average of 200 persons per acre across the entire site. The population density recommendations are based on the California Airport Land Use Planning Handbook (Handbook). The average density in industrial areas per this Handbook is 2-50 persons per acre. Therefore it is not expected that the maximum population density recommendation in the Comprehensive Plan would be exceeded with the proposed industrial development.

Staff contacted the Stafford Regional Airport Authority (SRAA) for comments on this proposed rezoning. The SRAA indicated that the proposed M-1 use would be compatible with the existing and future airport uses. Additional information was also provided by the Applicant's engineer (who is a member of the SRAA) concerning the height of structures to be built on the Property. A model was produced based on Federal Aviation Regulation Part 77, which deals with obstructions in navigable airspace. This model shows the maximum heights of structures throughout the Property before reaching elevations that would interfere with Airport operations. In the most severe case, in the area of the Property in closest proximity to the Airport, it was shown that there would be no impact unless a structure exceeded 132 feet in height. The maximum height allowed in the M-1 district is 65 feet; therefore, there was no concern regarding the height of proposed buildings on the Property.



Three dimensional model which shows maximum heights per Part 77 guidelines. Note that the maximum height (gray) drops in relation to the Property (green) from left to right based on proximity to the airport.

Transportation

The Property has frontage on Ramoth Church Road and Centreport Parkway, both of which are 2-lane undivided facilities. The conceptual site layout depicts one point of access on each road. The Comprehensive Plan identifies both roads as facilities in need of an upgrade to a 4-lane divided configuration. The recommended amount of right-of-way in this case is 110 feet total, or 55 feet from centerline. The Applicant is proffering that right-of-way along Ramoth Church Road would be dedicated to accommodate future road widening. There is currently sufficient right-of-way along Centreport Parkway to accommodate future widening.

A transportation impact analysis (TIA) was submitted with the application (Attachment 8). A TIA is required with reclassification applications when the project is expected to generate over 1,000 vehicle trips per day (VPD). This project, at buildout, is expected to generate 3,633 VPD with 501 trips during the AM peak hour and 558 trips during the PM peak hour. This estimate is based on an anticipated development of 500,000 square feet of light industrial use. The Applicant has proffered that the development would be limited to 500,000 square feet of building area; however, the types and quantity of specific uses on the Property is not known.

The TIA provides road improvement recommendations to address impacts of the development on the transportation network. Recommendations from the TIA include the construction of turn lanes at the proposed site entrances on Ramoth Church Road and Centreport Parkway. The need for turn lanes would be evaluated with each site plan submitted on the Property, and turn lanes would be provided if warranted and requested by Virginia Department of Transportation (VDOT). The Applicant has included a proffer that reinforces this requirement.

VDOT has reviewed and provided comments on the TIA submitted by the Applicant (Attachment 9). The Applicant has had follow-up discussions with VDOT regarding their comments, and VDOT found the Applicant's responses acceptable and did not request revisions to the TIA. In the Applicant's response, it is noted that the eastbound American Legion Road approach at U.S. Route 1 during the PM peak hour operates at an acceptable level of service (LOS) D. A LOS D is acceptable per VDOT standards, however the County Comprehensive Plan Policy 6.7.7 states:

Transportation facility improvements to be constructed with development projects should be designed to maintain a Level of Service (LOS) C for impacted intersections and/or road segments. Where achieving a LOS C is not practical given existing transportation deficiencies, improvements should be designed to not further degrade the LOS.

A comparison of anticipated delays for eastbound American Legion Road at the U.S. Route 1 signalized intersection is provided below. This estimate compares conditions in year 2025, under no-build conditions (without development of the subject site) versus build conditions (with 500,000 square feet light industrial development on the subject site). Page 14 of the TIA contains additional details.

Background 2025 (Without Site)								Total Future 2025 (With Site)							
AM PEAK				PM PEAK				AM PEAK				PM PEAK			
LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length
	(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)
C	31.0	157	-	C	31.9	114	-	C	24.4	127	-	D	47.9	189	-

The eastbound approach of American Legion Road at the U.S. Route 1 signalized intersection is currently limited to a single lane that handles all left turn, through lane, and right turn movements. Staff requested VDOT’s recommendations for improving the functional classification of this intersection under the 2025 build conditions. VDOT has indicated that the addition of a right turn lane on American Legion Road would likely have the biggest positive impact. This would result in a combined left/through lane, and a dedicated right turn lane for eastbound traffic on American Legion Road. Staff does not have a cost estimate for providing this improvement, and there are no improvements for the intersection in VDOT’s Six-Year Improvement Program. Staff notes that there has been no analysis to determine the benefits of adding a turn lane at this intersection, nor has there been analysis to determine the benefits of other types of improvements at this intersection (apart from optimization of signal timing).

Proffer Summary

The Applicant submitted the following proffers:

- Site development would be limited to no more than 500,000 square feet of building area;
- Right-of-way would be dedicated along Ramoth Church Road to accommodate future road widening;
- The Property would be designed such that features and landscaping do not attract birds;
- A 3-foot tall berm and solid row of evergreen shrubs would be provided along Ramoth Church Road;
- Turn lanes would be provided on Ramoth Church Road and Centreport Parkway if deemed necessary at site plan review;
- Any office or hotel building three or more stories in height would include fire sprinklers and standpipe system;
- Development of the Property would adhere to the Airport land use compatibility standards within the Comprehensive Plan; and
- No more than three stand-alone restaurants, three convenience centers, and three convenience stores would be developed on the Property.

EVALUATION CRITERIA:

County Code Sec. 28-206 lists 12 criteria to be considered at each public hearing for reclassification:

1. Compliance of the request with the stated requirements of the district or districts involved - *The request is in compliance with the stated requirements of the M-1 Zoning District.*
2. The existing use and character of the property and the surrounding property - *The proposed development is in keeping with the character and development pattern in this area. The Property is currently undeveloped apart from a road infrastructure project currently under development on Tax Map Parcel No. 38-33. Many of the surrounding properties are developed with M-1 uses, or zoned for M-1 use.*
3. The suitability of the property for various uses - *The size of the Property, amount of road frontage, proximity to major transportation corridors, and proximity to other industrial uses lends itself to the development of industrial uses. Since the Property is directly adjacent to the Airport, many uses (particularly residential) would be unsuitable. The development concept provided by the Applicant appears to be a suitable use for the Property given the site topography and surrounding uses.*
4. The trend of growth and development in the surrounding area - *A variety of industrial uses exist in the vicinity of this Property. The Property is also directly adjacent to the Airport. The vision for the future of the area supports the development of industrial uses.*
5. The current and future requirements of the County for land - *The Applicant is proffering to dedicate right-of-way to support the future widening of Ramoth Church Road, as recommended in the Comprehensive Plan. No other County needs are identified on the Property.*
6. The transportation requirements of the Project and the County, and the impact of the proposed land-use on the County's transportation network - *The site has direct access to Ramoth Church Road and Centreport Parkway, which are 2-lane undivided roads. Both of these roads are identified in the Comprehensive Plan as being in need of an eventual 4-lane divided upgrade. A proposed proffer would require that right-of-way along Ramoth Church Road be dedicated to accommodate future widening, and there is currently sufficient right-of-way along Centreport Parkway. Turn lanes would be required at site entrances on these roads if warranted at the time of site plan review. Staff has concerns regarding the degradation of the American Legion Road/Route 1 signalized intersection from a LOS C to LOS D during the PM peak hour under future site buildout conditions.*
7. Requirements for schools, parks, recreational lands and facilities, and other public services, potentially generated by the proposed classification - *There would be a possible reduction in future impacts on the County Schools and Parks systems. The Property could potentially be subdivided to yield 21 lots for residential development under the existing A-1 zoning. The Applicant has proffered that any office or hotel buildings constructed on the Property with three stories or more would include fire sprinklers and standpipe systems. These measures should help reduce impacts on Fire and Rescue services. Impacts on other public services should be minimal.*
8. The conservation of property values in the surrounding area - *The proposed development is in an area that is largely developed with business and industry uses. The proposed development should not have a negative effect on any property values in the surrounding area. Screening and buffers should minimize impacts on adjacent uses. The Applicant has proffered that a berm and solid row of evergreen shrubs will be placed along Ramoth Church Road, which should help reduce visual and noise impacts on residents on the north side of the road.*

9. The preservation of natural resources and the impact of the proposed uses on the natural environment - *There are no known critical resource protection areas on the Property. Some wetland areas exist along the streams located in the central part of the Property. Although the development concept provided by the Applicant depicts avoidance of these features, it is uncertain as to how the site will ultimately be developed. It is expected that with the proffered maximum square footage of building space, any sensitive environmental areas could be avoided and much of the Property would remain wooded.*
10. The most appropriate use of land - *The Land Use Plan recommends this area for business and industry use. The proposed uses are consistent with this Comprehensive Plan recommendation and consistent with surrounding development.*
11. The timing of the development of utilities and public facilities, and the overall public costs of the development - *The Applicant would install any required transportation and utility improvements for the project at their expense.*
12. The consistency, or lack thereof, of the proposed rezoning with the Stafford County Comprehensive Plan as in effect at that time - *The proposal is consistent with the Comprehensive Plan recommendation for business and industry development in the central Stafford business area. The proposal is not consistent with Comprehensive Plan recommendations for maintaining a LOS C for impacted intersections.*

SUMMARY OF POSITIVE AND NEGATIVE FEATURES:

POSITIVE:

1. The proposed M-1 zoning classification is consistent with the land use recommendations in the Comprehensive Plan.
2. The proposal is consistent with the established development patterns in the vicinity, including the Stafford Regional Airport.
3. Proffers will help ensure that development would be compatible with the adjacent airport use.
4. Proffers will help reduce impacts on residents along Ramoth Church Road.

NEGATIVE:

1. Transportation impacts have not been addressed in accordance with Comprehensive Plan Policy 6.7.7

The Board may want to consider an appropriate level of mitigation for future impacts on the American Legion Road/ Route 1 intersection.

O18-15

PROPOSED

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, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 10th day of July, 2018:

MEMBERS:

Meg Bohmke, Chairman
Gary F. Snellings, Vice Chairman
Jack R. Cavalier
Thomas C. Coen
L. Mark Dudenhefer
Wendy E. Maurer
Cindy C. Shelton

VOTE:

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

AN ORDINANCE TO AMEND AND REORDAIN THE STAFFORD COUNTY ZONING ORDINANCE BY AMENDING THE ZONING DISTRICT MAP TO RECLASSIFY FROM THE A-1, AGRICULTURAL ZONING DISTRICT TO THE M-1, LIGHT INDUSTRIAL ZONING DISTRICT, TAX MAP PARCEL NOS. 38-13 AND 38-33, LOCATED WITHIN THE HARTWOOD ELECTION DISTRICT

WHEREAS, Ramoth Road Investors, LLC, submitted Application RC17151715, requesting a reclassification from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District, on Tax Map Parcel Nos. 38-13 and 38-33, located within the Hartwood Election District; and

WHEREAS, the Board carefully considered the recommendations of the Planning Commission and staff, and the public testimony, if any, received at the public hearing; and

WHEREAS, the Board finds that the requested zoning amendment is compatible with the surrounding land uses and meets the criteria for a rezoning in Stafford County Code Sec. 28-206; and

O18-15

WHEREAS, the Board finds that public necessity, convenience, general welfare, and good zoning practice require adoption of this Ordinance to reclassify the subject property;

NOW, THEREFORE, BE IT ORDAINED by the Stafford County Board of Supervisors on this the 10th day of July, 2018, that the Stafford County Zoning Ordinance be and it hereby is amended and reordained by amending the Zoning District Map to reclassify from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District, Tax Map Parcel Nos. 38-13 and 38-33, consisting of approximately 65.99 acres, in the location shown on the plan entitled "Generalized Development Plan on the Lands of Stafford Airport Industrial Park, Hartwood Magisterial District" prepared by HGP, Inc., dated February 26, 2018, with proffers entitled "PROFFERS," dated March 6, 2017, last revised May 7, 2018.

TCF:JAH:bg

R18-69

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 10th day of July, 2018:

MEMBERS:

Meg Bohmke, Chairman
Gary F. Snellings, Vice Chairman
Jack R. Cavalier
Thomas C. Coen
L. Mark Dudenhefer
Wendy E. Maurer
Cindy C. Shelton

VOTE:

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

A RESOLUTION TO DENY A REQUEST TO RECLASSIFY FROM THE A-1, AGRICULTURAL, ZONING DISTRICT TO THE M-1, LIGHT INDUSTRIAL, ZONING DISTRICT, TAX MAP PARCEL NOS. 38-13 AND 38-33, LOCATED WITHIN THE HARTWOOD ELECTION DISTRICT

WHEREAS, Ramoth Road Investors, LLC submitted Application RC17151715, requesting a reclassification from the A-1, Agricultural, Zoning District to the M-1, Light Industrial, Zoning District, Tax Map Parcel Nos. 38-13 and 38-33, located within the Hartwood Election District; and

WHEREAS, the Board carefully considered the recommendations of the Planning Commission and staff, and the public testimony, if any, received at the public hearing; and

WHEREAS, the Board finds that the requested zoning amendment is incompatible with the surrounding land uses and does not meet the criteria for a rezoning in Stafford County Code Sec. 28-206;

NOW, THEREFORE, BE IT ORDAINED by the Stafford County Board of Supervisors on this the 10th day of July, 2018, that the application RC17151715 be and it hereby is denied.

TCF:JAH:bg

Tax Map Parcel Nos. 38-13 and 38-33

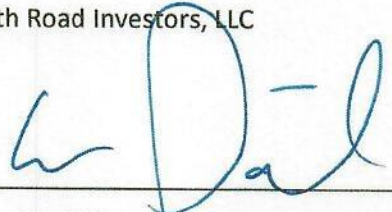
March 6, 2017
Rev. November 28, 2017
Rev. February 28, 2018
Rev. March 16, 2018
Rev. May 7, 2018

Proffers

Ramoth Road Investors, LLC ("the Owner") has applied for a reclassification to M-1 (Light Industrial) zoning with proffers for Tax Map 38-13 and 38-33 (the "Property"). In the event the referenced application are not approved as applied for by the Owner, or as the Owner may modify the application, the below described Proffers shall automatically be withdrawn and are null and void and of no further force and effect regarding the subject parcels. In the event, the reclassification are approved the proffers shall take effect with the reclassification and shall thereafter apply to the subject parcels unless modified by the Board of Supervisors.

1. Property Layout and Design
 - a. The property shall contain no more than 500,000 gross floor area of building
 - b. The Owner shall dedicate a 55' R/W Dedication along Ramoth Church Road to VDOT or the County of Stafford for the purposes of widening of Ramoth Church Road, at no cost, concurrently with the first phase of development.
2. The Owner shall use all commercially reasonable efforts in the design and development of the Property not to attract birds. This includes a dry stormwater pond and "no bird" Landscaping.
3. Subject to any required to site distance and any other necessary site plan design requirements, the Owner agrees to provide a three foot high berm and a solid row of evergreen broadleaf shrubs along Ramoth Church Road to lessen impacts on residents.
4. Analysis shall be provided with the submittal of each site plan on the Property to determine if turn lanes are required at Property entrances on Ramoth Church Road and Centerport Parkway. Turn lanes, if required by the site plan process, shall be provided subject to warrants being met for their construction and VDOT's approval.
5. The Owner hereby proffers that should an office or hotel be built on the property which is 3 stories or more, the buildings shall have a fire sprinkler and standpipe system installed in accordance with NFPA 13 and NFPA 14 standards.

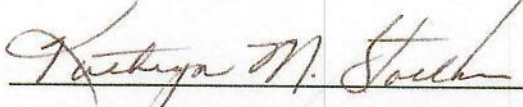
Witness the following signature
Ramoith Road Investors, LLC

By: 
W. Richmond McDaniel
Member

Commonwealth of Virginia
County of Stafford

The foregoing instrument was acknowledged before me this 7th day of May,
2018, by W. Richmond McDaniel, as Member of Ramoith Road Investors, LLC.

Kathryn M. Stoelker
NOTARY PUBLIC
Commission No. 7091157
COMMONWEALTH OF VIRGINIA
My Commission Expires: 1/31/2022


Notary Public

My Commission Expires: 1/31/2022

APPROVALS

AGENT, BOARD OF SUPERVISORS

AGENT, VDOT OFFICIAL

E&S / SWM PROGRAM ADMINISTRATOR

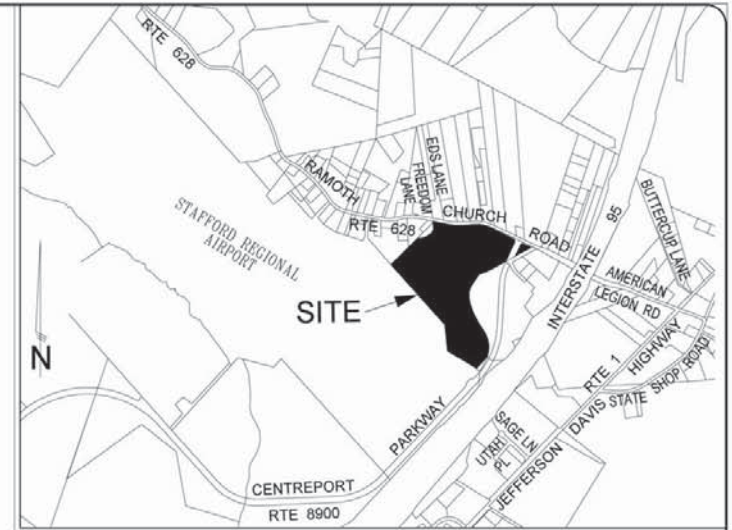
Notes

Please note that this GDP is not being proffered for this project as the final development plan has not been created. The "Concept GDP" is designed to provide potential conceptual layouts of how the property may be developed as a visual guide. Upon final development engineering, a site plan shall be submitted to the County for review and approval.

A buffer will be required along Ramoth Church Road to lessen impacts on adjacent residents. This buffer may include berms or dense evergreen landscaping or a combination thereof to achieve Stafford County Design Guidelines.

Water and Sewer lines shown hereon are potential locations and for illustrative purposes only. The final location will be determined upon submission and approval of a site plan. It is understood that waterline looping may be required but the size and location will be determined upon demand requirements and final site plan.

This property will be developed in accordance with Stafford Regional Airport's Compatible Land Use Plan as adopted by Stafford County Comprehensive Plan. Site Plans will address lighting and landscaping requirements, and building heights in accordance with Part 77 Airspace and land uses.



VICINITY MAP
SCALE: 1" = 1000'

GENERALIZED DEVELOPMENT PLAN

ON THE LANDS OF

STAFFORD AIRPORT INDUSTRIAL PARK

HARTWOOD MAGISTERIAL DISTRICT
STAFFORD COUNTY, VIRGINIA

THE PROPERTY SHOWN HEREON APPEARS TO BE IN ZONE "X" AS SHOWN IN FEMA MAP 510154 0127E DATED FEBRUARY 04, 2005

OWNER(S)

TAX MAP 38, PARCELS 13 & 33
RAMOTH ROAD INVESTORS, LLC
CO RICHMOND McDANIEL
523 SOPHIA STREET
FREDERICKSBURG, VIRGINIA 22401
(540) 373-8151

SURVEYOR / PLAN PREPARER

HGP, INC.
PURINA TOWER SUITE 100
401 CHARLES STREET
FREDERICKSBURG, VIRGINIA 22401
(540) 371-5171 , EMAIL:HPALMER@HGP.BIZ

DATE	REVISIONS
2/26/2016	Revised w Comments



CERTIFICATE OF PLAN PREPARER

I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT ALL OF THE REQUIREMENTS OF THE BOARD OF SUPERVISORS AND ORDINANCES OF THE COUNTY OF STAFFORD, VIRGINIA REGARDING SUBDIVISION SITE PLANS WITHIN THE COUNTY HAVE BEEN MET.

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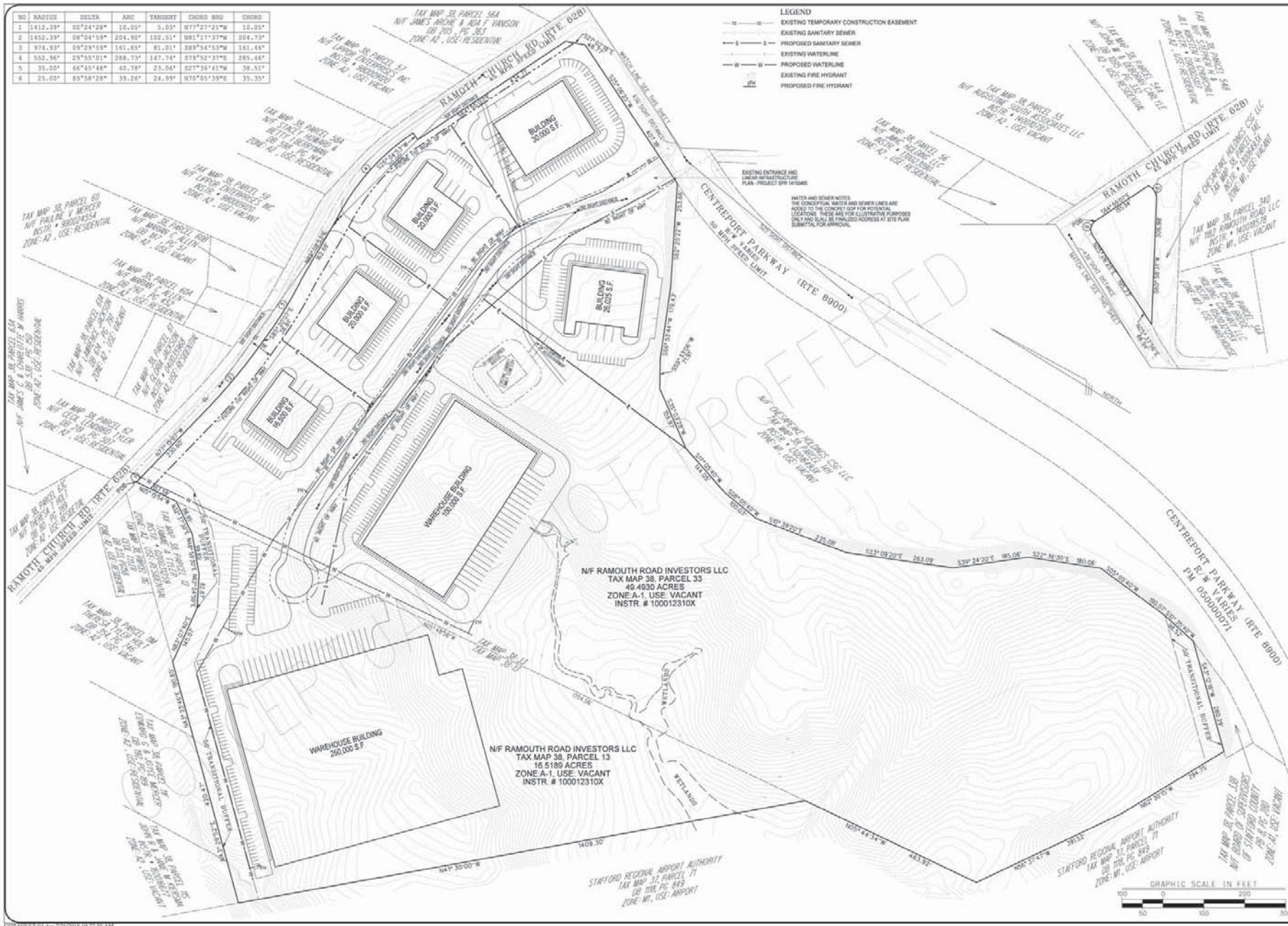
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SHEET INDEX

- COVER SHEET
- EXISTING CONDITIONS PLAN
- GENERALIZED DEVELOPMENT PLAN - CONCEPT 'A'

GENERALIZED DEVELOPMENT PLAN
STAFFORD AIRPORT INDUSTRIAL PARK

NO	BASIS	DELTA	ARC	TANGENT	CHORD BEG	CHORD END
1	1412.33'	00°54'28"	10.05'	5.03'	N77°27'21"W	10.05'
2	1452.33'	08°04'59"	204.90'	102.01'	N81°17'37"W	204.73'
3	974.93'	09°29'59"	161.65'	81.01'	S88°54'53"W	161.46'
4	552.96'	29°55'01"	288.73'	147.74'	S79°52'37"W	285.46'
5	35.00'	66°45'48"	40.78'	23.06'	S27°56'41"W	38.51'
6	25.00'	89°58'28"	39.26'	24.99'	N70°05'59"W	35.35'



DATE	REVISIONS

HGP, INC.
 LAND SURVEYING, ENGINEERING, ARCHITECTURE
 SITE PLANS, BOUNDARIES, TOPOGRAPHY, GEOTECHNICAL CONTROL
 Purina Tower Suite 100 - 401 Charles Street
 Fredericksburg, Virginia 22401
 PH (540) 871-5171 Email: HGPALMER@HGP.BIZ



GENERALIZED DEVELOPMENT PLAN
 CONCEPT 'A'
 ON THE LANDS OF
STAFFORD AIRPORT INDUSTRIAL PARK
 HARRISBURG, MASTER PLAN, DISTRICT
 STAFFORD COUNTY, VIRGINIA

DATE:	9/01/2015
SCALE:	1" = 100'
DESIGNED BY:	
DRAWN BY:	
CHECKED BY:	
SHEET NUMBER:	3

LAND USE ACTION REQUEST

BOARD OF SUPERVISORS

Date: July 10, 2018

New

Revised

Unfinished

REQUEST: The Planning Commission is to consider a request for a Reclassification from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District, on Tax Map Parcel Nos. 38-13 and 38-33 (Property), to allow for commercial and industrial development.

Conforms with the Comprehensive Plan? Yes No N/A

CONDITIONS: See proposed Ordinance 018-15

APPLICANT:

Name: Daniel Payne
Ramoth Road Investors, LLC

Address: P.O. Box 7165
Fredericksburg, VA 22404

Agent: Lee Cherwek
Hilldrup Properties, Inc.

TAX STATUS: Paid through December 5, 2018

PLANNING COMMISSION RECOMMENDATION: Approve Deny

At its meeting on May 9, 2018, the Planning Commission voted 5-1 (Mr. Apicella voted no, Mr. Randall absent) to recommend approval of Application RC17151715.

TIMING:

Application Date March 24, 2017 (submitted); January 3, 2018 (completed)

Advertisement Date/s June 26, 2018 and July 3, 2018

Plan. Comm. Action Date May 9, 2018 (Required) July 6, 2018

Proposed Board Action Date July 10, 2018 (Required) January 2, 2019

Ramoth Road Investors, LLC

Impact Statement

Ramoth Road Investors, LLC currently owns 65.99 acres in Stafford County at the intersection of Ramoth Church Road and Centreport Parkway, also known as Tax Map 38-13 and 38-33. The Property is currently zoned A-1 (Agricultural) and mainly a wooded site. The property is bordered by both A-1 and M-1 (Light Industrial) properties.

This application proposes to rezone Tax Map Parcels 38-13 and 38-33 from A-1 (Agricultural) to M-1 (Light Industrial) to allow for future commercial/industrial development.

The reclassification of the Property is compatible with the Comprehensive Plan designation. Additionally, this area has been most recently named a Targeted Growth Area and a Priority Focused Area according to the Future Land Use of the 2016 Stafford County Comprehensive Plan. The area surrounding the Stafford Regional Airport has seen much activity and growth over the past several years with land sales and new businesses interested in the area. The Owners feel the current zoning of A-1 is no longer appropriate for the Property and would like to rezone the Property to M-1 to be more conforming with the surrounding land and uses.

Capacity Impacts

1. **Transportation** – The property would be served by two entrances, one off Centreport Parkway and another off Ramoth Church Road. The Centreport Parkway will be the primary entrance serving the project since it accesses the newly widened road. Additionally Centreport Parkway is a well-designed travelway to Interstate 95 that allows easy accessibility for commercial vehicles.
2. **Utilities** – The property will be served by public water and sewer.
 - a. **Water** – Public water is located at the entrance of the Property off Centreport Parkway. Demand for water is estimated at 1,663 gallons per day based off of surveys of similar industrial product in the area.

Development under the current zoning classification allows 22 single family dwellings. The water demand for the total project would be as follows:

Residential (22 D.U. with avg 3 persons per HH) @ 300 gpd/household = 6,600gpd

- b. Water – Public sewer is located at the entrance of the Property off Centreport Parkway. Demand for sewer is estimated at 1,663 gallons per day based off of surveys of similar industrial product in the area.

Development under the current zoning classification allows 22 single family dwellings. The sewer demand for the total project would be as follows:

Residential (22 D.U. with avg 3 persons per HH) @ 300 gpd/household = 6,600gpd

- c. Storm Drainage – Stormwater will be handled on site and will be developed in conformance with standard site engineering practices. The owner will use all reasonable commercial efforts to install “dry ponds” in conformance with the “Stafford Regional Airport’s Development and Minimum Standards”. Low Impact Development will be utilized if practicle.

3. Schools – As this rezoning would remove the potential of 22 residential units by turning the property into a commercial use, the impact on schools would be reduced by the rezoning.

Fiscal Impacts

Tax Revenue

- A.) Land Use – The property is currently enrolled in the Land Use program for timber. Should the rezoning be approved, the Owners will be responsible for any rollback taxes due on the property. It is estimated that the rollback taxes would be approximately \$21,274.95.

B.) Continuing Annual Revenue: The development of up to 500,000 square feet of commercial uses will generate revenues in the form of Real Property and Personal Property Taxes for an Industrial M-1 development.

Real Estate Tax: Based on a value of \$80.00 per square foot, the following real estate values would ultimately be generated:

$$\frac{500,000\text{sf} \times \$80.00 \times \$0.99}{\$100.00} = \$396,000.00$$

Personal Property Tax: These taxes apply to furniture, fixtures and equipment of businesses. This value is estimated at \$15.00 per square foot and is taxed at a rate of \$5.49 per \$100 at 40% of its value.

$$\frac{500,000\text{sf} \times \$10.00 \times 40\% \times \$5.49}{\$100.00} = \$109,200.00$$

REZONED CONTINUING REVENUE (at Full Buildout)

Real Estate Tax: \$396,000.00

Personal Property Tax: \$109,200.00

Total Tax Revenue: \$505,200.00

By comparison, under the current zoning, the property could be developed into 22 Single Family Dwellings. The values of the houses would be based off of the average home value in Stafford of \$285,000/each with an average of 2 vehicles per household valued at approximately \$15,000.00/each. Under this by right scenario, the property would generate the following continuing revenues:

Real Estate Tax:

$$\frac{\$285,000 \times 22 \times \$0.99}{\$100.00} = \$62,073$$

Personal Property Tax:

$$\frac{\$15,000 \times 40\% \times 44 \times \$6.50}{\$100.00} = \$17,160.00$$

BY-RIGHT CONTINUING REVENUE

Real Estate Tax:	\$62,073.00
Personal Property Tax:	<u>\$17,160.00</u>
Total Tax Revenue:	\$79,233.00

As you can see by the comparison above, the rezoned property to commercial/industrial would generate an estimated continuing tax revenue to the county in an amount 6 ½ times as great as the currently zoned property.

Environmental Impact

The Property lies within the within Flood Zone "X" as shown in FEMA Map 510154 0127E dated February 04, 2005.

Impact on Adjacent Property

The Property is located at the intersection of Centreport Parkway and Ramoth Church Road. It features an industrial properties to the south and east and a small number of single family residences to the north and west. The Property will be landscaped and buffered in order to mitigate the impact on the surrounding residential uses.

Historical Impacts

There is an existing cemetery located on the site as outlined on the Existing Conditions plan. The cemetery will not be impacted during development and there will be a 35' Undisturbed Buffer that surrounds the Cemetery.

TRAFFIC IMPACT ANALYSIS

For

Centreport Industrial Rezoning

Stafford County, Virginia

Prepared for:

Ramoth Road Investors, LLC

JMT Project #15-1476-001

Prepared by:



9201 Arboretum Pkwy, Suite 310

Richmond, VA 23236

December 24, 2015

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E	Background (2025) Peak Hour Analysis Worksheets
F	Total Future (2025) Peak Hour Analysis Worksheets
G	Turn Lane Warrant Analysis

1. INTRODUCTION AND SUMMARY

1.1 Purpose and Study Objectives

This report presents the results of a traffic impact analysis (TIA) for Ramoth Road Investors, LLC (the Applicant) for the proposed Centreport Industrial Rezoning in Stafford County, VA. The purpose of this study is to determine the impact to the surrounding roadway network caused by the anticipated traffic generated by potential future development on the site.

1.2 Executive Summary

The site of the proposed reclassification (Site) is located west of I-95 in the southwest quadrant of the Ramoth Church Road and Centreport Parkway intersection in central Stafford County, VA (see Figure 1). The Site occupies ±66 acres and will have approximately 1,400' of frontage on the south side of Ramoth Church Road (after realignment of Centreport Parkway) and approximately 500' of frontage along the west side of Centreport Parkway (after realignment). The Applicant is seeking to rezone the Site from Agricultural (A-1) zoning classification to Light Industrial (M-1) to align with the County's future land use plan and to accommodate market-driven uses.

The project does not meet the thresholds for a Virginia Department of Transportation (VDOT) Chapter 527 traffic study; however, this TIA was prepared to support the Applicant's request for reclassification. The scope of this study was developed in consultation with VDOT and Stafford County transportation planning staff at scoping meetings held in October and November 2015. A copy of the signed scoping document is included in Appendix A.

The Site is currently undeveloped (wooded) with the exception of a small area being used as an apparent storage or laydown area. The existing site has one private driveway entrance on the southside of Ramoth Church Road located approximately 620 feet west of the intersection of Ramoth Church Road and Centreport Parkway.

For the purposes of this TIA, the Site has been evaluated for up to 500,000 square feet of light industrial development. The build-out timeline for the Site will be market-dependent and is assumed for the purposes of this TIA to be ten (10) years (2025).

The Site is analyzed in this TIA with one (1) proposed full-movement entrance on Centreport Parkway (Site Entrance 1) and one (1) proposed full-movement entrance located on the south side of Ramoth Church Road (Site Entrance 2). For the purposes of this TIA, the location of Site Entrance 2 is intended to be flexible to allow it to serve the layout of future end users on the Site.

If developed, the facility would generate approximately 501 external trips during the AM peak hour (441 in and 60 out), 558 new trips during the PM peak hour (67 in and 491 out), and 3,633 new daily trips over a 24-hour period.

The intersection of Ramoth Church Road and Centreport Parkway is currently under construction (locally administered by Stafford County) and is being realigned to a point approximately 270 feet west of its current location. With this realignment, a new commercial driveway entrance will be

added to serve the Site at the location planned for Site Entrance 1, approximately 420' south of the realigned intersection.

Based on the scoping agreement shown in Appendix A, it was determined that the study area should include the following intersections:

1. US Route 1 & American Legion/Eskimo Hill Road
2. Centreport Parkway & Ramoth Church Road
3. Centreport Parkway & Site Entrance 1
4. Ramoth Church Road & Site Entrance 2

The results of the analysis completed for the proposed Site indicate that the additional traffic generated can be reasonably and adequately accommodated at all study intersections, with the following level of service (LOS) results anticipated under projected 2025 Total Future weekday AM and PM peak hour conditions:

1. US Route 1 & American Legion/Eskimo Hill Road – This intersection is projected to operate with overall LOS C or better. This result is based on optimized traffic signal timings.
2. Centreport Parkway & Ramoth Church Road – The critical movements at this intersection (northbound left-turn & right-turn, and westbound left-turn) are projected to operate at LOS B or better.
3. Centreport Parkway & Site Entrance 1 – The critical movements at this intersection (northbound left-turn and eastbound right-turn and left-turn) are projected to operate at LOS B or better.
4. Ramoth Church Road & Site Entrance 2 – The critical movements at this intersection (northbound left-turn and right-turn and westbound left-turn) are projected to operate at LOS B or better.

Based on turn lane warrant analyses conducted as part of this TIA, the following turn lane improvements are recommended to accommodate Site traffic at full build-out:

1. A northbound left-turn lane should be constructed along Centreport Parkway (200' storage x 200' taper) to serve Site Entrance 1.
2. An eastbound right-turn taper (200 feet long) should be constructed along Ramoth Church Road at Site Entrance 2.

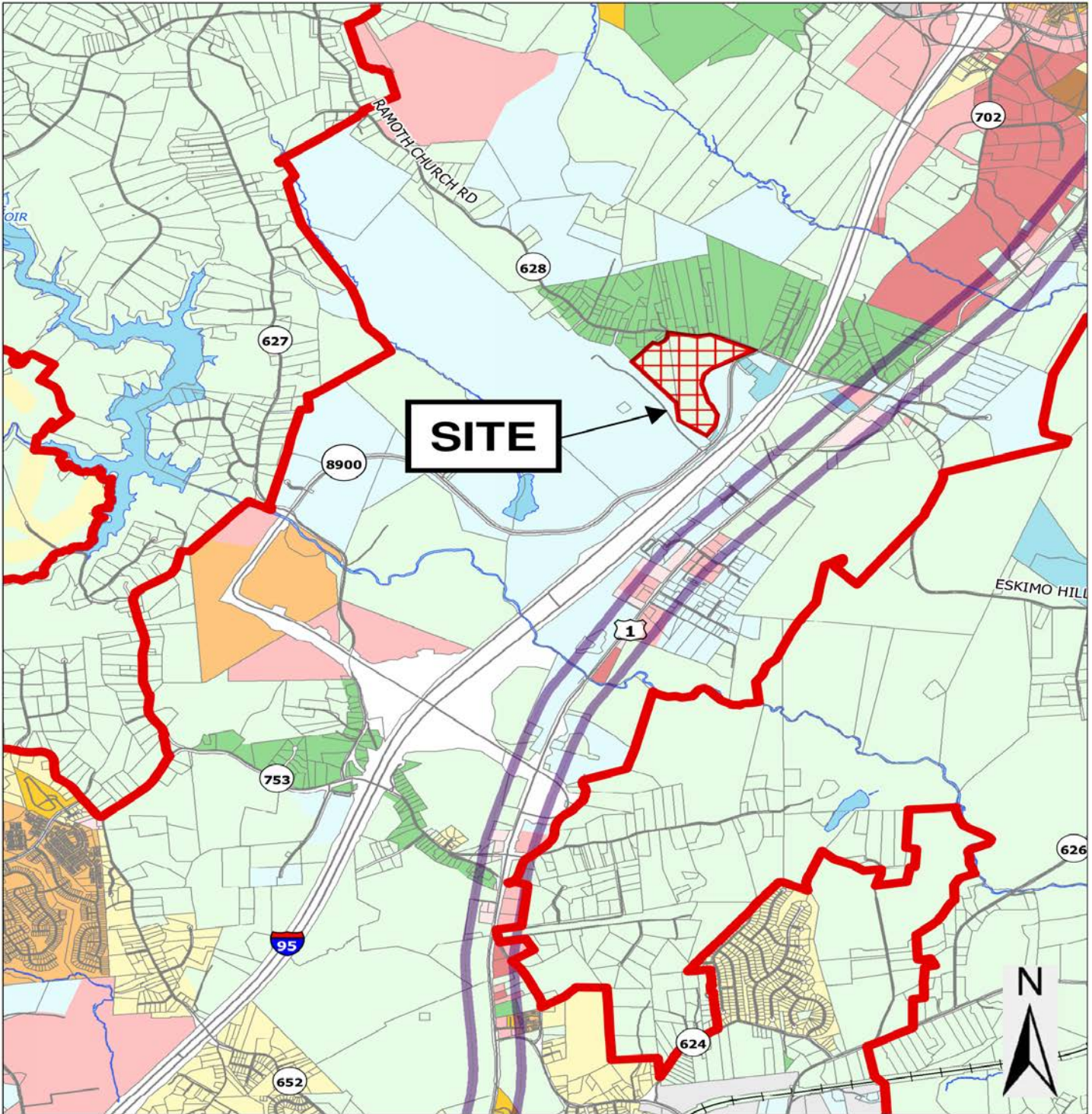
Lastly, it is recommended that the Applicant make adequate right-of-way dedications as required by the County to accommodate the future widening of Ramoth Church Road. The transportation section of the Stafford County Comprehensive Plan indicates that Ramoth Church Road should have an ultimate right-of-way width of 110'.

2. BACKGROUND INFORMATION

The site of the proposed reclassification (Site) is located west of I-95 in the southwest quadrant of the Ramoth Church Road and Centreport Parkway intersection in central Stafford County, VA (see Figure 1). The Site occupies ±66 acres and has approximately 1,400' of frontage on the south side of Ramoth Church Road and approximately 500' of frontage along the west side of Centreport Parkway (after its realignment).

The Site is proposed by the Applicant for reclassification from Agricultural (A-1) to Light Industrial (M-1). Figure 2 illustrates the existing and proposed zoning on the Site along with zoning of parcels in the vicinity of the Site. For the purposes of this TIA, the Site has been evaluated for up to 500,000 square feet of light industrial development. A preliminary concept plan was not prepared as part of this TIA as the Applicant had not identified an end user; however, an aerial photo of the site is shown on Figure 3. The build-out timeline for the Site will be market-dependent and is assumed for the purposes of this TIA to be ten (10) years (2025).

The Site is analyzed in this TIA with one (1) proposed full-movement entrance on Centreport Parkway (Site Entrance 1) approximately 420 feet south of the intersection of Centreport Parkway and Ramoth Church Road and one (1) proposed full-movement entrance located on the south side of Ramoth Church Road (Site Entrance 2). For the purposes of this TIA, the location of Site Entrance 2 is intended to be flexible to allow it to serve the layout of future end users on the Site.



**CENTREPORT INDUSTRIAL REZONING
TRAFFIC IMPACT ANALYSIS
STAFFORD COUNTY, VA**

FIGURE 1
SITE LOCATION MAP

NOT TO SCALE

DATE
DECEMBER 2015

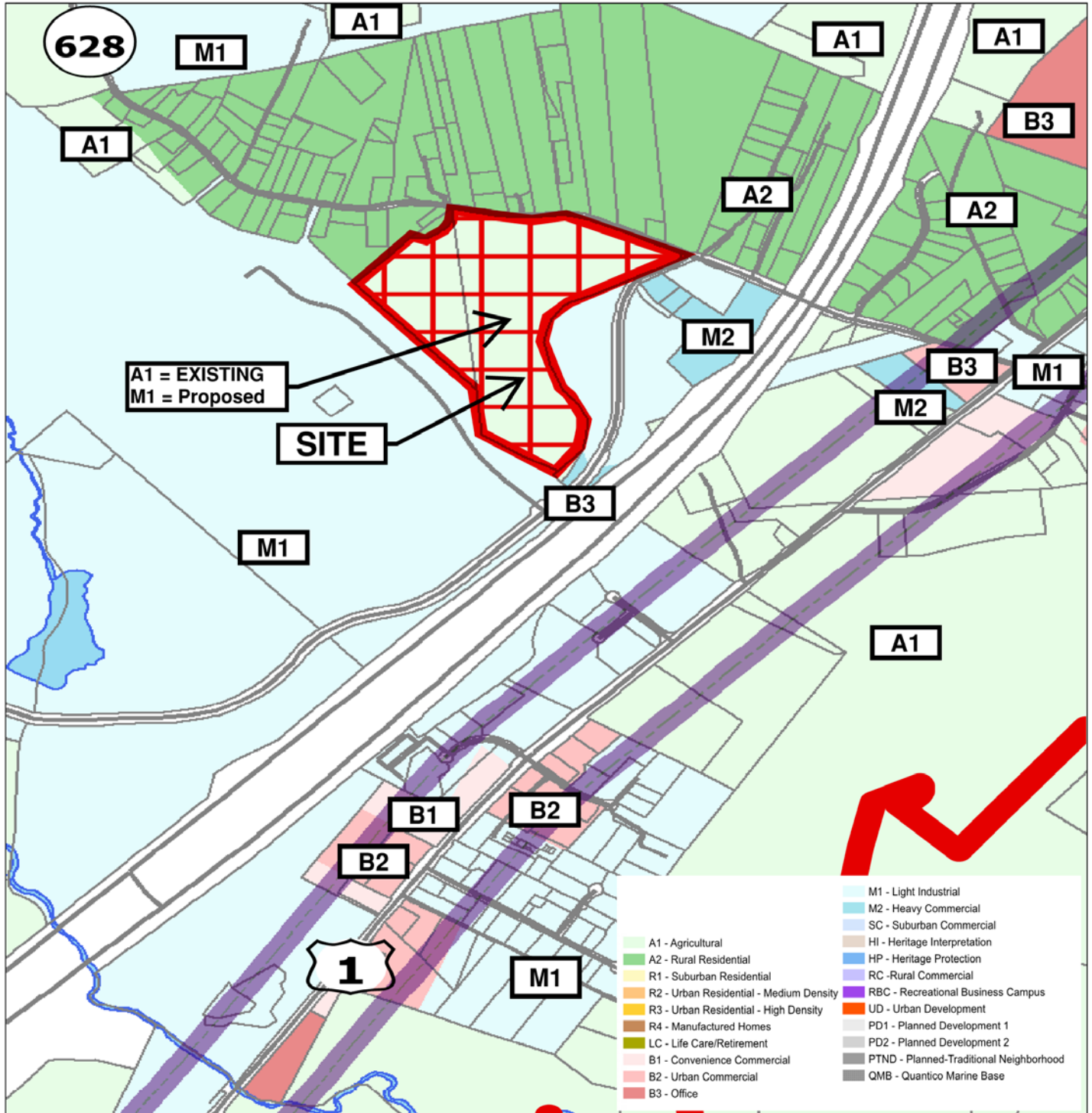


FIGURE 2

EXISTING AND PROPOSED
ZONING FOR SUBJECT PARCELS

NOT TO SCALE

DATE
DECEMBER 2015



**CENTREPORT INDUSTRIAL REZONING
TRAFFIC IMPACT ANALYSIS
STAFFORD COUNTY, VA**



	CENTREPORT INDUSTRIAL REZONING TRAFFIC IMPACT ANALYSIS STAFFORD COUNTY, VA	FIGURE 3 AERIAL EXHIBIT OF SITE	
		NOT TO SCALE	DATE DECEMBER 2015

2.1 Geographic Scope and Limits of Study Area

Based on the scope of work meetings held with VDOT in October and November 2015, the scope of the study was agreed upon and is summarized in the pre-scope of work forms included in Appendix A.

The following intersections were identified to be studied in this analysis:

1. US Route 1 and American Legion Road/Eskimo Hill Road (signalized)
2. Centreport Parkway and Ramoth Church Road (unsignalized)
3. Centreport Parkway & Proposed Site Entrance 1
4. Ramoth Church Road & Proposed Site Entrance 2

2.2 Scenario Scope

Based on the scope of work meetings, the following scenarios were identified to be studied in this report:

- Existing (2015) conditions
- 2025 No Build conditions (with background traffic growth, without the Site)
- 2025 Total Future Conditions (with background traffic growth + Site traffic)

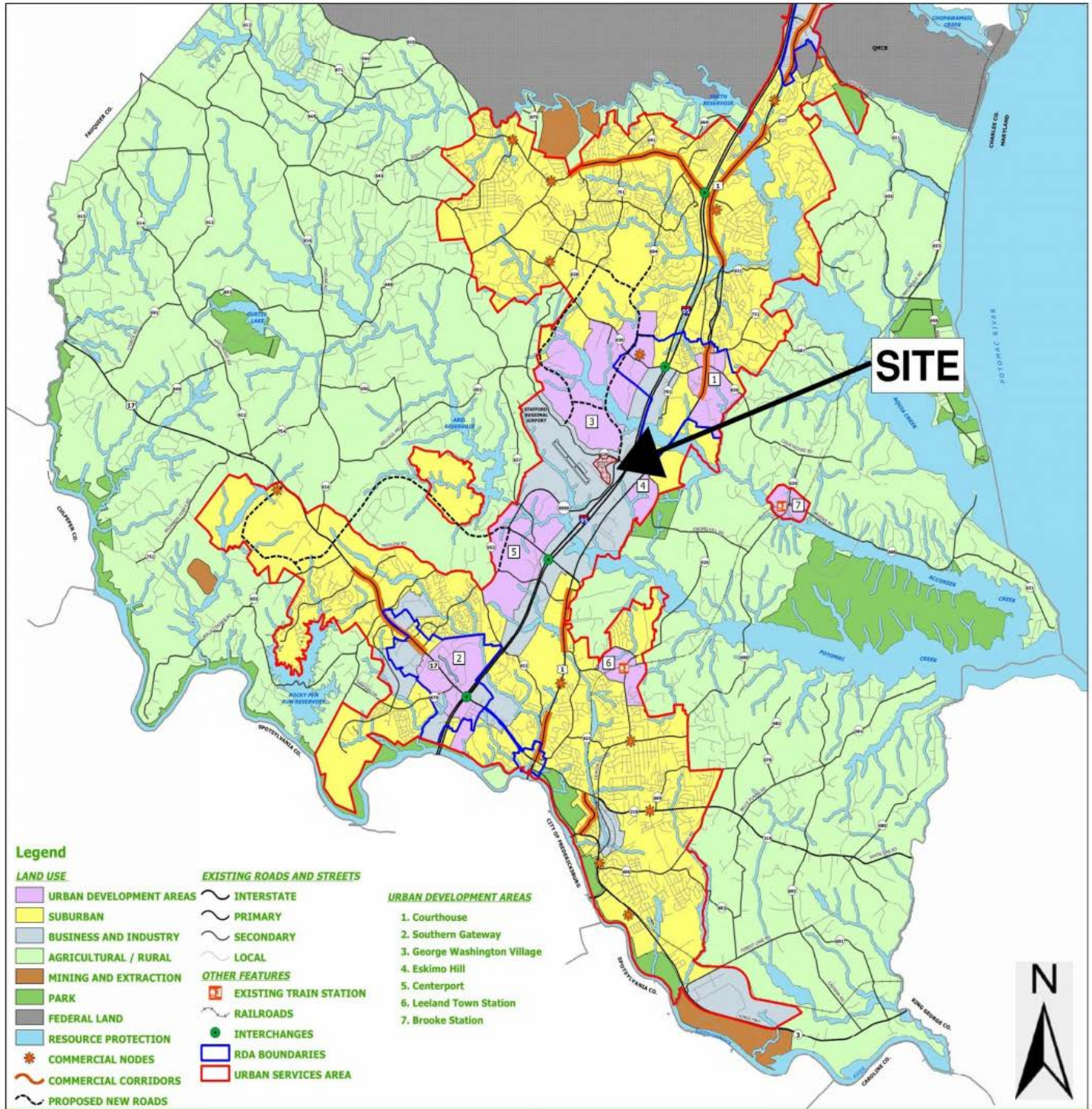
2.3 Existing Land Uses and Zoning

The existing site is currently wooded and undeveloped, with the exception of a small clearing used as an apparent storage or laydown area. The site has no formal parking and has one private driveway entrance on the south side of Ramoth Church Road approximately 600' west of the Ramoth Church Road and Centreport Parkway intersection. The land surrounding the site to the west, south, and east is predominantly zoned a mix of Light Industrial (M-1), Heavy Industrial (M-2), and Commercial (B1, B2, B3) with some Agricultural (A-1). The land immediately to the north is zoned Rural Residential (A-2). Refer to Figure 2 for the existing and proposed zoning in the study area. The land immediately adjacent to the site is occupied by the following:

- North – single-family residential homes along the north side of Ramoth Church Road
- South/West – undeveloped (wooded) parcels and Stafford Regional Airport
- East – small commercial / light industrial developments

2.4 Proposed Land Uses and Zoning

Stafford County's Future Land Use Plan designates the subject site as Business and Industry as shown in Figure 4. The proposed rezoning of the Site to Light Industrial (M-1) is consistent with the County's future land use designation.



**CENTREPORT INDUSTRIAL REZONING
TRAFFIC IMPACT ANALYSIS
STAFFORD COUNTY, VA**

FIGURE 4
STAFFORD COUNTY FUTURE
FUTURE LAND USE MAP

NOT TO SCALE

DATE
DECEMBER 2015

2.5 Existing Roadway Network

Regional access to the site will be provided by I-95 at Exit 136 (Centreport Parkway interchange) and US Route 1. Local access to the site will be provided via Ramoth Church Road/American Legion Road and Centreport Parkway. These roadways are discussed in further detail below, along with their functional classifications as documented in the VDOT 2014 Approved Functional Classification inventory:

CENTREPORT PARKWAY (Rte. 8900) is a two lane undivided minor collector with a posted speed limit of 50 MPH. Centreport Parkway gives access to the proposed site and leads to Ramoth Church Road in the north direction. In the south direction, Centreport Parkway continues on to Mountain View Road (Route 627) and also reaches the I-95 interchange at Exit 136. According the most recent VDOT data (2014), Centreport Parkway carries approximately 310 vehicles per day (VPD) in the vicinity of the project. For the purposes of this TIA, Centreport Parkway is referred to as a north-south roadway. The Stafford County Comprehensive Plan identifies Centerport Parkway as an ultimate 4-lane Urban roadway with a 110' right-of-way.

RAMOTH CHURCH ROAD (ROUTE 628) / AMERICAN LEGION ROAD is a two lane undivided minor collector with a posted speed limit of 40 MPH. Just east of the site, Ramoth Church Road crosses I-95 and becomes American Legion Road, which connects to US Route 1 at a signalized intersection. American Legion Road becomes Eskimo Hill Road after it crosses US Route 1. To the west, Ramoth Church Road proceeds through a rural area of Stafford County for approximately 4 miles before ending at Courthouse Road (Route 630). According the most recent published VDOT data (2014), Ramoth Church Road carries approximately 2,000 VPD in the vicinity of the Site. For this purpose Ramoth Church Road was assumed to run east-west though the study area. The Stafford County Comprehensive Plan identifies Ramoth Church Road / American Legion Road as an ultimate 4-lane Urban roadway with a 110' right-of-way.

ESKIMO HILL ROAD (ROUTE 628) is a two lane undivided major collector with a posted speed limit of 25 MPH that transitions to 40 MPH. Eskimo Hill Road begins at its signalized intersection with US Route 1 (opposite American Legion Road), which runs north-south. To the east, Eskimo Hill Road meets Brooke Road (Route 608), which also runs north-south. According to the most recent published VDOT data (2014), Eskimo Hill Road carries approximately 3,100 VPD to the east of US Route 1. For the purposes of this TIA, Eskimo Hill Road is referred to as an east-west roadway. The Stafford County Comprehensive Plan identifies Eskimo Hill Road as an ultimate 2-lane roadway with Urban and Rural sections and a 60' right-of-way.

US ROUTE 1 (JEFFERSON DAVIS HIGHWAY) is a four lane undivided principal arterial roadway with a posted speed limit of 50 MPH. US Route 1 proceeds north from its signalized intersection with American Legion Road / Eskimo Hill Road for approximately 2 miles to the Stafford Regional Hospital and the Stafford Courthouse area. US Route 1 has access from the Courthouse area to I-95 (Exit 140) by way of Courthouse Road (Route 630). To the south, US Route 1 proceeds for approximately 2.5 miles to Centreport Parkway, which connects to the I-95 interchange at Exit 136. According to the most recent published VDOT data (2014), US Route 1 carries approximately 15,000 VPD in the vicinity of its intersection with. For the purposes of this TIA, US Route 1 was assumed to run north-south through the study area.

2.6 Other Modes of Transportation

This TIA includes a review of the potential for walking, bicycling, and transit trips to and from the area:

Walking Facilities - The project site and surrounding areas currently do not have any walking facilities, and there are no known future plans to incorporate any walking facilities to the area.

Bicycling Facilities - Currently, there are no known bicycling facilities in the vicinity of the project. Bicycling trips are possible, however it is unlikely that site trips would be made by users due to lack of bicycling facilities.

Transit Facilities - Fredericksburg Regional Transit (FRED) provides regional bus service to the greater Fredericksburg area and specifically along US Route 1; however, there are no routes that provide service near the Site.

2.7 Future Network Roadways and Improvements

At the time of this analysis, the intersection of Ramoth Church Road and Centreport Parkway is currently being realigned, which will result in the intersection being relocated approximately 250 feet west of its current location. The following turn lane improvements will be included with the project:

- Northbound Centreport Parkway Approach – will be improved from a shared left/right-turn lane to dedicated left-turn and right-turn lanes
- Eastbound Ramoth Church Road – a dedicated right-turn lane will be added at its intersection with Centreport Parkway

This intersection will remain stop-controlled. A conceptual layout of this intersection realignment project is included in Appendix B.

No other funded future network roadway improvements were identified in the study area during the scoping process.

2.8 Traffic Analysis Methodology

Capacity analyses of the study intersections for both the existing and future conditions were completed using methodologies defined in the 2010 edition of the *Highway Capacity Manual (HCM2010)*. Built-in HCM 2000 modules in the Synchro 9 software program were used to perform the analyses.

Operating conditions at intersections were evaluated in terms of Levels of Service (LOS). The LOS for signalized intersections are presented in terms of average control delay per vehicle. Individual turning movements at signalized intersections may experience poor LOS, particularly where those volumes are relatively low, while the intersection as a whole has an acceptable LOS. Generally, this is because the major movements are given priority in assigning green time within the signal operations.

Traffic conditions at unsignalized intersections with stop sign control on the minor street are only evaluated for the minor street approach(es) and for the left-turn movement from the major street. Major street through and right-turn traffic is considered to have no delay since there is no control, i.e. no stop sign.

LOS A through D are considered acceptable Peak Hour operations in urban conditions. LOS E and F are generally considered unacceptable Peak Hour conditions, although low-volume side-street approaches at unsignalized intersections frequently experience low LOS, since the highest priority is given to mainline through movements. The LOS criteria for signalized and unsignalized intersections is shown in Table 1.

Table 1: Intersection LOS Delay Criteria

Source: Highway Capacity Manual, 2010 Edition.

Level of Service	Control Delay (seconds per vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	> 80	> 50

2.9 Traffic Analysis Software Inputs

Signal Timing Data for the signalized intersection in the study area was obtained from VDOT Central Region Traffic Engineering. Due to the length of the buildout (10 years) all future scenarios were analyzed with the default peak hour factor of 0.92, default heavy vehicle percentage of 2%, and optimized signal timings. All other software defaults remain unchanged.

3. EXISTING TRAFFIC CONDITIONS (2015)

3.1 Existing Peak Hour Traffic Counts

Based on agreements during the scoping phase of this TIA, the 2015 traffic counts for this study were derived using available 2013 existing peak hour counts published in the George Washington Village Traffic Impact Study (GW Village TIS, April 2014, by Bowman Consulting Group, Inc.). To derive existing 2015 traffic counts, an annually compounded growth rate of 2% was applied to the 2013 counts from the GW Village TIS for all movements with the exception of the US Route 1 north-south through movements which were grown at 2.5%. The growth rates are based on previously approved rates in other recent TIAs in the Site vicinity.

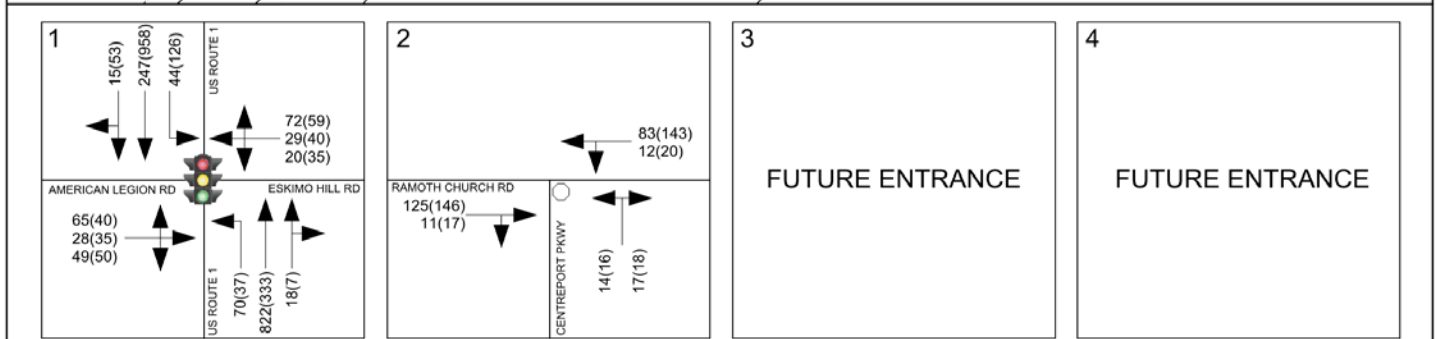
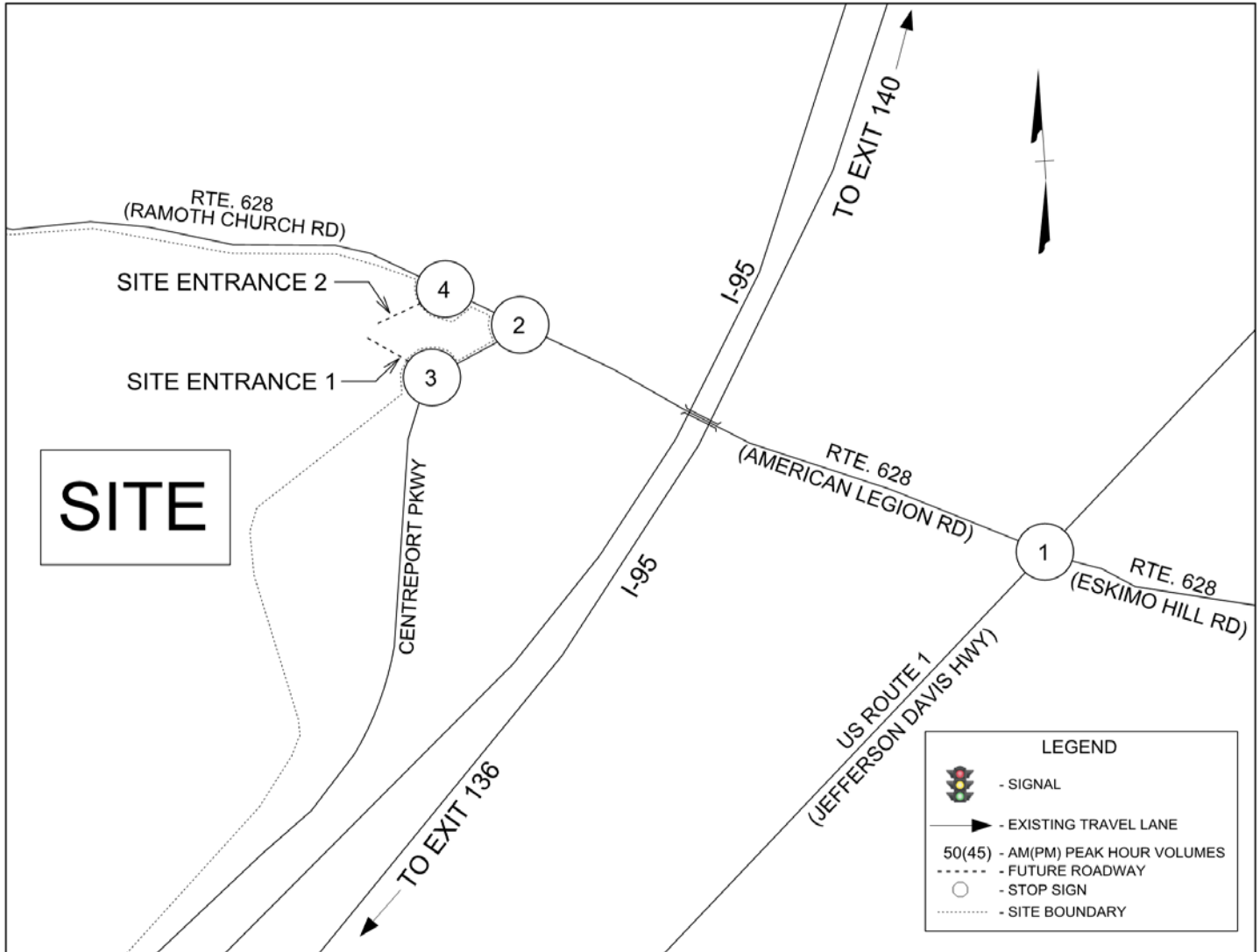
See Appendix C for a source list of existing intersection counts. Figure 5 shows the existing 2015 weekday AM and PM peak hour counts used for the existing traffic analysis for this TIA.

3.2 Existing Peak Hour Traffic Analysis

The analysis of existing peak hour traffic conditions was based on the analysis procedures described above, the existing lane use, traffic control, and traffic counts shown on Figure 5. The calculation worksheets are included in Appendix D and the LOS results are summarized in Table 2 below and illustrated on Figure 6.

As shown in Figure 6, all of the individual turning movements for all of the study intersections operate with LOS C or better.

As shown in Table 2, each of the 95th percentile queues are contained within the available storage.

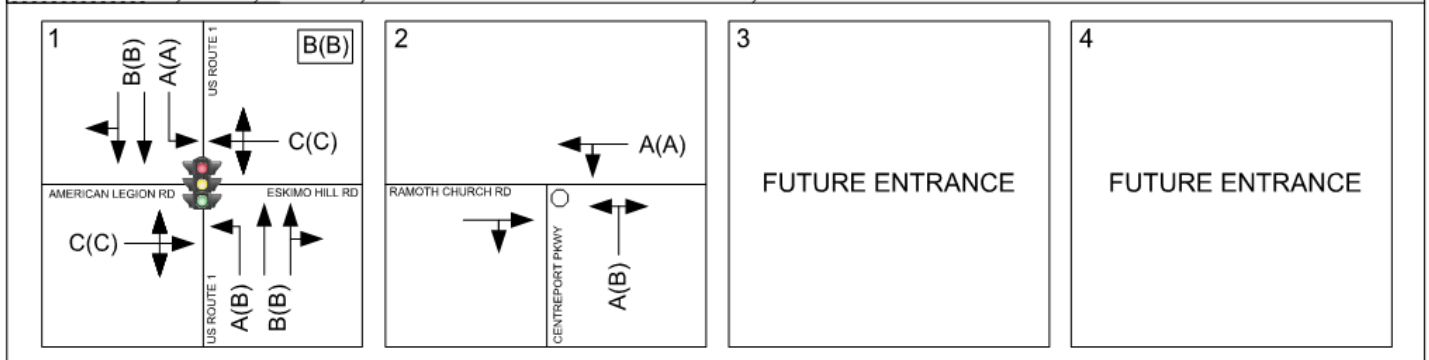
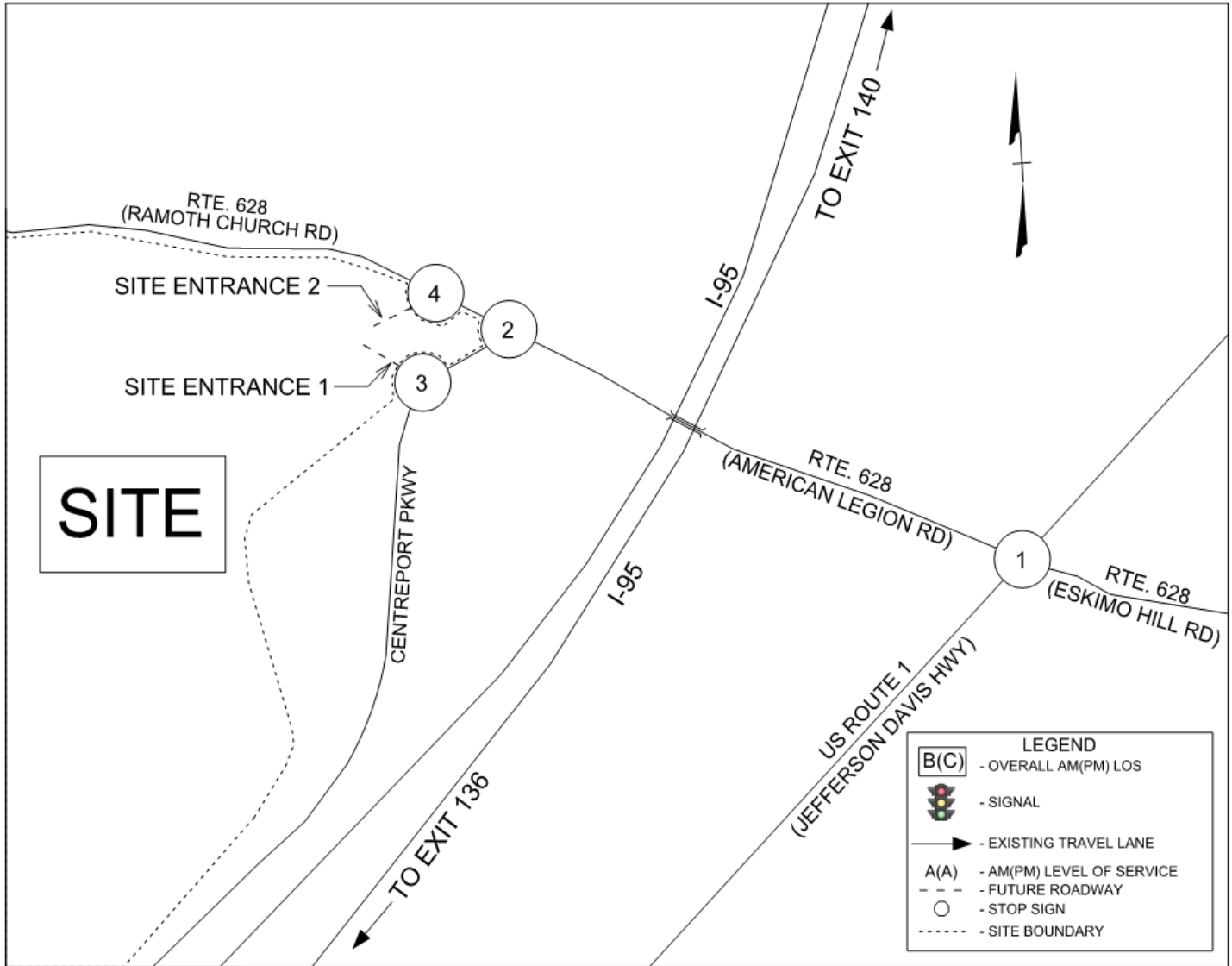


	<p>CENTREPORT INDUSTRIAL REZONING TRAFFIC IMPACT ANALYSIS STAFFORD COUNTY, VA</p>	<p>FIGURE 5</p>	
		<p>EXISTING LANE USE, TRAFFIC CONTROL, AND TRAFFIC COUNTS</p>	
		<p>NOT TO SCALE</p>	<p>DATE DECEMBER 2015</p>

INTERSECTION	TYPE OF CONTROL	MOVEMENT APPROACH	Existing 2015								Background 2025 (Without Site)								Total Future 2025 (With Site)								
			AM PEAK				PM PEAK				AM PEAK				PM PEAK				AM PEAK				PM PEAK				
			LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length	
	(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)				
US Route 1 (NB,SB) and American Legion Rd/Eskimo Hill Rd (EB,WB)	Signalized	EB L																									
		EB T	C	25.7	101	-	C	21.9	84	-	C	31.0	157	-	C	31.9	114	-	C	24.4	127	-	D	47.9	189	-	
		EB R																									
		EB Overall	C	25.7	-	-	C	21.9	-	-	C	31.0	-	-	C	31.9	-	-	C	24.4	-	-	D	47.9	-	-	
		WB L																									
		WB T	C	21.0	100	-	C	22.4	100	-	C	21.5	117	-	C	34.4	137	-	B	19.5	105	-	C	24.0	107	-	
		WB R																									
		WB Overall	C	21.0	-	-	C	22.4	-	-	C	21.5	-	-	C	34.4	-	-	B	19.5	-	-	C	24.0	-	-	
		SB L	A	9.5	43	200	A	8.3	64	200	B	12.8	48	200	A	7.6	94	200	B	11.8	38	200	A	9.8	126	200	
		SB T	B	10.5	33	-	B	18.1	125	-	B	13.2	40	-	C	23.9	175	-	B	13.5	58	-	C	29.5	234	-	
		SB R																									
		SB Overall	B	10.3	-	-	B	17.0	-	-	B	13.1	-	-	C	22.0	-	-	B	13.3	-	-	C	27.2	-	-	
		NB L	A	7.8	38	300	B	11.3	33	300	A	9.4	52	300	B	14.4	35	300	A	9.6	60	300	B	16.6	39	300	
		NB T	B	14.0	94	-	B	12.4	25	-	C	24.1	152	-	B	14.5	41	-	C	21.4	152	-	B	17.1	44	-	
NB R																											
NB Overall	B	13.5	-	-	B	12.8	-	-	C	22.9	-	-	B	14.4	-	-	C	20.1	-	-	B	17.0	-	-			
Intersection Overall	B	14.7	-	-	B	16.9	-	-	C	21.9	-	-	C	22.4	-	-	B	18.9	-	-	C	27.5	-	-			
Centreport Pkwy (NB,SB) and Ramoth Church Rd (EB,WB)	Unsignalized	EB L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		EB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		EB R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		WB L	A	1.0	1	-	A	1.1	1	-	A	1.1	1	-	A	1.2	2	-	A	2.3	4	-	A	1.4	2	-	
		WB T																									
		NB L																									
		NB R	A	9.7	4	-	B	10.4	4	-	B	10.0	3	-	B	10.8	4	-									
Centreport Pkwy (NB,SB) and Site Entrance 1 (EB)	Unsignalized	EB L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	10.2	5	-	B	11.0	44	-		
		EB T																									
		EB R																									
		WB L																									
		WB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	12.9	2	-	B	12.2	2	-	
		WB R																									
		SB L																									
		SB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	0.5	0	-	A	0.6	0	-	
		SB R																									
Site Entrance 2 (NB) and Ramoth Church Rd (EB,WB)	Unsignalized	NB L																A	3.2	5	-	A	0.5	1	-		
		NB T																									
		NB R																									
		WB L																	B	11.1	3	-	B	12.7	28	-	

*95th percentile queues for signalized intersection(s) are based on average of 5 runs in SimTraffic. 95th percentile queues for unsignalized intersection(s) are based on Synchro Reports.

**Per turn lane warrant analysis and charts.



<p>JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®</p>	<p>CENTREPORT INDUSTRIAL REZONING TRAFFIC IMPACT ANALYSIS STAFFORD COUNTY, VA</p>	<p>FIGURE 6 EXISTING PEAK HOUR LEVELS OF SERVICE</p>	
		<p>NOT TO SCALE</p>	<p>DATE DECEMBER 2015</p>

4. BACKGROUND FUTURE TRAFFIC CONDITONS (2025)

In order to analyze future traffic conditions without the development of the proposed Site (Background or No Build conditions), Background traffic conditions were forecasted by considering the impacts of approved/unbuilt developments in the vicinity of the Site and by growing the existing traffic counts.

4.1 Approved/Unbuilt Developments

As noted in the scoping documents, no approved/unbuilt developments were identified in the study area; therefore, no approved/unbuilt trips were applied to the study area network under Background conditions.

4.2 Background Traffic Growth

As discussed in Section 3, growth rates were based on previously approved growth rates for other recent TIAs in the vicinity of the Site, which are reflective of historic growth rates on the study area roadways. A growth rate of 2% per year was applied to US Route 1 north and south through movements. All other roadways and turning movements were grown at a rate of 2.5% per year.

In order to determine projected 2025 Background traffic conditions, the 2% and 2.5% growth rates were compounded annually for a ten (10) year period and applied to the derived 2015 existing traffic counts. Background traffic growth was therefore estimated at 27% for the US Route 1 through movements and at 34% for all other movements within the study area. The growth rate was applied to all the movements in the study area and the resulting growth is shown on Figure 7.

4.3 2025 Background Future Traffic Forecasts (Without Project)

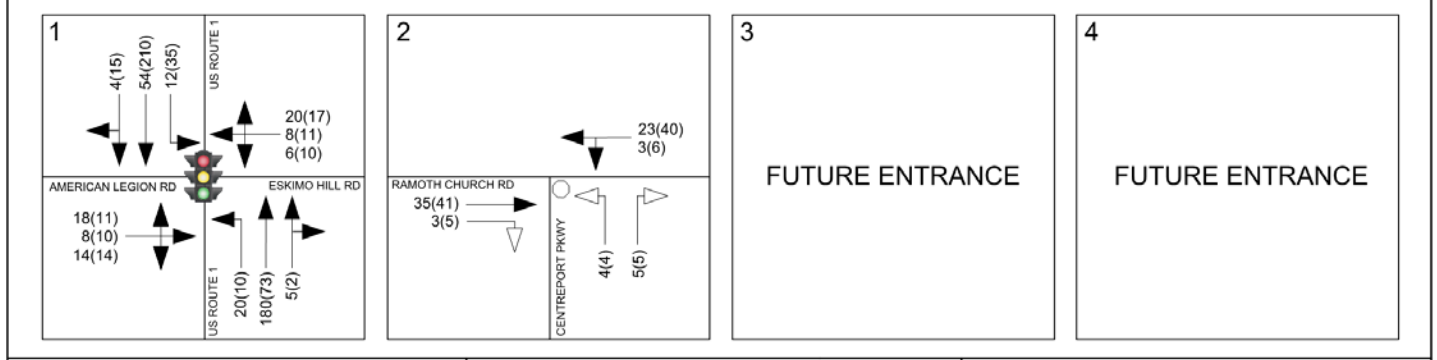
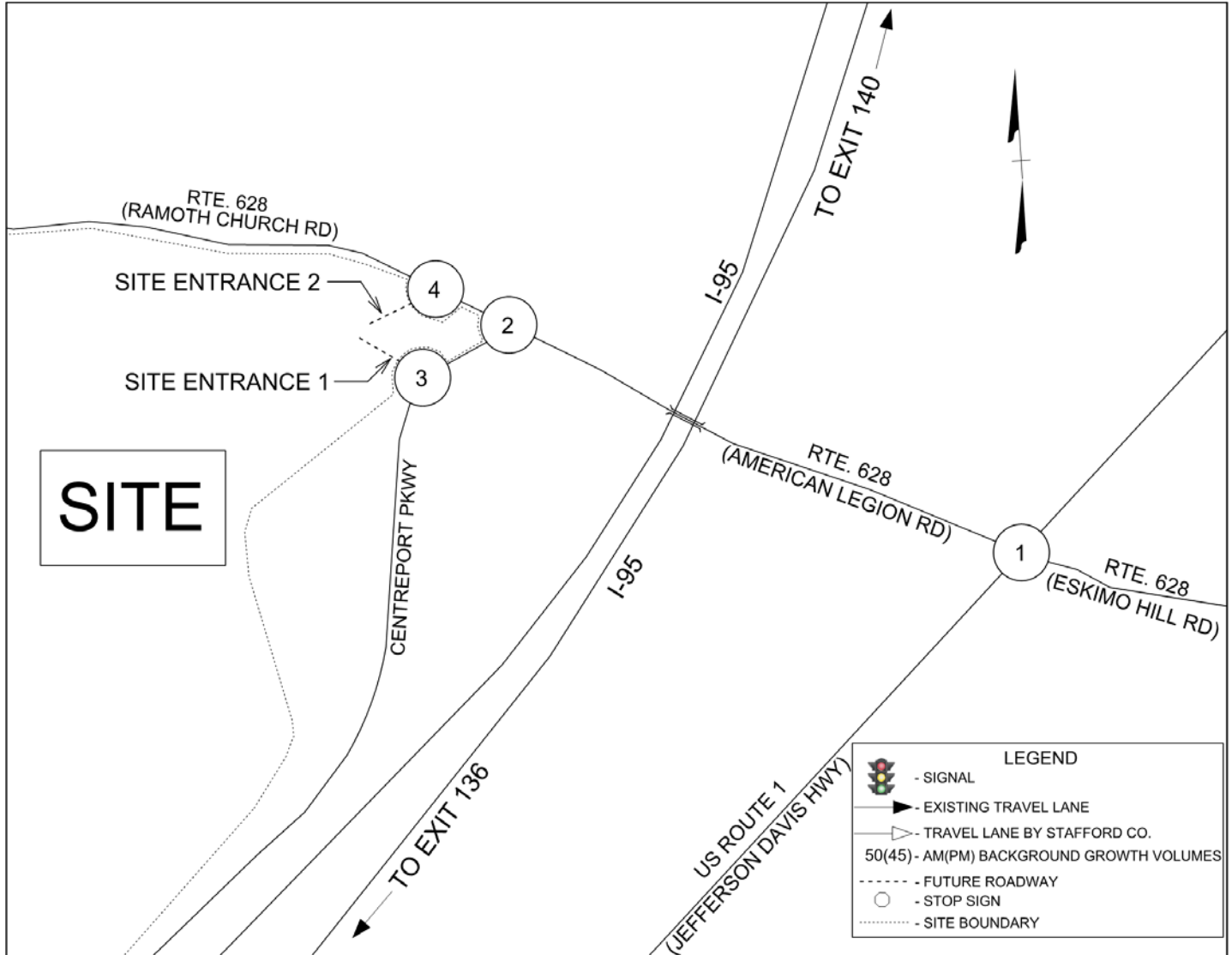
The background traffic growth shown on Figure 7 was then added to the existing counts shown on Figure 6 to yield the Total Background Traffic Forecast (2025). These forecasts are shown on Figure 8 and show the AM and PM peak hour forecasts.

4.4 2025 Background Peak Hour Traffic Analysis

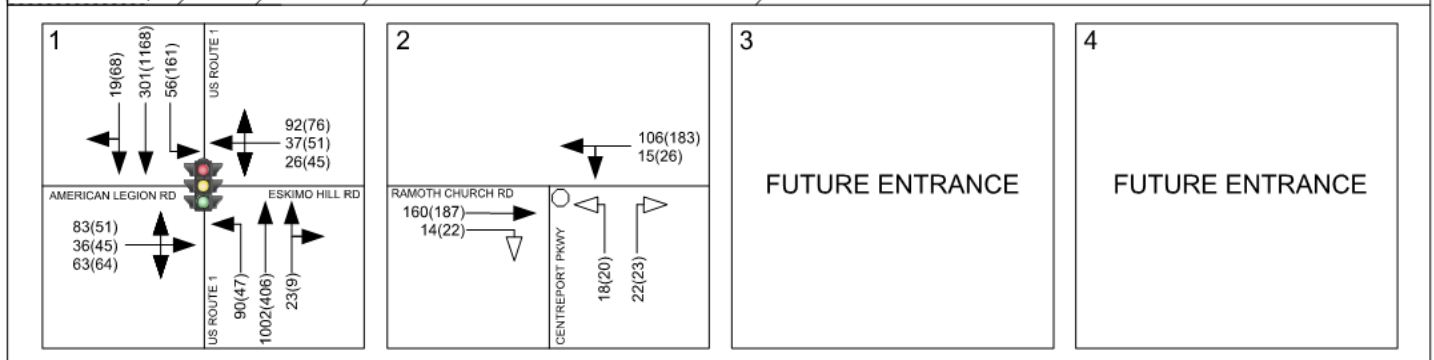
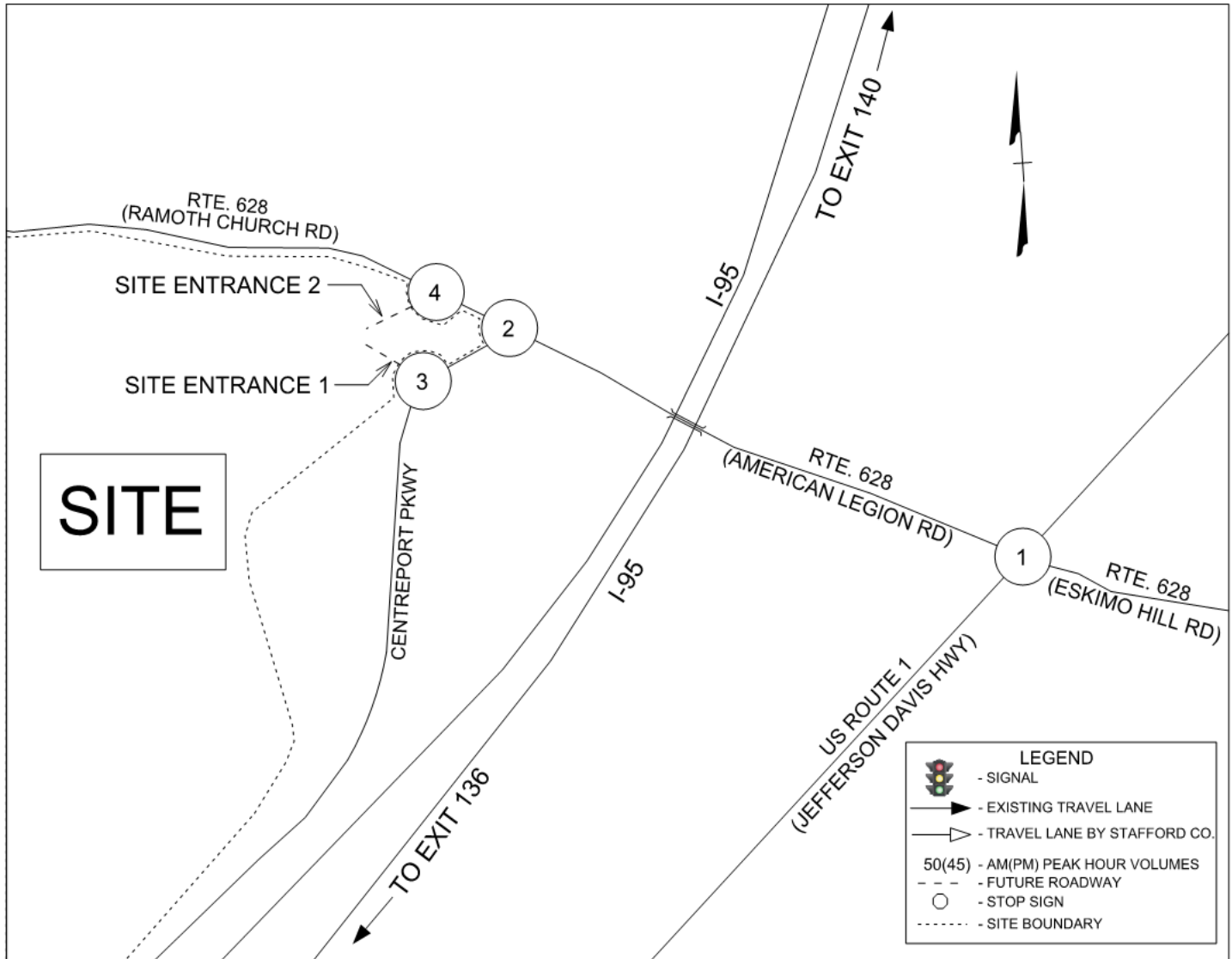
The analysis of the Background Future peak hour traffic conditions was based on the analysis procedures described above, the existing lane use and traffic control illustrated on Figure 5, and the 2025 Background Future Traffic Forecast illustrated on Figure 8.

The calculation worksheets are included in Appendix E and the results of the analysis are summarized in Table 2 and shown graphically on Figure 9.

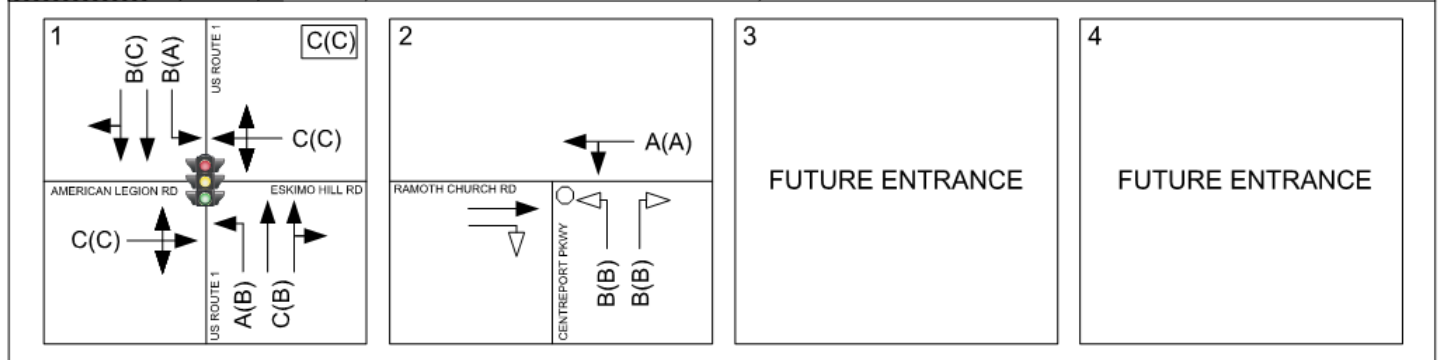
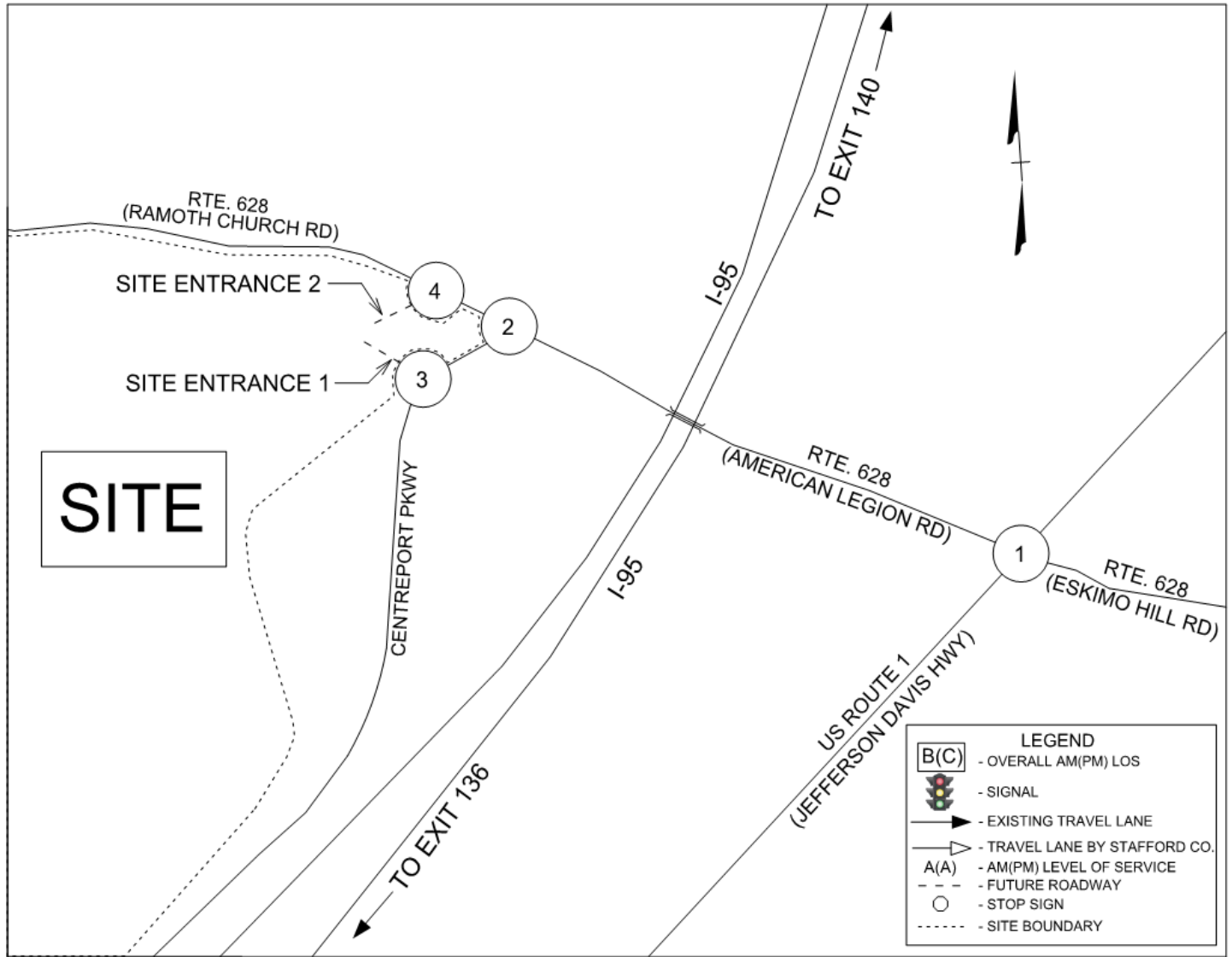
As Shown in Table 2, each of the turning movements would continue to operate at acceptable LOS C or better during both peak hours, and each of the 95th percentile queues would continue to be contained within the available storage.



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<p>JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®</p>	<p align="center">CENTREPORT INDUSTRIAL REZONING TRAFFIC IMPACT ANALYSIS STAFFORD COUNTY, VA</p>	<p align="center">FIGURE 8 BACKGROUND 2025 LANE USE, TRAFFIC CONTROL, AND TRAFFIC COUNTS</p> <table border="1"> <tr> <td data-bbox="1047 1827 1282 1900">NOT TO SCALE</td> <td data-bbox="1282 1827 1526 1900">DATE DECEMBER 2015</td> </tr> </table>	NOT TO SCALE	DATE DECEMBER 2015
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<p>JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®</p>	<p>CENTREPORT INDUSTRIAL REZONING TRAFFIC IMPACT ANALYSIS STAFFORD COUNTY, VA</p>	<p>FIGURE 9 BACKGROUND 2025 PEAK HOUR LEVELS OF SERVICE</p> <table border="1"> <tr> <td data-bbox="1055 1827 1291 1900">NOT TO SCALE</td> <td data-bbox="1291 1827 1534 1900">DATE DECEMBER 2015</td> </tr> </table>	NOT TO SCALE	DATE DECEMBER 2015
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5. SITE TRIP GENERATION

For the purposes of this TIA, the Centreport Industrial Rezoning is assumed to consist of up to 500,000 square feet of light industrial development. Access to the site is proposed via one entrance along Centreport Parkway south of Ramoth Church Road and one entrance along Ramoth Church Road west of the Ramoth Church Road and Centreport Parkway intersection.

The average weekday AM and PM peak hour, and weekday and average daily trips that are expected to be generated by the proposed Centreport Industrial facility were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition and are shown in Table 3. Table 3 also shows the trips that would be generated by the potential by-right development. A discussion of various trip types associated with developments (primary trips, internal trips, and pass-by trips) along with a discussion of the site's by-right trip generation potential is provided below.

5.1 Primary Site Trips

Trips that are made for the specific purpose of visiting the site are known as primary trips. As shown in Table 3, the Centreport Industrial Site would generate approximately 501 new external trips during the AM peak hour (441 in and 60 out), 558 trips during the PM peak hour (67 in 491 out), and 3,633 new daily trips over a 24-hour period. It is noted that during the scoping phase of the project, the Applicant suggested that lower rates be considered for the projected 500,000 SF of development given the potential for such a site to be managed by a very small staff; however, after discussion with VDOT and County staff, it was determined that the ITE rates should be utilized in order to provide a standardized and more conservative analysis.

5.2 Internal Trips

Internal trips are trips that would make a stop at more than one of the uses within the development. For example, a person at an auto repair shop may walk to one to the adjacent restaurant or retail facilities without ever leaving the development. If the proposed Site were to be built out with a group of smaller light industrial users, the potential would exist for some site trips to be "captured" internally. However, for the purposes of this TIA, no reductions were taken due to the unknown nature of the Site's end users and the low internal trip generation potential in general for light industrial uses.

5.3 Pass-By Trips

Pass-by trips are trips that would be drawn to the development from the existing traffic stream on the adjacent streets. These trips are intermediate stops on the way from an origin to the primary destination. These trips do not add to the overall traffic volumes on the roadway, but will add to the turning traffic at the site's driveway connections. Chapter 527 guidelines allows for a percent reduction to be applied to the site generated trips in accordance with the land use and ITE studies. For the proposed Centreport Industrial Site, no pass-by trip adjustments were made due to the low potential for such trips to occur.

5.4 By-Right Trip Generation

For informational purposes, the by-right trip generation potential of the Site was calculated based on the maximum residential density of 3 dwelling units / acre as allowed under the

County's Agricultural (A-1) zoning ordinance. With a total area of slightly over 66 acres, the Site could be developed by-right with up to 22 single-family dwelling units. The traffic intensity of by-right build-out is useful in developing a full understanding of the impacts of a proposed zoning reclassification. The Site's by-right trip generation potential is summarized in Table 3 for reference.

TABLE 3 – SITE TRIP GENERATION SUMMARY

Land Use	Size	Units	Land Use Code	Weekday						Average Daily Trips
				AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
PROPOSED DEVELOPMENT										
1. ITE Trip Generation ⁽¹⁾ <u>General Light Industrial</u>	500,000	S.F	110	441	60	501	67	491	558	3,633
2. Trip Generation Comparison FOR REFERENCE ONLY										
<u>Single Family Detached Housing</u> ⁽²⁾	22	Dwellings	210	8	20	28	18	10	28	261
3. Net Change in Trip Generation Compared to By-Right (1 minus 2)				433	40	473	49	481	529	3,372

Notes: (1) Based on the Institute of Transportation Engineers Trip Generation, 9th Edition
(2) Use/size of development allowed under current zoning based on Stafford County Zoning Ordinance

6. SITE TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution percentages for the proposed Site were agreed upon after iterative analyses and discussions with VDOT and County transportation planning staff during the scoping process. Overall primary site distributions are discussed below. (No pass-by trips are assumed for the proposed Site, therefore no discussion is provided regarding the distribution and assignment of pass-by trips.)

6.1 Primary Site Trips

Primary trips are defined as trips that are made to/from the Site, where the specific purpose of involves the Site as either the primary departure point or primary destination. During the weekday AM and PM peak hour, the primary site trips will predominantly consist of employee traffic. For this reason, during the scoping process it was agreed that demographic information for residences (“rooftops”) in Stafford County, the City of Fredericksburg, and northern Spotsylvania County would serve as the basis for the Site trip distribution. The demographic information that was obtained resulted in a general assessment of rooftops within an approximate 15-mile radius of the site.

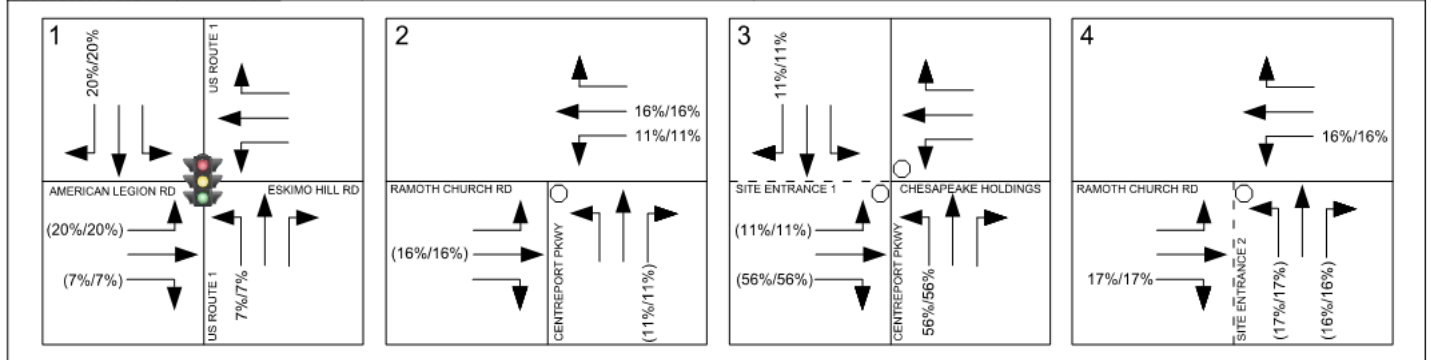
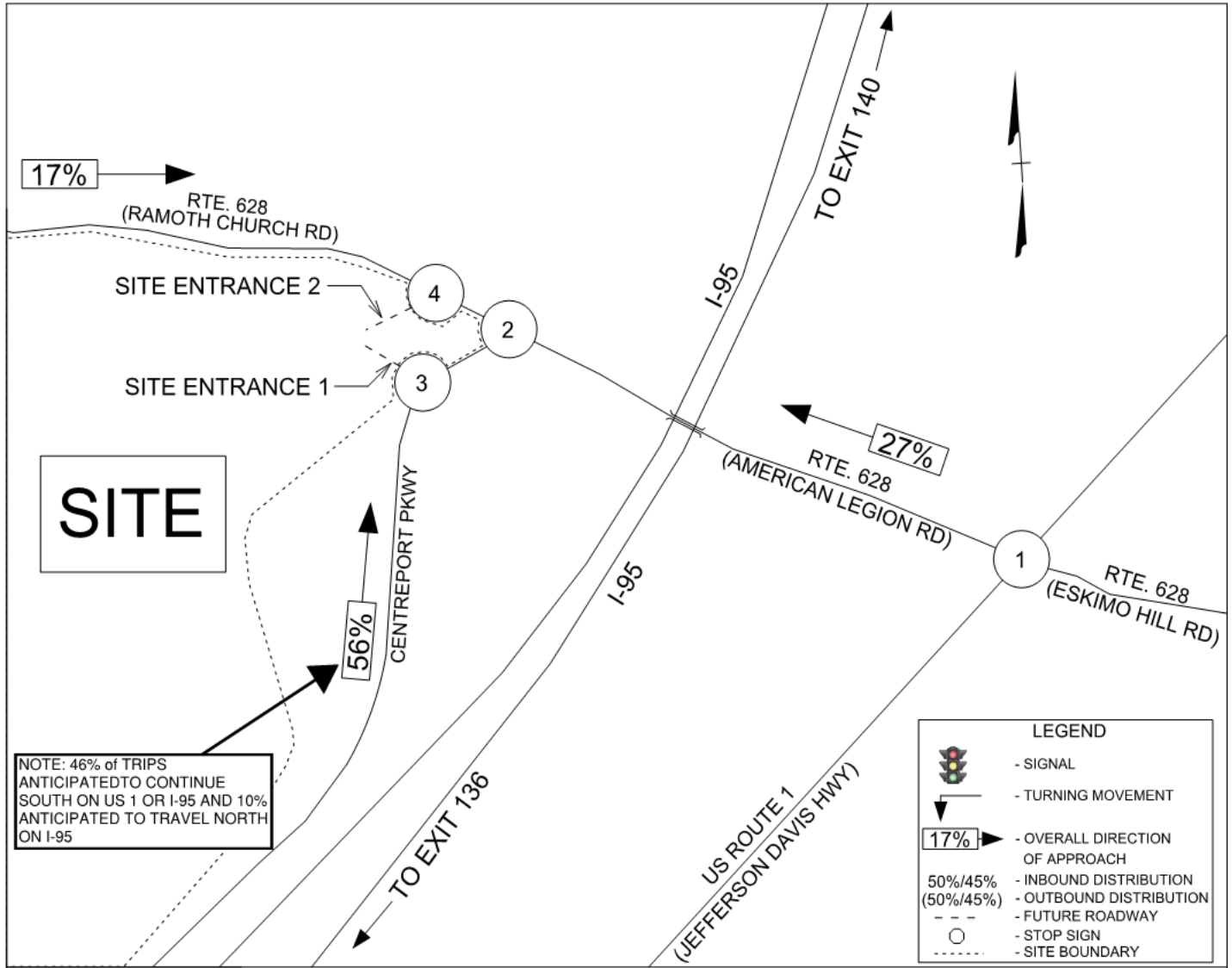
Generally speaking, traffic to/from the west and northwest was assumed to travel to/from the site via Ramoth Church Road. Traffic to/from the north was assigned to both US Route 1 (to/from the north) as well as I-95, which results in some traffic from the north using the I-95/Centreport Pkwy interchange, which is south of the site. Traffic to/from the south was assumed to use I-95 or US Route 1, and be “collected” by Centreport Parkway to access the Site.

Based on the above rationale, the following Site trip distribution percentages were developed (See Appendix A Scoping Documents for additional supporting documentation related to the development of the percentages):

- 27% to/from the east on Ramoth Church Road/American Legion Road
- 17% to/from the west on Ramoth Church Road
- 56% to/from the south on Centreport Parkway, with the following breakdown:
 - 46% destined to/from locations further south along either I-95 or US Route 1
 - 10% destined to/from locations in *northern Stafford* via I-95, which offers a quicker travel time than using the local street network

6.2 Site Trips Assignments

Traffic was assigned to the local street network by applying the trip distribution percentages (above) to the Site trip generation potential presented in Table 3. The trips were assigned to Site Driveway 1 and Site Driveway 2 based on expected convenience of access and engineering judgment. Trip assignments were made with the assumption that both proposed Site Entrances have full-movement operation. Trip assignments of traffic to/from US Route 1 by way of Ramoth Church Road / American Legion Road were assigned to/from US Route 1 and Eskimo Hill Road based on existing traffic splits at that intersection and engineering judgement



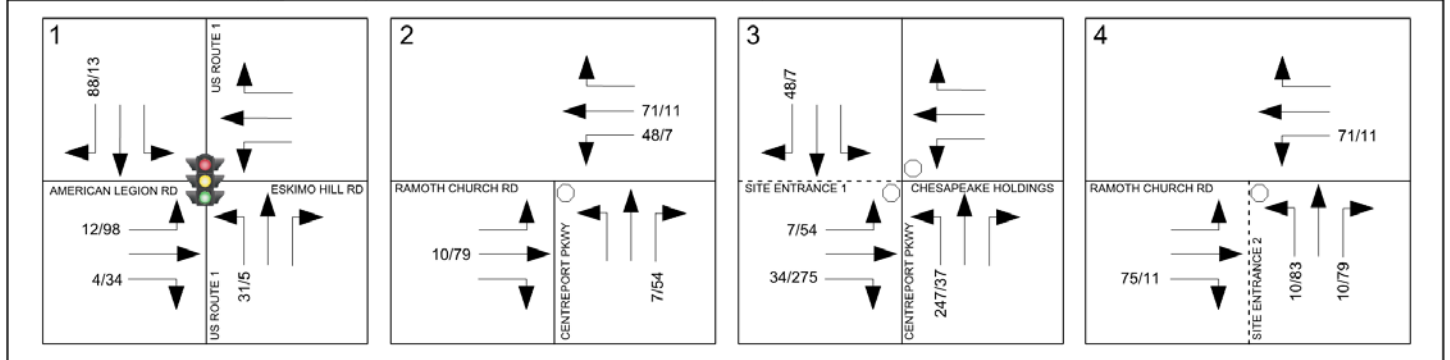
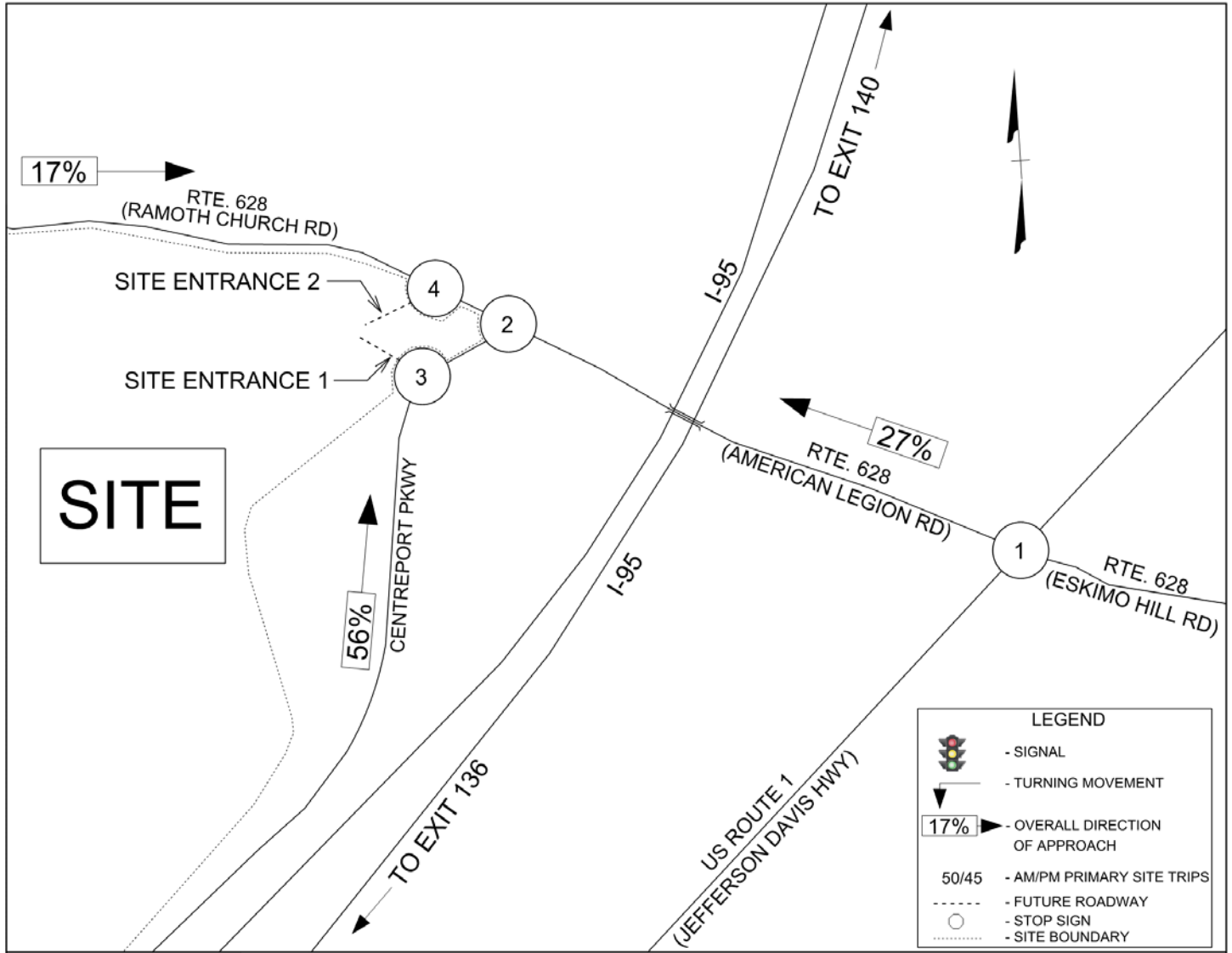
**CENTREPORT INDUSTRIAL REZONING
TRAFFIC IMPACT ANALYSIS
STAFFORD COUNTY, VA**

FIGURE 10

SITE GENERATED PRIMARY
SITE TRIP DISTRIBUTIONS

NOT TO SCALE

DATE
DECEMBER 2015



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		<p>NOT TO SCALE</p>	<p>DATE DECEMBER 2015</p>

7. 2025 TOTAL FUTURE TRAFFIC CONDITIONS

7.1 2025 Total Future Traffic Forecasts (with Site)

The Site Generated Primary and Pass-by Traffic Assignments shown on Figures 10 and 11 were then added to the Total Background Traffic Forecasts (2025) shown in Figure 8. This collection of volumes yielded the Total Future Forecasts (2025), which are shown in Figure 12. Figure 12 shows the AM and PM peak hour forecasts.

7.2 Analysis of 2025 Total Future Peak Hour Traffic Conditions

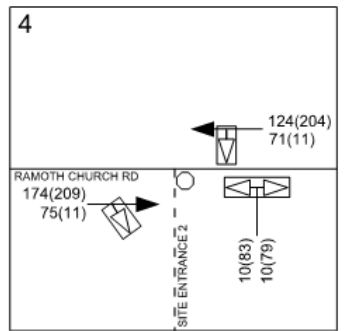
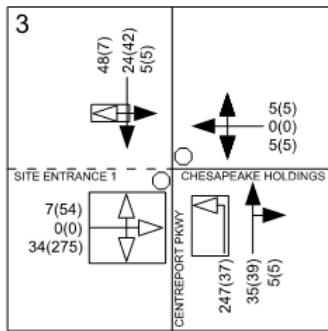
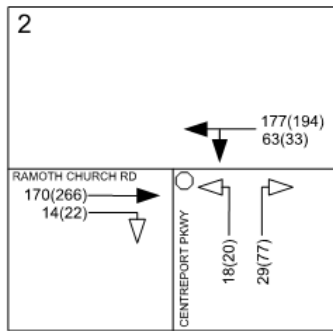
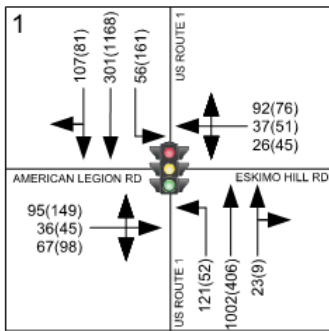
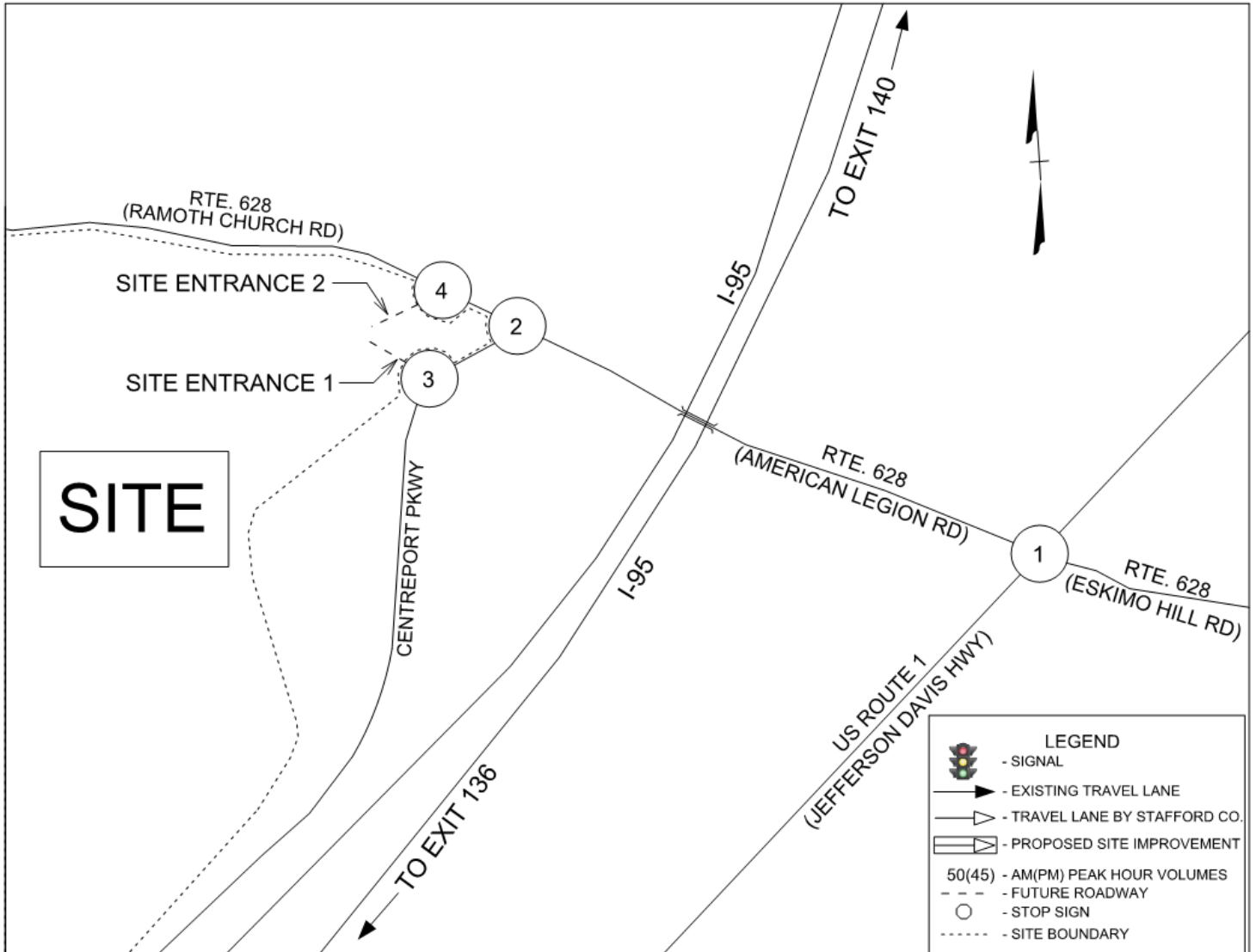
The analysis of the 2025 Total Future peak hour traffic conditions was based on the analysis procedures described above and the 2025 Total Future Traffic Forecasts shown on Figure 12.

The calculation worksheets are included in Appendix F and the results of the analysis are summarized in Table 2 and shown graphically on Figure 13. Table 2 also indicates the assumed direction of each roadway at the intersection.

As shown in Table 2, under Total Future 2025 conditions, each of the turning movements continues to operate at LOS C or better, with the following exception:

- US Route 1 and American Legion Road/Eskimo Hill Road: during the PM peak hour, the eastbound approach operates at LOS D.

As shown in Table 2, under the Total Future 2025 conditions, each of the 95th percentile queues would continue to be contained within the available storage.

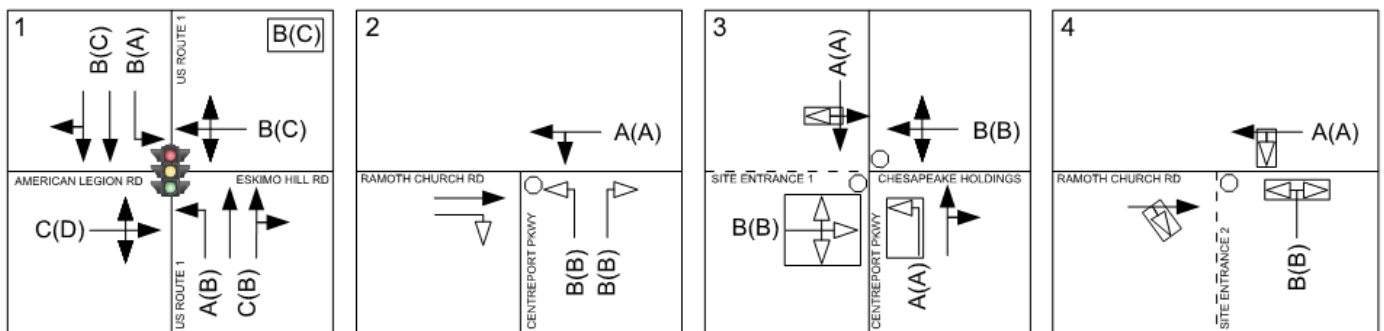
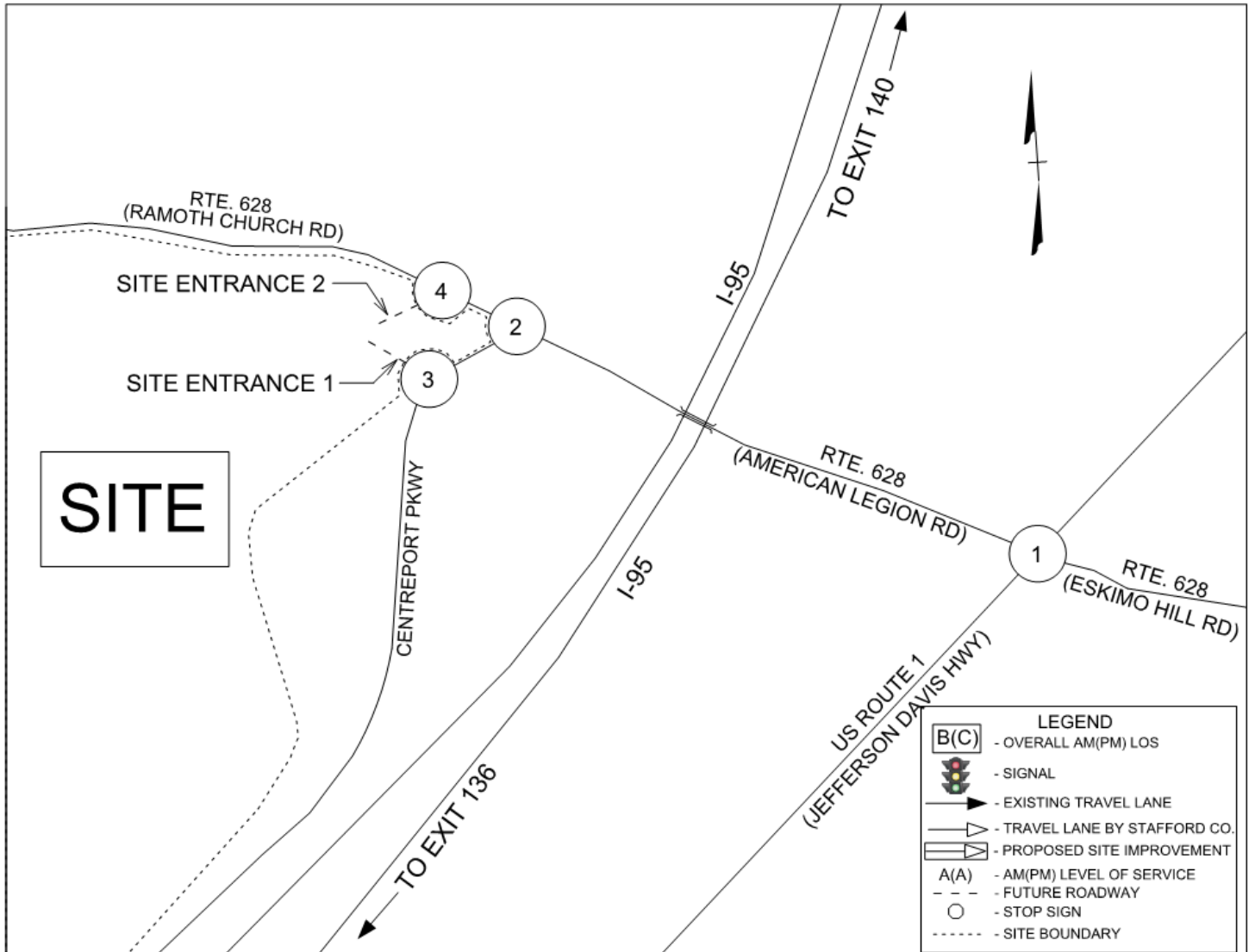


**CENTREPORT INDUSTRIAL REZONING
TRAFFIC IMPACT ANALYSIS
STAFFORD COUNTY, VA**

FIGURE 12
TOTAL FUTURE LANE USE, TRAFFIC CONTROL, AND TRAFFIC COUNTS (2025)

NOT TO SCALE

DATE
DECEMBER 2015



**CENTREPORT INDUSTRIAL REZONING
TRAFFIC IMPACT ANALYSIS
STAFFORD COUNTY, VA**

FIGURE 13

TOTAL FUTURE PEAK HOUR
LEVELS OF SERVICE (2025)

NOT TO SCALE

DATE
DECEMBER 2015

8. TURN LANE WARRANT ANALYSIS

Turn lane warrant analyses were conducted using criteria in Appendix F of the VDOT Road Design Manual. The following turning movements were evaluated as part of this TIA:

- Ramoth Church Road / Centreport Parkway – Westbound left-turn movement
- Centreport Parkway / Proposed Site Entrance 1 – Southbound right-turn movement and Northbound left-turn movement
- Ramoth Church Road / Proposed Site Entrance 2 – Eastbound right-turn movement and Westbound left-turn movement

The turn lane analysis worksheets are included in Appendix G, for reference. The results of the turn lane warrant analyses are as follows:

1. A northbound left-turn lane should be constructed along Centreport Parkway (200' storage x 200' taper) to serve Site Entrance 1.
2. An eastbound right-turn taper (200 feet long) should be constructed along Ramoth Church Road at Site Entrance 2.

9. CONCLUSIONS AND RECOMMENDATIONS

The results of the analysis completed for the proposed Site indicate that the additional traffic generated can be reasonably and adequately accommodated at all study intersections, with the following level of service (LOS) results anticipated under projected 2025 Total Future weekday AM and PM peak hour conditions:

1. US Route 1 & American Legion/Eskimo Hill Road – This intersection is projected to operate with overall LOS C or better. This result is based on optimized traffic signal timings.
2. Centreport Parkway & Ramoth Church Road – The critical movements at this intersection (northbound left-turn & right-turn, and westbound left-turn) are projected to operate at LOS B or better.
3. Centreport Parkway & Site Entrance 1 – The critical movements at this intersection (northbound left-turn and eastbound right-turn and left-turn) are projected to operate at LOS B or better.
4. Ramoth Church Road & Site Entrance 2 – The critical movements at this intersection (northbound left-turn and right-turn and westbound left-turn) are projected to operate at LOS B or better.

Based on turn lane warrant analyses conducted as part of this TIA, the following turn lane improvements are recommended to accommodate Site traffic at full build-out:

1. A northbound left-turn lane should be constructed along Centreport Parkway (200' storage x 200' taper) to serve Site Entrance 1.
2. An eastbound right-turn taper (200 feet long) should be constructed along Ramoth Church Road at Site Entrance 2.

Lastly, it is recommended that the Applicant make adequate right-of-way dedications as required by the County to accommodate the future widening of Ramoth Church Road. The transportation section of the Stafford County Comprehensive Plan indicates that Ramoth Church Road should have an ultimate right-of-way width of 110'.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

87 Deacon Road
Fredericksburg, VA 22405

Charles A. Kilpatrick, P.E.
COMMISSIONER

May 15, 2017

County of Stafford
P. O. Box 339
Stafford, VA 22555-0339

RE: Centreport Industrial Review #1
Rezoning TIA & GDP
#17151715, Stafford County

Dear Mr. Hess and Mr. Geouge:

As requested by Stafford County, VDOT has completed a review of the Traffic Impact Analysis (TIA), dated 12/24/15, prepared by JMT Company on behalf of Ramoth road Investors, LLC and the GDP, prepared by HGP, Inc. and sealed 09/01/2015, in support of the Centreport Industrial a light industrial development rezoning application. The proposed site is generally located in the southwest quadrant of Centreport Parkway (Rte 8900) and Ramoth Church Road (Rte 628) in Stafford County. Access to the site is proposed via one (1) full movement intersection/entrance on Centreport Parkway (Entrance 1) and a proposed full movement entrance on the south side of Ramoth Church Road (Entrance 2).

The TIA indicates the assumed uses for the development include up to 500,000 sq ft of light industrial development.

The TIA is subject to the Virginia Traffic Impact Analysis Regulations 24 VAC 30-155 in regard to the methodology and assumptions. VDOT offers the following comments to Stafford County for its comprehensive use. It should be noted that addressing these comments may change the results of the operational analyses.

Although certain design features may be referenced in the comments, this review does not cover engineering details. These details, including but not limited to, signalization, site plan, retaining walls, turn-lane storage length, crossover spacing and entrance spacing issues, sight distance and access management will be addressed at a later stage of development review.

Page 2

RE: Centreport Industrial TIA & GDP Review #1
#17151715, Stafford County

Traffic Engineering Comments:

1. Optimizing signal timings to heavily favor green time on the minor street approach to Route 1 is not acceptable, and the 80-second cycle length is very short for a Route 1 signal. The analysis needs to be revised to reflect signal timing closely matching existing timing.
2. This project adds 50% more delay to the EB Ramoth Church Road approach at the Route 1 signal, increasing it from 32 seconds to 48 seconds. Improvements should be considered to this approach to mitigate the additional delay.
3. In the SimTraffic analysis, please verify that the PHF adjust setting is set to "ON" in the intervals parameter setting box.

Land Development Comments on TIA and GDP

Detailed construction / site plan has not been submitted or reviewed. These comments are general and additional comments may be rendered when an official site plan has been submitted for review by Stafford County.

4. General comment a detailed design has not been submitted or reviewed by VDOT. The detailed design will need to include the trip generation and turn lane warrants. All VDOT standards and specifications must be met.
5. The TIA and GDP should reflect the current conditions since Centreport Parkway realignment construction has been completed.
6. The GDP should include sight distance, speed limit on existing roads, functional classification, spacing information and vpd for each access point internal and external to the development. All distances should be included to determine if access management spacing standards are met.
7. From the GDP it is unclear if the streets or roads within the development are intended to be state maintained. If so there may be issues related to the entrance spacing, acceptance of the streets as shown in the layout and additional access points may be required to meet SSAR regulations.
8. Stafford County's Comprehensive plan indicates Ramoth Church Road should have an ultimate right-of-way width of 110 ft. The proposed proffer indicates the owner will dedicate 50 ft of right-of-way.

You may contact Margaret Niemann at (540) 899-4106 if there are any questions.

Sincerely,



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

Cc: JMT
HGP, Inc.

Application Submittal Checklist

- Completed "Project Information & Primary Contacts" form (Page 5)
- Signed "Statements of Understanding" from the owner(s) and applicant (Page 6)
- Signed and Notarized Owner's Consent Statement (if applicant/agent is not the owner)
- Completed "General Information" sheet (Page 7)
- Completed "Review Fee Calculation" sheet and appropriate fees payable to "County of Stafford" and "Virginia Department of Transportation" (if applicable) (Pages 8 – 10)
- Completed "List of Adjoining Property Owners" (Pages 11 & 12)
- Completed "Application Affidavit" (Pages 13 – 16)
- Completed "Checklist for Generalized Development Plans" (Pages 18 & 19)
- Completed "Transportation Impact Analysis Determination Form" (Page 20)
- Proof that Real Estate Taxes have been paid
- Complete Legal Description of the area to be reclassified (Acreage must match Boundary Survey Plat)
- Completed Impact Statements
* See "Checklist for Impact Statements" (Page 17)
- Completed Transportation Impact Analysis (TIA), if required (Five (5) paper copies with electronic copies or ftp site)
- Completed Proffer Reasonableness Analysis, if proffers will be submitted in relation to any project which includes a residential use (See Notice to Applicants Regarding Residential Proffer Submissions in the Appendix)

N/A

PLATS AND PLANS

- Boundary Survey Plat of area subject to rezoning (with 3 copies at 8½" x 11" size)
- Generalized Development Plan (12 full-size copies at 24"x 36" size)
* See "Checklist for Generalized Development Plans" (Pages 18 & 19)

Applications for reclassification to the P-TND zoning district shall also include:

- Twenty (20) copies of the Regulating Plan
- Twenty (20) copies of the Neighborhood Design Standards

RECEIVED DATE: <u>3/17</u> INITIALS: <u>DM</u>	OFFICIALLY SUBMITTED DATE: <u>3/24/17</u> INITIALS: <u>[Signature]</u>
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Project Information & Primary Contacts

<u>PROJECT INFORMATION</u>		<u>PROJECT #</u> 17151715
Tax Map 38-13 & 38-33		
<u>PROJECT NAME</u>		<u>SECTION</u>
N/A CENTREPORT INDUSTRIAL PARK		65.99
<u>ADDRESS (IF AVAILABLE)</u>		<u>TOTAL SITE ACREAGE</u>
38-13 & 38-33		
<u>TAX MAP/PARCEL(S)</u>		<u>ZONING DISTRICT</u>
Intersection of Centreport Parkway & Ramoth Church Road		
<u>LOCATION OF PROJECT</u>		

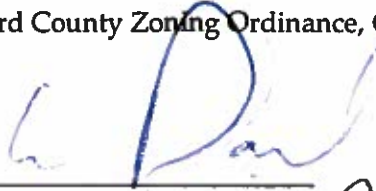
<u>APPLICANT/AGENT</u> (Provide attachment if Applicant and Agent differ)		Primary Contact Person <input checked="" type="checkbox"/>	
Ramoth Road Investors, LLC (c/o Lee Cherwek) Hilldrup Properties, Inc.			
<u>NAME</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
523 Sophia St.	Fredericksburg	VA	22401
<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
540-373-8151	540-373-8782	lee.cherwek@cbre-fredericksburg.com	
<u>PHONE NUMBER</u>	<u>FAX NUMBER</u>	<u>EMAIL ADDRESS</u>	

<u>OWNER</u> (Provide attachments if multiple owners)		Primary Contact Person <input type="checkbox"/>	
Ramoth Road Investors, LLC			
<u>NAME</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
P.O. Box 7165	Fredericksburg	VA	22404
<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
540-373-8151	540-373-8782		
<u>PHONE NUMBER</u>	<u>FAX NUMBER</u>	<u>EMAIL ADDRESS</u>	

<u>PROFESSIONAL</u> (Engineer, Surveyor, etc.)		Primary Contact Person <input type="checkbox"/>	
Hamilton Palmer			
<u>NAME</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
401 Charles St, Suite 100	Fredericksburg	VA	22401
<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
(540)371-5171		hpalmer@hgp.biz	
<u>PHONE NUMBER</u>	<u>FAX NUMBER</u>	<u>EMAIL ADDRESS</u>	

Statements of Understanding

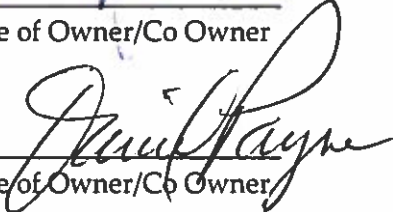
I, as owner/co-owner of the property subject to this application, do hereby certify that I have read and understand the requirements for the submission of a reclassification as provided under the Stafford County Code, and further, that this submittal is in compliance with the requirements and applicable provisions of the Stafford County Zoning Ordinance, Chapter 28 of the Stafford County Code.



Signature of Owner/Co Owner

William Richmond McDaniel 2/27/17

Printed Name Date



Signature of Owner/Co Owner

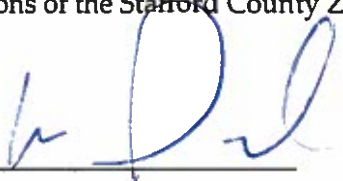
Daniel Payne 3/8/17

Printed Name Date

Signature of Owner/Co Owner

Printed Name Date

I, as applicant or agent for the owner(s) of the property subject to this application, do hereby certify that I have read and understand the requirements for the submission of a reclassification as provided under the Stafford County Code, and further, that this submittal is in compliance with the requirements and applicable provisions of the Stafford County Zoning Ordinance, Chapter 28 of the Stafford County Code.



Signature of Applicant/Agent

William Richmond McDaniel 2/27/17

Printed Name Date

* Additional sheets may be used, if necessary.

General Information

Clearly indicate all information that applies to this project:

DETAILED DESCRIPTION OF PROJECT

Rezoning 65.99 acres from A-1 to M-1

INFORMATION FOR FEE CALCULATIONS

65.99 # of Acres

Type of Rezoning:

- Standard Rezoning
- Planned Development
- Proffer Amendment
- Minor Proffer Amendment
- Minor Proffer Amendment (when submitted simultaneously with Minor Conditional Use Permit Application)

INFORMATIONAL

Previous Ordinance # N/A

Previous Resolution # N/A

of Lots (if rezoning to residential) N/A

Original Zoning A-1

Proposed Zoning M-1

Proposed Use(s) Industrial

Review Fee Calculations

STAFFORD COUNTY FEES:

The County review fee calculations are divided into four sections. Each section is based on a different type of reclassification. Determine the application fee by filling out the one section that applies.

Section I. Standard Rezoning:

A. Base Fee: (Required - Enter the dollar amount that applies)	
If less than 5.0 acres	\$4,375.00
If 5.0 acres or greater	\$12,500.00
	\$ <u>12,500</u>
B. General Fee: (If greater than 5 acres)	
(<u>66</u> Acres - 5) X \$125	\$ <u>7,625</u>
C. Fire & Rescue Review Fee (required).....	\$ <u>125.00</u>
D. Utilities Department Review Fee (required).....	\$ <u>215.00</u>
E. Public Works Review Fee (required).....	\$ <u>200.00</u>
F. Traffic Impact Analysis Review Fee: (If TIA required)	
Volume <1,000 VPD	\$200.00
Volume >1,000 VPD	\$400.00
	\$ <u>400</u>
G. Adjacent Property Notification (required):	
(<u>20</u> Adjacent properties) X \$6.48	\$ <u>129.60</u>
	<u>21,194.60</u>
Sub-total (Add appropriate amounts from lines A thru G above).....	\$ <u>21,194.60</u>
H. Technology Fee (sub-total x 2.75% or 0.0275).....	\$ <u>582.85</u>
	<u>21,777.45</u>
TOTAL (Sub-total + H. Technology Fee).....	\$ <u>21,777.45</u>

List of Adjoining Property Owners

The applicant is required to provide a list of the owners as shown on the current real estate tax assessment books of all abutting properties and properties immediately across the street or road from the property to be rezoned or issued a Conditional Use Permit. If the application requests a rezoning of only a portion of the parcel or a Conditional Use Permit on only a portion of the parcel, the entire parcel must be the basis for the below listing.

Provide additional pages if needed.

<u>37-71</u>	<u>Stafford Regional Airport Commission</u>	
TAX MAP / PARCEL	NAME	
75 Aviation Way		
MAILING ADDRESS		
Fredericksburg	VA	22406-4505
CITY	STATE	ZIP

<u>38-14H</u>	<u>RD Group/3, LLC</u>	
TAX MAP / PARCEL	NAME	
875 E Bank St.		
MAILING ADDRESS		
Petersburg	VA	23803-3470
CITY	STATE	ZIP

<u>38-115</u>	<u>Frank A Tyler Estate</u>	
TAX MAP / PARCEL	NAME	
1072 Warminster Drive		
MAILING ADDRESS		
Midlothian	VA	23113-2635
CITY	STATE	ZIP

<u>38-12</u>	<u>Tammie A Tyler</u>	
TAX MAP / PARCEL	NAME	
<u>2821 Semmes St</u>		
MAILING ADDRESS		
<u>East Point</u>	<u>GA</u>	<u>30344-3251</u>
CITY	STATE	ZIP

<u>38-11M</u>	<u>Theresa Tyler Hout</u>	
TAX MAP / PARCEL	NAME	
<u>15 Freedom Lane</u>		
MAILING ADDRESS		
<u>Fredericksburg</u>	<u>VA</u>	<u>22406-4504</u>
CITY	STATE	ZIP

<u>38-62</u>	<u>Cecil Lenbird Tyler</u>	
TAX MAP / PARCEL	NAME	
<u>2821 Semmes St.</u>		
MAILING ADDRESS		
<u>Atlanta</u>	<u>GA</u>	<u>30344-3251</u>
CITY	STATE	ZIP

<u>38-61</u>	<u>Gloria Jackson</u>	
TAX MAP / PARCEL	NAME	
<u>1077 Ramoth Church Road</u>		
MAILING ADDRESS		
<u>Fredericksburg</u>	<u>VA</u>	<u>22406-4521</u>
CITY	STATE	ZIP

38-60A & 38-60B		Merian Allen
TAX MAP / PARCEL	NAME	
1087 Ramoth Church Road		
MAILING ADDRESS		
Fredericksburg	VA	22406-4521
CITY	STATE	ZIP

38-59 & 38-57		Lippor Enterprises, Inc.
TAX MAP / PARCEL	NAME	
275 W 231 St., Suite 1030		
MAILING ADDRESS		
Bronx	NY	10463-3903
CITY	STATE	ZIP

38-58A		Stacey Howard & Betty I Berryman
TAX MAP / PARCEL	NAME	
1111 Ramoth Church Road		
MAILING ADDRESS		
Fredericksburg	VA	22406-4521
CITY	STATE	ZIP

38-56A		James Archie Vanison
TAX MAP / PARCEL	NAME	
2581 Five Oaks Road		
MAILING ADDRESS		
Vienna	VA	22181-5434
CITY	STATE	ZIP

STAFFORD COUNTY
Department of Planning and Zoning

<u>38-56</u>	<u>JMHC Holding, LLC</u>	
TAX MAP / PARCEL	NAME	
<u>P.O. Box 8556</u>		
MAILING ADDRESS		
<u>Fredericksburg</u>	<u>VA</u>	<u>22404-8556</u>
CITY	STATE	ZIP

<u>38-55</u>	<u>Augustine South Associates, LLC</u>	
TAX MAP / PARCEL	NAME	
<u>P.O. Box 2648</u>		
MAILING ADDRESS		
<u>Stafford</u>	<u>VA</u>	<u>22555-2648</u>
CITY	STATE	ZIP

<u>38-33A & 38-33B</u>	<u>Board of Supervisors</u>	
TAX MAP / PARCEL	NAME	
<u>P.O. Box 339</u>		
MAILING ADDRESS		
<u>Stafford</u>	<u>VA</u>	<u>22555-0339</u>
CITY	STATE	ZIP

<u>38-34D</u>	<u>1182 Ramoth Road, LLC</u>	
TAX MAP / PARCEL	NAME	
<u>6832 Jerome St.</u>		
MAILING ADDRESS		
<u>Springfield</u>	<u>VA</u>	<u>22150-2012</u>
CITY	STATE	ZIP

STAFFORD COUNTY
Department of Planning and Zoning

<u>38-34A</u>	<u>Chain Bridge Holding Company, LLC</u>	
TAX MAP / PARCEL	NAME	
<u>4101 Chain Bridge Road, Ste 110</u>		
MAILING ADDRESS		
<u>Fairfax</u>	<u>VA</u>	<u>22030-4105</u>
CITY	STATE	ZIP

<u>38-34E</u>	<u>Chesapeake Holdings, CSG, LLC</u>	
TAX MAP / PARCEL	NAME	
<u>25 South Charles St.</u>		
MAILING ADDRESS		
<u>Baltimore</u>	<u>MD</u>	<u>21201-3330</u>
CITY	STATE	ZIP

<u>38-11F</u>	<u>Edward Gary & Joyce Mercer</u>	
TAX MAP / PARCEL	NAME	
<u>1036 Ramoth Church Road</u>		
MAILING ADDRESS		
<u>Falmoth</u>	<u>VA</u>	<u>22406-4520</u>
CITY	STATE	ZIP

<u>38-11S</u>	<u>John Robert & Janie Mickey Kiersma</u>	
TAX MAP / PARCEL	NAME	
<u>1016 Ramoth Church Road</u>		
MAILING ADDRESS		
<u>Federicksburg</u>	<u>VA</u>	<u>22406-4520</u>
CITY	STATE	ZIP

Application Affidavit

This form to be filed with:

STAFFORD COUNTY
BOARD OF SUPERVISORS

1300 COURTHOUSE ROAD
STAFFORD, VIRGINIA 22555

	Internal Use Only
Project Name:	<u>Centreport Ind. Pk</u>
A/P #:	<u>17151715</u>
Date:	<u>03/24/2017</u>

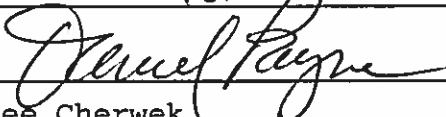
All applicants for a special exception, a special use permit, conditional use permit, amendment to the zoning ordinance or variance shall make complete disclosure of the equitable ownership of the real estate involved in the application, including in the case of corporate ownership, limited liability company ownership or similar business ownership, the name of stockholders, officers, managing partners, general partners, owners and members, and in any case the names and addresses of all of the real parties in interest. The requirement of listing names of stockholders, officers and directors shall not apply to a corporation whose stock is traded on a national or local stock exchange and having more than 500 shareholders. In the event the ownership of the involved real estate changes in any respect during the time the application is pending, the applicant shall make complete disclosure of the new equitable ownership of the real estate involved in the application as required herein. If the applicant is a contract purchaser, the ownership information required herein shall be provided for the contract purchaser in addition to the owner of the real estate involved in the application. This section applies to applications before the board of supervisors, planning commission and board of zoning appeals.

See Section 15.2-2289 for State Enabling Authority

1. Applicant information

Name of Applicant Ramoth Road Investors, LLC
Name of Company _____

Applicant Address P.O. Box 7165
Fredericksburg, VA 22404

Applicant's Signature 
Name of Agent Lee Cherwek

Address of Agent 523 Sophia St. Fredericksburg, VA 22401

2. Type of Application

- | | |
|---|--|
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Variance |
| <input checked="" type="checkbox"/> Rezoning | <input type="checkbox"/> Special Exception |

Application Affidavit
Page 2

Applicant: RAMOTH ROAD INVESTORS, LLC

Project Name: _____
A/P #: _____
Date: _____

3. Property Information

Assessors Parcel(s) 38-13 & 38-33

Address _____

4. Unless the equitable ownership is a corporation, limited liability company or similar business ownership, list all equitable owners of the property.

<u>Name of owners</u>	<u>Address</u>
N/A	_____
_____	_____
_____	_____
_____	_____

5. If the equitable ownership of the property is a corporation, limited liability company or similar business ownership, list all officers, managing partners, general partners, share holders, owners and members. This provision shall not apply if the corporation is listed on a national or local stock exchange and has more than 500 share holders.

<u>Name of Members</u>	<u>Address</u>
William Richmond McDaniel	P.O. Box 7165 Fredericksburg, VA 22404
Daniel Payne	10411 Hall Industrial Dr. Fredericksburg, VA 22408
_____	_____
_____	_____
_____	_____

6. Unless the applicant is a contract purchaser and is a corporation, limited liability company or similar business ownership, list all individuals involved with the purchase of the property.

<u>Name of Members</u>	<u>Address</u>
N/A	_____
_____	_____
_____	_____
_____	_____

Application Affidavit

Page 3

Applicant: RAMOTH ROAD INVESTORS, LLC

Project Name:	_____
A/P #:	_____
Date:	_____

7. If the applicant is a contract purchaser and is a corporation, limited liability company or similar business ownership, list all officers, managing partners, general partners, share holders, owners and members. This provision shall not apply if the corporation is listed on a national or local stock exchange and has more than 500 share holders

Name of Members

N/A

_____	_____
_____	_____
_____	_____
_____	_____

8. Have all individuals listed on this affidavit been notified of the purpose of the application?

Yes No

9. If #8 is No, list all individuals who have not been notified about this application plus submit the cost required for the Department of Planning and Zoning or Code Administration to send certified letters notifying those listed below of this application prior to the public hearing.

Name

Address, including zip code, no P.O. Box please

_____	_____
_____	_____
_____	_____
_____	_____

Number of owners to be notified: 2 X

Cost for certified letters \$ _____ (cost as of the day of submittal)

Total due: \$ _____ (Make checks payable to County of Stafford)

Please submit a check in the amount due with this application to cover the cost of serving the individuals listed in this section.

Application Affidavit

Page 4

Applicant: Ramoth Road Investors, LLC

Project Name:	_____
A/P #:	_____
Date:	_____

10. Affirmation & Witness

I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief. In the event the ownership of the involved real estate changes during the time the application is pending, I shall make complete disclosure of the new equitable ownership of the real estate involved in the application as required herein.

Printed name of Signer William Richmond McDaniel

Corporate Office of Signer Member/Manager

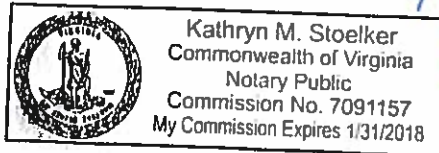
Signature *W. R. McDaniel*

Date 2/27/2017

COMMONWEALTH OF VIRGINIA
COUNTY OF STAFFORD, to wit:

The forgoing affidavit was acknowledged before me this 27th day of February 2017 by W. RICHMOND McDANIEL owner/applicant.

My commission expires: 1/31/2018



Kathryn M. Stoelker
Notary Public

Checklist for Generalized Development Plans (GDP)

In accordance with Section 28-224 of the Stafford County Code, when a GDP involves engineering, architecture, urban land use planning or design, landscape architecture, or surveying, such work shall be performed by persons qualified and authorized to perform such professional work, in accordance with applicable provisions of the Code of Virginia.

N/A COMPLETE

	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sec 28-225(1)
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Date of drawing,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	true north arrow,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	scale,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	legend for all symbols used,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	name of the applicant,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	name of the owner,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	name of the development,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	person preparing the drawing,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	match lines if applicable;
			Sec 28-225(2)
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Boundaries of the area covered by the application,
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	vicinity map showing the general location of the proposed development,
			major roads and existing subdivisions at a scale of one inch equals two
			thousand (2,000) feet;
			Sec 28-225(3)
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Approximate locations and identification of any easements and rights-of-
			way on or abutting the site;
			Sec 28-225(4)
See attached waiver request.	<input type="checkbox"/>	<input type="checkbox"/>	Approximate location of each existing and proposed structure on the site
	<input type="checkbox"/>	<input type="checkbox"/>	the number of stories,
	<input type="checkbox"/>	<input type="checkbox"/>	height,
	<input type="checkbox"/>	<input type="checkbox"/>	roof line,
	<input type="checkbox"/>	<input type="checkbox"/>	gross floor areas and
	<input type="checkbox"/>	<input type="checkbox"/>	location of building entrances and exits;
			Sec 28-225(5)
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Identification and location of uses and structures on all abutting
			properties;
			Sec 28-225(6)
	<input type="checkbox"/>	<input type="checkbox"/>	Approximate location of all existing and proposed parking and loading
			areas,
	<input type="checkbox"/>	<input type="checkbox"/>	outdoor trash storage,
	<input type="checkbox"/>	<input type="checkbox"/>	lighting facilities, and
	<input type="checkbox"/>	<input type="checkbox"/>	pedestrian walkways;
			Sec 28-225(7)
	<input type="checkbox"/>	<input type="checkbox"/>	Approximate location, height and type of each existing and proposed
			wall, fence, and other types of screening;

Checklist for Generalized Development Plans (continued)

N/A COMPLETE

- Sec 28-225(8)**
 Waiver Approximate location and description of all proposed landscaping;
Sec 28-225(9)
- Approximate location, height and dimensions of all proposed signage on
site;
Sec 28-225(10)
- Approximate location of all existing drainage ways, floodplains and
wetlands on site;
Sec 28-225(11)
- Waiver Approximate location of all common open space, recreational areas and
bufferyards;
Sec 28-225(12)
- Where the site abuts any tidal water body or impoundments, the
approximate high water line, low water line, top of bank and toe of slope;
Sec 28-225(13)
- Approximate location and identification of all significant natural or
noteworthy features including, but not limited to, historic and
archeological sites, cemeteries, existing trees with a trunk diameter
greater than six (6) inches DBH

Waiver of GDP Requirements

In accordance with Section 28-223 of the Stafford County Code, the Director of Planning and Zoning may waive the requirement for the submission of a GDP if the application meets one of the following standards:

- (1) There will be less than two thousand five hundred (2,500) square feet of total land disturbance on lots or parcels of less than ten thousand (10,000) square feet.
- (2) For single-family dwellings intended for the occupancy of the applicant and where there will be less than five thousand (5,000) square feet of land disturbance.
- (3) For specific items of information when, in the opinion of the director of planning, their application to the subject property does not serve the purpose and intent of this article.

A request for a waiver shall be made in writing to the Director of Planning and Zoning identifying the sections in which you are requesting a waiver and the reason for the request.

**RECLASSIFICATION
TRANSPORTATION IMPACT
ANALYSIS DETERMINATION**

Name of development N/A
Type of development INDUSTRIAL
Parcel # 38-13 & 38-33

RECEIVED BUT NOT OFFICIALLY SUBMITTED: DATE _____ INITIALS _____ OFFICIALLY SUBMITTED: DATE _____ INITIALS _____
--

Traffic Volume Calculations

This site generates:

- 558 VPH (highest VPH)
- 3,633 VPD on state controlled highways (highest)
- 501 VPH Peak AM
- 558 VPH Peak PM
- N/A VPH Peak Saturday
- 558 VPD highest intensity*

*** Attach a page showing the calculations and the ITE trip generation codes to this form.***

Minimum Thresholds to submit a TIA

County: Any proposals generating 1,000 or more VPD.
VDOT: See "VDOT Traffic Impact Analysis Requirements" table on next page.

Trip Generation Calculation Guidelines

- Traffic volumes shall be based on the rates or equations published in the latest edition of the Institute of Transportation Engineers Trip Generation.
- If a site has multiple entrances to highways, volumes on all entrances shall be combined for the purposes of this determination.
- If the site does not have direct access to a state maintained road, the site's connection is where the site connects to the state highway system.
- Traffic volumes shall NOT be reduced through internal capture rates, pass by rates, or any other reduction methods.
- For redevelopment sites only: when the existing use is to be redeveloped as a higher intensity use, trips currently generated by the existing development that will be removed may be deducted from the total trips that will be generated by the proposed land use.
- When rezoning, use the highest possible traffic generating use unless development is limited by proffer to less than the possible highest traffic generation.

For development proposals that generate 1000 or more vehicle trips per peak hour the applicant shall request a scope of work meeting with VDOT and Stafford County Office of Transportation to discuss the required elements of a traffic impact analysis.

*The highest intensity use is the highest possible use allowable under the zoning requirements for the entire property should it be developed to its fullest extent possible under the current building guidelines. The only exception is if proffers limit the area and type of uses.

Stafford County Real Estate Tax Search/Payment

Owner	Property Description
Name / Mailing Address: RAMOTH ROAD INVESTORS LLC PO BOX 7165 FREDERICKSBURG VA 22404-7165	Map #: 38-33 Alt. ID/PIN: 23811 Legal: 1140 RAMOTH CHURCH RD

Invoice History

Total Due: \$110.39 Total Tax Paid: \$3,041.57
 Total Penalty/Int Paid: \$24.38
 Total Fees Paid: \$0.00
 Total Other Assessments: \$0.00

Year	Bill #	Type	Due Date	Rate	Levy Due	Penalty Due	Interest Due	Total Due	Total Paid	Date Paid
2018	23372	Real Estate	12/5/2018	0.990	\$110.39	\$0.00	\$0.00	\$110.39	\$0.00	
2018	23372	Real Estate	6/5/2018	0.990	\$110.39	\$0.00	\$0.00	\$0.00	\$110.39	5/22/2018
2017	23399	Real Estate	12/5/2017	0.990	\$110.39	\$0.00	\$0.00	\$0.00	\$110.39	11/20/2017
2017	23399	Real Estate	6/5/2017	0.990	\$110.39	\$0.00	\$0.00	\$0.00	\$110.39	5/19/2017
2016	23421	Real Estate	12/5/2016	0.990	\$110.39	\$0.00	\$0.00	\$0.00	\$110.39	11/22/2016
2016	23421	Real Estate	6/6/2016	0.990	\$110.39	\$0.00	\$0.00	\$0.00	\$110.39	5/25/2016
2015	23439	Real Estate	12/7/2015	1.019	\$113.62	\$0.00	\$0.00	\$0.00	\$113.62	11/24/2015
2015	23439	Real Estate	6/5/2015	1.019	\$113.62	\$0.00	\$0.00	\$0.00	\$113.62	5/27/2015
2014	23459	Real Estate	12/5/2014	1.019	\$116.68	\$0.00	\$0.00	\$0.00	\$116.68	12/5/2014
2014	23459	Real Estate	6/5/2014	1.019	\$116.68	\$0.00	\$0.00	\$0.00	\$116.68	5/22/2014
2013	23471	Real Estate	12/5/2013	1.070	\$122.52	\$0.00	\$0.00	\$0.00	\$122.52	11/15/2013
2013	23471	Real Estate	6/5/2013	1.070	\$122.52	\$0.00	\$0.00	\$0.00	\$122.52	5/21/2013
2012	23489	Real Estate	12/5/2012	1.070	\$84.53	\$0.00	\$0.00	\$0.00	\$84.53	11/9/2012
2012	23489	Real Estate	6/19/2012	1.070	\$84.53	\$0.00	\$0.00	\$0.00	\$84.53	6/6/2012
2011	23509	Real Estate	12/5/2011	1.080	\$85.32	\$0.00	\$0.00	\$0.00	\$85.32	5/24/2011
2011	23509	Real Estate	6/6/2011	1.080	\$85.32	\$0.00	\$0.00	\$0.00	\$85.32	5/24/2011
2010	23525	Real Estate	12/6/2010	1.100	\$86.90	\$8.69	\$3.19	\$0.00	\$98.78	4/28/2011
2010	23525	Real Estate	6/7/2010	1.100	\$86.90	\$0.00	\$0.00	\$0.00	\$86.90	6/3/2010
2009	23535	Real Estate	12/7/2009	0.840	\$47.04	\$0.00	\$0.00	\$0.00	\$47.04	11/13/2009
2009	23535	Real Estate	6/5/2009	0.840	\$47.04	\$0.00	\$0.00	\$0.00	\$47.04	5/29/2009

LEGAL DESCRIPTION

All those certain lots or parcels of land situate lying and being in Rock Hill Magisterial District Stafford County, Virginia known and described as Tax Parcel 33, containing 50.8233 acres, more or less and Tax Parcel 13, containing 16.5189 acres, more or less all as shown on plat entitled "Boundary Survey of Hovhanes & Anna Azhderian, dated August 9, 1996 and recorded in Plat Book 29, pages 205 - 206, in the Clerk's Office of the Circuit Court of Stafford County, Virginia.

BEING the same property conveyed unto Ramoth Road Investors, LLC, a Virginia limited liability company by deed from Adrienne Azhderian-Kelly and Peter Robert Kelly, Trustees Under the Anna Azhderian Family Trust and JAL Development Associates, FLP, dated August 5, 2010 and recorded August 9, 2010 as Instrument Number 100012310, in the Clerk's Office of the Circuit Court of Stafford County, Virginia.

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1. RC17151715; Reclassification - Stafford Airport Industrial Park - A proposed zoning reclassification from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District on Tax Map Parcel Nos. 38-13 and 38-33, consisting of approximately 65.99 acres (Property). The Property is located on the south side of Ramoth Church Road and west side of Centreport Parkway, within the Hartwood Election District. **(Time Limit: July 6, 2018)**

Ms. Vanuch: And for this presentation I'd like to recognize Mr. Brian Geouge.

Mr. Geouge: Good evening Madame Chair, members of the Commission, I'm Brian Geouge with Planning and Zoning. I'll be presenting agenda item number 1, which is Stafford Airport Industrial Park. This is a request for reclassification from the A-1 agricultural to M-1 light industrial zoning district to allow commercial and industrial development on assessor's parcels 38-13 and 38-33, consisting of 65.99 acres. The applicant is Daniel Payne with Ramoth Road Investors. The agent is Lee Cherwek with Hilldrup Properties and this is in the Hartwood district. Again, this property is zoned A-1 agricultural. It's located on the south side of Ramoth Church Road and west side of Centreport Parkway. The surrounding uses include the M-1 zoned Stafford Regional Airport to the south, M-1 and M-2 zoned commercial laundry facility and equipment supply to the east, and A-2 zoned single family residential to the north. The Comprehensive Plan designates the property within the central Stafford business area, a more detailed land use concept for this area shown here recommends business and industry uses for this property. The property is mostly wooded with varying topography. The area near the intersection of Ramoth Church Road and Centerport Parkway is relatively level and steeper slopes and stream valleys are located in the central and southern portions of the property. The property includes a small non-contiguous piece of land located at the intersection of Ramoth Church Road and Centreport Parkway on the eastside here. This was area that was split from the larger parcel when Centreport Parkway was realigned and no improvements currently exist on the property, apart from an access road on the eastern parcel. You can see the cleared trees for that and I believe this was used for equipment storage and staging during the realignment of Centreport Parkway. There are no know critical resource protection areas on the property, however some wetland areas exist along these streams located in the central part of the property. There is a small family cemetery with 13 grave sites located on parcel 38-33 and that's show as the red star. The cemetery was surveyed in 2007 and recorded as the Embrey family cemetery number 3. Graves are marked with dates ranging between 1819 and 1899. Here's a view from the west, or to the west from Centreport Parkway, showing the existing access road. The Generalized Development Plan submitted with the application depicts 7 buildings totaling 462,525 square feet located on the northern portion of the property. Uses are not specified apart from warehousing on the two larger buildings shown here. One full service access is shown on Ramoth Church Road and one full service access is shown on Centreport Parkway. A primary access road within 90 feet of right-of-way is shown in the general location of the existing access road.

Mr. English: Mr. Geouge, may I stop you for a second? In reference to the access that's on Ramoth Church, is that on the straight end or is that on the, like on a blind side, like on the curve on Ramoth Church Road. From Centreport Parkway, I guess, you're going to be going east on Ramoth, correct?

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Mr. Geouge: Leaving the property, yes.

Mr. English: What does that look like as far as topography right through there?

Mr. Geouge: It is located near a curve. There could be sight distance easements, I guess the easements would be on their property, but there could be some clearing needed to be done for sight distance purposes.

Mr. English: Okay, that was my question. Okay thank you.

Mr. Geouge: A 50 foot transitional buffer along the western property line exist, or not exist, is show on the Generalized Development Plan and that's here. That's required by the Design and Construction Standards Manual. The access easement to the cemetery is also shown; along with a fence and a 35 foot undisturbed buffer and these are required by Code. And following up on your question, Mr. English, the applicant has not proffered conformance with the Generalized Development Plan or proffered the types of uses to be located on the property, so the ultimate site configuration is subject to change.

Mr. English: Okay, thank you.

Mr. Geouge: The Comprehensive Plan identifies Ramoth Church Road and Centreport Parkway as a in need of 4 lane divided upgrades. A transportation impact analysis or TIA was submitted with the application. The analysis was based on 500,000 square feet of industrial development with an anticipate traffic generation of 3,633 vehicles per day. It's estimated that 981 of those trips would be on Ramoth Church Road and American Legion Road to the east of the development. The TIA states the current traffic volume on Ramoth Church is approximately 2,000 vehicles per day. The TIA recommends a provision of turn lanes into the development on Ramoth Church and Centreport Parkway and the TIA also chose degradation of eastbound American Legion Road at the US Route 1 signal from a level of service C to a level of service D and that's specifically during PM peak hour. Staff has reached out to VDOT for their recommendation on improving that level of service. VDOT felt that the addition of a right-turn lane would be of the most benefit at this intersection. There are no improvements for this intersection in VDOT's 6 year improvement plan. County transportation staff has provided a rough estimate of 911,000 for the construction of a turn lane. Also based on information provided on the TIA, under 2025 build out conditions, the development would account for approximately 45% of eastbound traffic on American Legion Road at this intersection during the PM peak hour.

Mr. Apicella: Brian? I'm sorry. Can you go back?

Mr. Geouge: Yes sir.

Mr. Apicella: That 3,633 total vehicles per day, you said that's based on industrial uses, right?

Mr. Geouge: Correct.

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Mr. Apicella: But there are other uses under M-1 that could occur on this property?

Mr. Geouge: That's correct.

Mr. Apicella: And some of those uses could be far more intense than an industrial use?

Mr. Geouge: Yes.

Mr. Apicella: And we don't actually know what's going to go on this property? We just know that the cap is 500,000 square feet and that could be one building or many buildings.

Mr. Geouge: Yes. That is correct.

Mr. Apicella: Okay. Thanks.

Mr. Geouge: As far as airport impacts, the Comprehensive Plan establishes airport impact zones with the development. It provides development recommendations for each zone. This site falls under zones 1, 3 and 2, or 1, 2 and 3. The majority of the site is in area 3, or the H-1 horizontal inside flight zone. Development is most likely to occur in zone 3, which lists M-1 uses as compatible or in need of additional review. Key review component for that is the anticipated population density. Staff does not anticipate that the population density recommendations in the Comprehensive Plan would be exceeded with the proposed industrial development. And we've also reached out to the Airport Authority and they've not expressed any concerns with the proposal. Analysis was also provided by the applicant, which demonstrates that the height of structures on the property will not interfere with the navigable airspace per federal aviation regulation part 77.

Mr. Apicella: I'm sorry Mr. Geouge, can I take you back? So I see a boundary line that's in close proximity to the runway. What's the distance?

Mr. Geouge: I'm not certain. I'd have to check on the distance.

Mr. Apicella: I thought the airport land use compatibility plan indicated that there should be some, what's the right terminology here, some gap between a use and the airport. I don't really see that in the proffers. So I'm a little concerned. I thought that was supposed to be 3,000 feet, but I could be wrong.

Mr. Geouge: I'd have to go back and look at that requirement.

Mr. Apicella: Okay, thank you.

Mr. Geouge: Proposed proffers include that the site development will be limited to 500,000 square feet, right-of-way will be dedicated along Ramoth Church to accommodate future widening, the property will be designed such that features and landscaping will not attract birds. A 3 foot berm and solid right-of-way of evergreen shrubs will be provided along Ramoth Church

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Lane and turn lanes will be provided into the property entrances if warranted at site plan. And also, any office or hotel constructed on the property 3 or more stories in height will include fire sprinklers and a stand pipe system. And this was in response to concerns expressed by fire and rescue.

Mr. McPherson: I do have one question regarding the right-of-way dedications along Ramoth Church Road for the future widening. Is that only along the portion of Ramoth Church Road that abuts the property, because if so, that would only make an impact if it was widened all the way to the intersection of Route 1? Is that correct?

Mr. Geouge: Yes, so that would include just right-of-way along frontage of this property. That is correct.

Mr. McPherson: Okay, so after the road left that property, we'd go back to a single lane, so that would probably do more harm than good, having it go to 2 lanes and then back to 1 lane again, and having a merge.

Mr. Geouge: I guess it could be accommodated in two ways, either development of future properties on the road would be required, when they're developed, to dedicate the necessary right-of-way for future widening, or if VDOT came in and decided they wanted to go ahead with the widening, but they didn't have all the necessary right-of-way, then they go work through the process of getting that right-of-way, or purchasing that area from the property owners involved.

Mr. McPherson: All the way to Route 1?

Mr. Geouge: All the way. Yes.

Mr. McPherson: Okay, thank you.

Mr. Geouge: Staff notes the positives are the M-1 zoning is consistent with the land use recommendations of the Comprehensive Plan. This is consistent with the established development patterns. Proffers may help limit transportation impacts and proffers will help reduce visual and noise impacts on residents along Ramoth Church Road. However, staff notes the negative is that transportation impacts have not been addressed in accordance with Comprehensive Plan policy for that PM peak hours approach at the American Legion and Route 1 intersection. Finally, staff is supportive of the application with conditions pursuant to Ordinance O17-23 that suggests Planning Commission consider measures which could help mitigate the impacts on that intersection. Now I'll take any questions.

Mr. English: Mr. Geouge, in reference to that property, you said there was a laundry facility already established there? Is that open yet?

Mr. Geouge: I'm not certain. I know they were working on that recently. I don't know if that's been completed or not. Jeff, do you know?

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Mr. Harvey: Mr. English and Madame Chairman, that project is still under construction. It's not been occupied yet and it's located on an adjacent property.

Mr. English: Do you know...I mean, it's a laundry facility, but is it just...what is it, I mean is it doing hospital laundry, is it doing...

Mr. Harvey: Yes, Mr. English, it's a commercial laundry, so they do a variety of different products that they provided to their customers. I don't know all the details of their clientele, but usually it deals with hotels and, you know, linen and towels and uniforms and things of that nature.

Mr. English: So you don't know, at this point you don't know how many vehicles are going to be coming in and out of there, or do you? And there's no open road from that? The only road access to that road is from the Centreport Parkway, correct? There's nothing off...

Mr. Harvey: That's correct. The adjacent property has access to Centreport Parkway. It's the only means of access in and out of their property. Staff can verify with what the vehicle count is for that use based on the approved site plan.

Mr. English: Ok, thank you.

Mr. Apicella: Madame Chairman. A couple more questions. Given the site location and its proximity to the airport, are there any M-1 uses that would cause you some concern, that might not jive well with the airport?

Mr. Geouge: I did look through the uses. I didn't see much jumping out at me as far as incompatibility in terms of the use. However, as it was noted previously, there are some uses that kind of stand out as far as high traffic generators, those include restaurants, convenience center, convenience store, building materials sale and service yards and vocational school. And there are also some uses requiring a conditional use permit that are high generators, such as medical clinic, motor vehicle sales and then the commercial retail uses.

Mr. Apicella: Okay and how do we know we're not going to get something like a structure that has smoke stacks on the site, or something else that might cause some problems for an aircraft as they're trying to land on the runway?

Mr. Geouge: As far as smoke stacks, I'm not sure if there are any uses by-right in M-1 that would have that type of feature.

Mr. Apicella: So manufacturing might not have a smoke stack?

Mr. Geouge: I guess it depends on the type of manufacturing.

Mr. Apicella: Right, so it's possible.

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Mr. Geouge: I suppose. I'd have to look at M-2 versus M-1 to see if there is a distinction there between the intensity of manufacturing uses to have a real answer for you there.

Mr. Apicella: Okay. Can you again show the, I think it was the Generalized Development Plan that showed proximity to the airport. I think it's not that one. It's closer to the front of the presentation.

Mr. Geouge: Oh okay. Was it this one?

Mr. Apicella: Uhm...I guess that'll work. I don't know if with your pen you can show where the proposed buildings are at this point.

Mr. Geouge: I can give you a general idea. Sort of in this area.

Mr. Apicella: Okay, so for the remainder of the property, or the part that's closest to the runway, again, that...the first part of my question is for the remainder of the property, there is no guarantee that there won't be something further down on that parcel, based on the fact that the Generalized Development Plan is not proffered.

Mr. Geouge: Right. Correct.

Mr. Apicella: And for the building that's closest to the runway, again, I'd be concerned, I'd want to know how close that building is. Again, it's kind of a moot point, because we really don't know where the buildings are going to be, but in general I'm concerned about buildings close to the runway, especially since there's no...I think 65 feet is the max proffered in the...

Mr. Geouge: For the height. Yes.

Mr. Apicella: For the height.

Mr. Geouge: And that may be something the applicant's engineers could answer, as far as distance from the airport.

Mr. Apicella: If and when this gets approved, we wouldn't, and I say ultimately by the Board of Supervisors, the project wouldn't come back to us. We wouldn't see a site plan. We wouldn't have any ability to have any input on what actually ends up on the parcel in terms of the Commission, not the Board of Supervisors.

Mr. Geouge: I'll have to defer to Mr. Harvey. Is there any Planning Commission input during site plan process approval?

Mr. Harvey: Thank you Mr. Geouge. Mr. Apicella the Planning Commission member for that district would be notified at the TRC meeting and could provide input at that point, however there is no other mechanism to bring the site plans back to the Planning Commission or the Board of Supervisors, or could allow for administrative review. The exception would be if there

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was a conditional use permit type of use that's being proposed on the property or some other use that would require a special exception, it might go to the BZA.

Mr. Apicella: Although later tonight we're going to talk about a potential change to the process that kind of eliminates the mandatory requirement for a TRC, is that correct?

Mr. Harvey: No, the e-plans still would keep the TRC process in place.

Mr. Apicella: Right, but there is not necessarily a TRC meeting. I thought that was going to be at the request of...

Mr. Harvey: As requested meeting, yes.

Mr. Apicella: Right. And certainly the airport authority might not have some ability to have some input on the final state of the site and what goes on that site. Is that correct?

Mr. Geouge: Right. I think a suggestion was made about proffer relating to notification to the airport during site plan and I guess there will be an opportunity for them to provide input, but it may not necessarily be required that they adjust the plan based on their input.

Mr. Harvey: Mr. Apicella and Madame Chairman, staff currently sends out notices to the airport authority for any site plan for a project that's within the airport compatibility zones. So they have an opportunity to weigh in if whether or not they have concerns. Certainly if they have concerns it may not result into an ordinance requirement that we can change specific aspects on the site, but usually are advisory comments.

Mr. Apicella: Okay, thank you.

Ms. Vanuch: Maybe we can let the applicant come up and then we can...maybe they can answer some of the questions that we were already kind of thinking in our mind. Can we do that? Let's let the applicant come up and then we'll have another chance for questions.

Mr. Cherwek: How is everybody doing tonight? Lee Cherwek with Hilldrup Properties. I guess I'm the applicant. Any questions I can answer? I can run through a presentation. You tell me what...

Ms. Vanuch: I think why don't you quickly run through your presentation and then we'll just probably stop you if we have a question.

Mr. Cherwek: That's fine. Brian actually touched on most of my stuff so it'll be kind of a repeat, so I'll go quickly. First off, this is Stafford Airport Industrial Park. Some background information. Ramoth Road Investors bought it in 2010. Ramoth Road Investors is comprised of Danny Payne, or Daniel Payne as well Richard McDaniel. Both of them are local Fredericksburg people that have done a tremendous amount of work in the area. Mr. McDaniel probably has 15 to 20 different industrial buildings and Mr. Payne probably has 10 to 15. And so they were able to purchase this land. They had, I guess, originally planned on doing some sort of

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forestry slash residential component and with the additional industrial demand going up and down Centreport they thought it'd be good to submit for a rezoning. 66 acres, 2 parcel, one, it looks like 3, but one of them was actually bisected when the Centreport Parkway was realigned. It's currently zoned A-1. It's got one entrance off of Centreport Parkway and it actually has another entrance off of, an existing entrance off of Ramoth Church Road, rolling topography and access to utilities. Overall kind of a high altitude map of where it's located. Next up you can kind of see, these are the parcels that we're talking about and there's also this little portion over here. And this is just another areal elevation showing you the surrounding businesses. Alright so this is a conceptual plan. Not proffering it. It's not being developed at this point to this plan. Basically we're looking to transfer from A-1 to M-1 and wanted to give you an idea of how this could develop. Am I guaranteeing how it's going to be? No. But I wanted to show you potentially how it could be. One of the things to know is, we're proposing, I think per the acreage and everything else we could have up to 1.5 million square feet of industrial product on the property. That just doesn't fit real well and it's just too much, so we scaled it back to a third, 500,000 square feet. On here it does kind of address some ideas to give you how the property could layout, but of course, when it comes time for development, it would go through the normal site plan process where everyone would have seat at the table and be able to adjust, to modify things as needed. Some general impacts on the rezoning; Right now it's currently serviced by two entrances. The primary entrance would be on Centreport Parkway, a secondary entrance off of Ramoth Church Road. After several discussions, including with Fire & Rescue, they actually required us to keep the secondary entrance just because, hey, what happens if a tractor trailer turns over at the entrance, it still give them an opportunity to access the project.

Mr. English: Mr. Cherwek, but if the use, like you were just saying, you're not proffering these business, this could, it could be one business and you may not need the entrance off of Ramoth Church Road, correct?

Mr. Cherwek: It maybe someone that says listen, I want to build a 50,000 square foot warehouse and have a nice quiet area where no one's going to bother me. Then it's going to be developed as such.

Ms. Vanuch: So you're saying you're going to get Amazon down here? No.

Mr. Cherwek: Honestly I knew that was going to come up. If Amazon is interested in the project, we would love to work with them. I got a feeling they're going to want more than 500,000.

Ms. Vanuch: Are our economic development people listening? No.

Mr. Cherwek: I think they're going to want more than 500,000 square feet, but you never know. And so if you have any ins with Amazon, we'd love to talk to them. Utilities will be serviced by water and sewer. On here you'll see some calculations. Basically just did the by-right existing 22 residential homes versus what we're proposing for 500,000 square feet and we took these numbers based off of other warehouses and industrial products that we have in the area. As you can see, the proposed development would be about a third, or maybe 25% of what the by-right usage of water and sewer would be. Schools; if this is rezoned, we would no longer have any

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residential units on there, so there would actually be a lessening of the impact on the schools. Tax revenue; where it stands right now with an A-1, and we went through and did 22 residential units, you would have an annual, between real estate taxes and property taxes, off roughly \$79,000 a year. With a full build out of M-1 zoning we're looking at, between real estate taxes and personal property taxes, of roughly \$500,000 a year, so about 6.5 times the difference in tax revenue. Currently, because we are still considering forestry of timbering the property, it's in land use. Should the rezoning occur, we would be responsible for the 5 years of back taxes and a payment of roughly \$21,000 would be due. Environmental; it lies within flood zone X, which basically means it's outside of the flood zone. Adjacent, I think Mr. Geouge addressed these concepts, but the south property is industrial, the east of the property is industrial. There are residential uses to the west and to the north. We are proffering as well as the site plan mechanisms are in place to provide a buffer to lessen the impact on the surrounding residential uses. There is a, historical wise, there is a cemetery on the property. Per the site plan process we're required to give an easement access as well as a buffer and a fence, to make sure, and that's no matter how it's developed, so that anybody that is relative to the people in the cemetery can come and go as they need to visit their relatives. Proffers; we proffered the following, 500,000 square feet of gross floor area. We will also dedicate 55 feet or right-of-way from the centerline of Ramoth Church Road at no cost. We will use commercially reasonable efforts to develop the property where it's called no bird landscaping. That's to basically be a good neighbor for the airport. We are also proffering to do a 3 foot berm and a solid right-of-way of evergreen, broadleaf shrubs along Ramoth Church Road to provide a better visual buffer between the M-1 use and the residential uses across the road. We are also proffering the fact that we will do an analysis to whether or not turn lanes will be required at site plan. Lastly, and this was a new one for me, we are proffering that should an office or hotel be build higher than...three stories or higher, we will make sure it will be fire-sprinklered as well as have a stand pipe system in compliance and request from the Fire Marshall. That's about all I had, so I'm happy to answer any questions or address any comments and concerns.

Mr. Bain: I have a couple of questions, if I could.

Ms. Vanuch: Sure Mr. Bain.

Mr. Bain: You indicated that you're willing to do an analysis for a turn lane at the site plan stage. Are you also, I didn't hear but I'm asking, are you also proffering to construct that right-turn lane onto Route 1, I guess it's American Legion.

Mr. Cherwek: What I'm proffering is site specific. So if during our site plan process it says hey we're doing 500,000 square feet and you tripped a left-turn lane going from Ramoth Church Road providing a turn lane into the entrance on Ramoth Church into this property, we will do that, because, in all quite honesty it's going to be required per the site plan process.

Mr. Bain: Okay, so that you would construct.

Mr. Cherwek: If it's required by a site plan. So if we do 100,000 square feet and that's all that's done and it's not required, I'm not going to build a turn lane, but however, if we do 500,000 square feet and it goes through the site plan process which says, hey, because of the following

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components you're required to do a turn lane into the property, then that is something we would have to do for site plan.

Mr. Bain: Alright. I'm concerned about the traffic on Ramoth Church Road.

Mr. Cherwek: Okay.

Mr. Bain: That many square feet generating that much traffic, at night, everybody trying to get out and get over to Route 1 in all likelihood, I can envision tremendous backups to get out there and get on Ramoth Church Road. Did you look at any other opportunities for a roadway and access to Centreport Parkway further south? It would require having a right-of-way across some other property, but it would be a very short distance of adjoining property. It seems to me that that might provide some relief because then, some of the employees could take that exit and go the other way on Centreport and not...

Mr. Cherwek: What do you mean by "the other way on Centreport"?

Mr. Bain: ...go on Centreport to the south and therefore not cause such a constriction that the...

Mr. Cherwek: Well anyone coming out of the project that wants to go south, I mean I can't guarantee what everyone's going to do, but the logical aspect would be to flow through the road leading to Centreport, make a right turn and flow down that road.

Mr. Bain: Except that if there's 400 cars ahead of them wanting to turn left, they can't get to Centreport to turn right. That's the scenario I'm envisioning.

Mr. Cherwek: We're going to have a stacking plan inside of our project that will not allow someone to turn right? I'm just making sure I understand.

Mr. Bain: I guess I'm asking that. Would there be dual lanes coming out to Centreport or to Ramoth Church that you'd have a left and a right turn lane to those...

Mr. Cherwek: I'll be honest, I don't have an answer for that right now, due to the fact that we don't know how the project is going to develop. We do have intentions that Centreport is going to be the primary exit and I know in going through this we submitted out transportation impact analysis through VDOT and other localities and they had their comments and VDOT was acceptable with what we're trying to do.

Mr. Bain: Okay, well, I'm just... I'm still concerned about the traffic impact on those roads obviously. So, alright...

Mr. Cherwek: I guess, let me do this. Let me answer all the questions or if you'd like our traffic engineer who actually did all of the TIA and the study, he's here and he's happy to answer any questions you like on that as well. So you just let me know when you'd like to do it.

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Ms. Vanuch: Let's finish up with you and then we can move on. Okay. Mr. English, I know you had a question.

Mr. English: Mr. Cherwek, have you spoken with the airport? Have you worked with them about what's going on with that? They kind of give you blessings, or...

Mr. Cherwek: I've been working...our engineer for the project is Hamilton Palmer who has been very tied in with the airport for many years, and he agrees that this would be a great project. He even sees it as the fact where the airport could expand into this project if they ever got to the size and volume and needed additional hangars. I know there was some concerns with regards of buildings next to the airport, of reflective surfaces, noxious gases, stuff like that. In, and I'll let Jeff or Brian correct me if I'm wrong, inside the Comprehensive Plan there is land use compatibility guidelines that have things like lighting, like aspects when you're locating next to an airport that...I can't shoot beams straight up, I can't have smoke sack going, I can't have reflective surfaces,...

Mr. Apicella: Yeah, those are guidelines. They're not mandatory, so that would be a concern of mine that even though we think that certain things should or shouldn't happen, in the absence of proffering, for example that your approach would be consistent with, you could proffer some language that says our approach would be consistent with the AR...I can't even pronounce the acronym, consistent with those guidelines. There is no way we could enforce those.

Mr. Cherwek: I mean I have no desire to have any planes land on buildings or things like that so...

Mr. Apicella: I don't think you do.

Mr. Cherwek: I was under the impression that that wasn't really, it was a requirement that had to be met. I could be wrong on that.

Mr. Apicella: Again, it's a guideline. It's not a requirement.

Ms. Vanuch: So I guess maybe to try to address Mr. Apicella's point, would you be willing to just put a line or two in the proffers stating...

Mr. Cherwek: Initially in the process I had proffered the fact of...that the property would be developed in compliance with the land use compatibility guidelines through the process, because that was already in place. That was pulled out. And so if that's something that, you know, we need to...

Mr. Apicella: Jeff, is that something we can add back in? Do you see any concerns with that?

Mr. Harvey: If the applicant so desires, they can make that proffer, yes.

Mr. Apicella: I think that would be very helpful.

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Mr. English: Are you willing to do that then?

Mr. Cherwek: I need to read through everything, but if it's in compliance or basically saying that I'm not going to put reflective surfaces...if I want to build as a good neighbor next to the airport, I think that's a reasonable thing to do and I think that should be fine.

Mr. English: You're willing to step up and do that?

Mr. Cherwek: I'm willing to do it. I just want to read to what I'm committing to, before I do that, but yes, if what I envision the land use compatibility guidelines states, I would be willing to proffer that, yes.

Mr. English: Okay.

Ms. Vanuch: Other questions on the Commission?

Mr. Apicella: Madame Chairman?

Ms. Vanuch: Mr. Apicella.

Mr. Apicella: My fellow Planning Commissioners wouldn't be surprised that I'm not a fan of generalized rezoning and that's what I consider this project to be, because it involves a lot of uncertainty. I do appreciate that you've put a cap on the square footage and that being one third of what could otherwise occur here, but it still leaves me some concern that we don't know what specific uses are going to go on this parcel. Some uses that are allowable by-right are more intense than others, and I'm, again I'm not saying that you're going to do this, but you could put 10 restaurants on that site, which would far exceed the 3,633 number of vehicles and if you've driven down Ramoth Church Road, and I think Mr. English would agree, it is not one of the safest roads in Stafford County. So adding more traffic on there, even a small amount, is in my view not very desirable. So I think one way to additionally ensure my comfort level and I think the rest of our Planning Commissioners comfort levels, and we've done this on other projects who were not willing to proffer specific uses is to proffer a cap on daily vehicles per day. And I'm not going to throw out a number. I'm not going to say it needs to be 36, but I think 10,000 would probably too much. So as you're looking at potentially the airport use compatibility guidelines and potentially offering a proffer in that regard, I would ask you to consider a cap on the daily traffic count per day as one additional method to mitigate the traffic concerns that could stem from this parcel and the way it's...

Mr. Cherwek: I'll be honest with you, I... part of the reason why this process is taking so long, we tried our best to get someone on the hood and they hey, because it makes less questions for you guys, less questions for... at the end of the day we had talked to several different groups about this project and they were very interested in it, however, we were the wrong zoning. So they're like, listen, we can't sit around. You've got zoning here, zoning there. It is our intent, and I will review it. I'm not proffering to it at this point in time, however some of the more intense uses that you see, I don't realistically see as a market driven opportunity for us. I know you...you know, I've been wrong before, I'll be wrong again and it may be something that

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occurs. However, from what we've looked at in basically Fredericksburg as well as Richmond, we generally see industrial products around airports. I don't know how viable 10 restaurants would be at that location, but I understand your concern and I'm going to take a look at it. Sure. There were a couple of questions that I know they were asked previously, I just wanted address. The building in front of our property, Virginia Linens, it's a commercial driven business that basically does linen services for businesses, for Quantico on a commercial basis. It's not something where you could go up and have your linen services done. It's a large industrial warehouse. With regards to Ramoth Church Road, I understand that that road is not the newest, biggest, best built road out there right now, like Centreport Parkway. That is one of the things we're doing, we're proffering 556 feet of right-of-way, so that way when projects come along and improve roads, they generally have to go to each individual owner and negotiate or condemn right-of-way in order to take it.

Ms. Vanuch: Really quickly on that, Mr. Harvey, what's the average? What do we typically try to get for the right-of-way?

Mr. Harvey: Madame Chair, it depends on the category of road. In this case, as Mr. Cherwek said, this is in the Comprehensive Plan for a 4 lane road, that's why we have a 55 feet from centerline dedication recommendation. 2 lane roads are generally 30 feet from centerline.

Mr. Cherwek: We are dedicating enough right-of-way to meet you guys' plan in the future.

Ms. Vanuch: Mr. Apicella.

Mr. Apicella: Yeah. So where is that in the CIP in terms of enhancing the road network on Ramoth Church Road?

Mr. Harvey: The project...there is no project to improve Ramoth Church in the 10 year CIP currently.

Mr. Apicella: So the 55 feet, while it's helpful, again, it's only part of the puzzle we're trying to fix a Ramoth Church Road and there is nothing in the near term to make that happen.

Mr. Harvey: It saves the county money in the long term when we can make improvements. Also the applicant did provide the County with right-of-way for the reconfiguration of Centreport Parkway interchange that created that offset small parcel. They did that, to my knowledge, without a charge to the County.

Mr. Cherwek: So that's...when they were straightening...Centreport Parkway used to have a dogleg right and they came through wanting to straighten that out to make it safer and we gave it to them at no charge. And to be fair, there's a little triangular piece of land that we really can't do anything with, because of how it relocated and outlined or lined up, so by the fact that we're donating 55 feet of right-of-way, we've already realigned Centreport Parkway at no cost, kind of left with the little island of land that we really won't be able to use and the fact that inside that development the 55 feet of right-of-way, when we go for site plan or what not, it is there for

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clear cutting. It is there for smoothing. It is there for sight distance to help make Ramoth Church Road a safer road.

Mr. Apicella: I definitely appreciate where you're coming from and I'm not trying to beat this horse, but I look at these projects in the context of what is allowable today, which is 22 homes, versus what you're proposing, which is a 500,000 square foot footprint on this property, which, at a minimum you're saying, is 3,300 plus cars, which is a lot more than 22 units can provide. So my concern is, what is that going to mean for Ramoth Church Road as well as Centreport? We don't have to go any further. I'm just telling you that I think, in the absence of certainty, again, some maximum daily vehicle traffic count would be helpful to me and I think to others who are reviewing this project.

Mr. Cherwek: Okay.

Ms. Vanuch: Okay, so we have not done the public hearing part. So you'll actually get another chance to answer questions. I'm thinking it might be really helpful to move forward with the public hearing, then you can address any more questions plus the public comments that are brought forward, if any are brought forward. Okay, so at this time we're going to open up the public hearing for item number 1 on the agenda, the reclassification for the Stafford Airport Industrial Park. So if any member of the public would like to come down and speak on this public hearing, you can come to the podium. You have three minutes to speak. When the yellow light comes on you have one minute and when the red light comes on that means that your time is expired. Would anyone like to come down? Okay. Seeing no one rushing the podium I'm going to close the public hearing and bring it back up here to the Commission. I guess, the applicant, you want to come back up and we can finish up our questions.

Mr. Cherwek: I also...my traffic engineer is here who has done the ITE...I don't know why I'm walking away...done the traffic study as well as looked at several things that staff brought to us and so he's got a presentation as well to address these. If you guys have a few minutes, I'd like to have him run through it.

Ms. Vanuch: Yeah, why don't you go ahead and run through a few of those? Yeah. You should have started with that. No, just kidding.

Mr. Riley: I've always wanted to use this. Pardon me.

Ms. Vanuch: I have never seen it do that.

Mr. Riley: I learned that after far too many meetings. I'm John Riley with Johnson, Mirmiran & Thompson, JMT, a consulting firm and I notice a lot of new faces here. Mr. Harvey will attest I've been through a few of these explaining traffic studies to the Commission here, so Madame Chairman and members of the Planning Commission thank you for a couple of minutes just to shed some light on some of the questions that had been raised about the traffic. Fair questions all of them. I've got 4 quick slides and I think it'll help put some of the results and especially the level of service D question that's kind of pesky, put that into perspective. But this is an aerial, I think you all can see, of our study area. So our site is over on the left where the green star is.

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We originally went in to VDOT and the County, thinking all we needed to do was study the entrances and the soon to be realigned intersection. I think at the time we started this, the intersection of Centreport and Ramoth Church was still under construction. After a lot of back and forth, VDOT and I think the county as well asked that we include Route 1. We felt like that was a mile away from the site, but it was apparent that there were concerns and so we did include the signal at Route 1 and American Legion. See if I can get this right. So Mr. Geouge spoke to the level of service requirement, we got a different part of the County's language that speak to level of service C. I think, as I see it, the goal is to meet overall level of service C at the studied intersection, so for a signal there's kind of puts and takes, if you will, depending on which lane you're in and you can control level of service to a certain extend with signal timing. And what we have shown in the study is, and I'll focus on the signal, we can talk about other items. There's a table in our study that summarizes the level of service overall at the bottom and also by individual lane movement for the Route 1, American Legion, Eskimo Hill intersection. And I'm going to try to use the highlighter here. So I got very excited because after many, many studies in this County, it's extremely hard to get overall levels of service, like we have here, B and C. So I thought we're in great shape. We're in absolutely great shape. I got kids that are in school. I don't like to see Cs, I really don't like Ds. Bs are great. Level of service though a little different animal. It's very hard to get a B even, much less C overall in Stafford County. What the overall is, it's a way to average. You take all the approaches of the intersection and you average the delays for all of them to get that overall number. So and an individual approach basis in the AM peak we have As, Bs and Cs. In the PM, this is where we got into a little bit of a, I think an issue or concern, which is, we have the two Ds, really one D. It's the same overall for that approach. That's the eastbound leg. This is in the PM peak year 2025. This includes background growth, if we do nothing, we've grown traffic, there's other developments happening and others that will happen. We've grown traffic on Route 1 at 2% a year for 10 years in this study and we've also grown traffic on Ramoth Church, American Legion for 2.5% per year for 10 years apart from our traffic. It's like layers of the cake. The start with the existing traffic, we layer the growth and then we layer Stafford Airport Industrial Park on top. All those layers are what you see here and it turns out that, yes, we do have a D on the eastbound approach. To VDOT that's fine, but I know that you all hold your roads to a higher standard C. What I would submit is that the overall C that we have achieved meets your Comprehensive Plan and the D is, you know, there's kind of some winners and losers depending on which approach you show up on. We got an A over here. We got a lot of Bs. So you take the good and the bad. You look at the aggregate and you get a level of service C. To me that's an excellent result. Enough about the table. There is one more slide. So you might say, what does a D actually mean in real life traffic? Obviously it's very personal. We all drive. So we all have an impression of what good and bad traffic is like. So that D is on the west leg, so the eastbound approach. What's happening there, let me back up for a second, these are queue links, 95th percentile queues. So 95th percentile queues is about the worst case stacking of traffic you could expect to see according to our study in that peak hour. The result that we came up with in our model is 189 feet, so on average 20-25 feet a car, you're talking about maybe 7 to 9 cars backing up. I estimate that condition might occur 3 times in that hour. All the other cycles you're going to get less than that. And the way our model shows this running is that stack of cars there would get about 20 seconds of green time and they would all get through. So that's what this D is. Some folks would say if you get stuck for more than two red lights, that's unacceptable. That's not what's happening here. This D clears every cycle and like I said, it probably only occurs 2 or

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3 times in an hour. So I wanted to shed some light on what that is. I think when you look at the big picture, the dedication of Centreport Parkway right-of-way, the dedication of Ramoth Church Road right-of-way, the access points which actually operate great, to Mr. Bain's question, they're going to operate with level of service B, even though we have a lot of cars coming out. There's not a lot of opposition to them leaving the site, so not all worried about stacking for people getting out of the site, especially in the PM. We will be building the turn lanes needed as the applicant said, and I think when you look at the greater context, this intersection wasn't even in our study, we sort of included it as a favor I think, just to show what would happen. The overall level of service is a C. We feel, and I feel personally, it's kind of a speck in the ointment if you will and I think this is something that we could all live with, so I hope that sheds some light. I'd be happy to take any more questions on traffic.

Ms. Vanuch: Mr. Randall.

Mr. Randall: Could you show me on your...if you have a slide, where those turn lanes...if your site plan determines that a turn lane is required, where those turn lanes would be?

Mr. Riley: So, I'll try to draw on here, this is probably too high altitude, but we projected possibly a left turn lane coming into this site on Centreport here and then likely a right taper, not even a full turn lane, but it would kind of be a wedge, like a triangular wedge for right turns in on Ramoth Church. That's what our numbers indicate with the 500,000 square feet.

Mr. Randall: Okay, right now there wouldn't be a dedicated left turn lane?

Mr. Riley: On Ramoth Church?

Mr. Randall: No, from Centreport Parkway.

Mr. Riley: There would be. That would be a dedicated left...

Mr. Randall: Right, based on what you just said about Centreport Parkway, not being a lot of traffic on there, would that effort be better spent doing something more with the entrance into Ramoth Church... from Ramoth Church, rather than something off of Centreport Parkway?

Mr. Riley: No we're...well, our projections are showing most of the traffic coming to and from the interstate direction or the Route 1 direction. So we went back and forth with VDOT and the County a lot on where these trips are going to come from and we do think offers a free shot down to the interchange...

Mr. Randall: I don't disagree.

Mr. Riley: ...and a lot of the traffic will use that entrance.

Mr. Randall: So you think most traffic...so if those buildings as your potential layout shows, if those buildings are all off of Ramoth Church, you think people would come through the backway from Centreport, or would they drive up to Ramoth Church, make a left on Ramoth Church and

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try to get in that way? That's my concern is that I think most of the buildings that would be south on the lot would be warehouses and you'd have a lot less traffic, I think, wanting to turn left off of Centreport Parkway, where most of them would want to drive into the businesses from Ramoth Church.

Mr. Riley: Yeah, it's really...without a final layout, I think, it's somewhat speculative. We typically assume most people take the path of least resistance. If it's going to take them longer to wait at the stop sign to turn left onto Ramoth Church, after one or two trips...you know, these are probably deliver folks who get pretty familiar and employees. And employees aren't going to take a long time to figure out...

Mr. Randall: No, I don't disagree. Again, it's based on...

Mr. Riley: I see Centreport...

Mr. Randall: Right, we really don't know what's going to be there and if there are business there, then it may change the vehicle traffic on how they get in and out, whether they can...whether they have to park and walk to the front of those business, whether they want to park in the front.

Mr. Riley: We assumed an interconnected site. So anybody could get in from either entrance and get out the other entrance by traversing through the site. I think at the time it was a reasonable assumption. I think if it's built out, interconnectivity would happen and hopefully that provides a path of least resistance so people don't have to go through that stop sign at Ramoth Church.

Mr. Randall: Sure, okay. Thank you.

Mr. Riley: Is there another question?

Ms. Vanuch: Thanks Mr. Randall. Mr. Apicella?

Mr. Apicella: Yes. Can you go to the next slide? I'm sorry, I guess the next slide after that. Okay, so these figures, calculations are based on certain assumptions, right?

Mr. Riley: Correct.

Mr. Apicella: Okay, and those assumptions are based on, I think in part what I heard from Mr. Geouge, which is this project being built out with mostly industrial uses, right?

Mr. Riley: Yes.

Mr. Apicella: So, to the extent that this project changes, there could be...these figures could change to the better or to the worse.

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Mr. Riley: If it's still an industrial use by the book, this is the worst. If it's some other use, certainly. Then you're talking about different calculations. Could be better, could be worse.

Mr. Apicella: Right, so what is a C might not turn out to be a C.

Mr. Riley: Correct.

Mr. Apicella: Okay. Thank you.

Ms. Vanuch: Any other questions from the Commission? Okay, thank you very much.

Mr. Riley: Thank you.

Ms. Vanuch: Alright, so at this point we'll bring it back to the Commission. Mr. English, this is in your district. What are your thoughts so far, how you would like to move forward?

Mr. English: I would like to go ahead and ask for a deferment until our next meeting and get with Mr. Cherwek and make sure we can work out the language in reference to the last proffer saying that you'd look at and some numbers and then bring it back. So that's my ask, that we just defer it until our next meeting.

Mr. Apicella: I'll second that Madame Chairman.

Ms. Vanuch: Okay. So we have a motion by Mr. English, second by Mr. Apicella, to defer to the next meeting. Mr. Apicella, any further comments?

Mr. Apicella: I think I've expressed my issues and concerns.

Ms. Vanuch: Okay. Mr. English?

Mr. English: No, the only thing I have is I think this is a good way to go, try to get it A-1 get it M-1 like it should be and get some building around that airport and I think they are working with the airport to try to get some resolution out of this, so I think it's going to be a good project, so...that's all I have.

Ms. Vanuch: Okay. Any other questions or comments from the Commission. Alright, so we can take a vote now. Alright, the motion passes 7-0. See you next time. Okay so now we're going to move on to item number 2 on the agenda, which is a conditional use permit for a 5 Twelve convenience store in the Rock Hill district. Mr. Geouge, sounds like you are up for this one too.

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6. RC17151715; Reclassification - Stafford Airport Industrial Park - A proposed zoning reclassification from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District on Tax Map Parcel Nos. 38-13 and 38-33, consisting of approximately 65.99 acres (Property). The Property is located on the south side of Ramoth Church Road and west side of Centreport Parkway, within the Hartwood Election District. **(Time Limit: July 6, 2018) (History: Deferred on March 28, 2018 to April 11, 2018) (Deferred by Applicant to April 25, 2018)**

Mr. Geouge: Good evening again Madam Chairman, members of the Commission, Brian Geouge, Planning and Zoning. This is the application for Stafford Airport Industrial Park Reclassification. This application was originally considered by the Planning Commission on March 28. Comments made at the public hearing include concerns regarding compatibility of development of Stafford Regional Airport. The applicant has proffered that development will conform to the airport compatibility recommendations in the comp plan. Specifically, Appendix H, Table 1 Land Use Compatibility Matrix and Table 2, Additional Review Standards. There were also concerns regarding uncertainty of uses to be developed on the property. No applications or visions have been provided to specifically address this concern. Also there are concerns regarding traffic generation from the development and no application revisions have been provided to address this concern. Upon further review code requirements for application submittals, staff has found that the requirements for the submittal of a TIA have not been followed. The code requires a traffic generation estimates for rezoning projects be based on the maximum potential development of the property. Proffers which limit vehicle trips per day or that limits certain uses on the property may be taken into consideration when determining the maximum potential development. Although the applicant has proffered the maximum of 500,000 square foot of development there's no certainty that traffic generation for the development will not exceed what was envisioned in the TIA. Staff has recommended that the applicant proffer a maximum vehicles per day based on the traffic generation numbers provided in the TIA to comply with this requirement. Staff is recommending deferral of this application until revisions can be made to ensure compliance with submittal requirements. And I'll take any questions.

Mr. Apicella: The Chair is otherwise indisposed so I'm gonna ask some questions. You mentioned that there were some issues with the TIA, so I'm gonna walk through that. Can you read the requirements under Section 28-203-3C and C1.

Mr. Geouge: Yes sir, that states requests for rezonings, rezoning meeting the following criteria shall be accompanied with the, with an analysis of impact. Any reclassification to any land use district where maximized development under the regulations of that district would generate 500 or more average trips for the development. Traffic impact analysis has outlined in 24VAC3155 shall be submitted when any land use reclassification where the maximum development permitted under the district regulations would generate 1,000 or more vehicle trips per day or would meet the VDOT requirements for TIAs under 24VAC3155, proffers which limit the vehicle trips per day may be taken in to consideration when calculating the maximum development. An addendum or supplementary TIA shall be submitted when required by VDOT regulations.

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Mr. Apicella: Okay, there's a lot there, I'm wondering if you can tell us in laymen terms what you just said.

Mr. Geouge: So, when a rezoning comes in if they're not proposing to proffer out any uses than the TIA should be based on the maximum development of the properties so that, that takes in some assumption of how much square footage could be developed on the property and what the highest generating use is based on the ITE manual.

Mr. Apicella: Can you read the fourth paragraph of Attachment 5, page 4, Section 1.2 of the previous agenda package on this item and that is the TIA?

Mr. Geouge: For the purposes of this TIA the site has been evaluated for up to 500,00 square feet of light industrial development. The build out timeline for the site shall be, will be market dependent and is the assumed for the purposes of this TIA to be 10 years or 2025.

Mr. Apicella: Okay, so you did say light industrial uses was that basis for which this..

Mr. Geouge: That's correct.

Mr. Apicella: Okay, did the applicant proffer the GDP?

Mr. Geouge: They did not.

Mr. Apicella: Did the applicant proffer light industrial development only?

Mr. Geouge: They did not.

Mr. Apicella: So the only limitation that they proffered, I think you indicated, was the square footage being limited to 500,000 square feet.

Mr. Geouge: That's correct.

M. Apicella: Again, and in laymen's terms this is a generalized re-zoning right?

Mr. Geouge: Right.

Mr. Apicella: Okay, so, in this case did the applicant base their TIA on the highest uses or on the lower end of the traffic impacts that might occur?

Mr. Geouge: I would say on the lower end. It depends on what uses you compare it to. A lot of the M-1 uses are relatively low traffic generators but there are some outliers such as convenience center, convenience store, and restaurants. So the applicant based the TIA on the assumption that it would be light industrial uses on the property, which the ITE uses 7 vehicle trips per day I believe, per thousand square feet of light industrial uses.

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Mr. Apicella: Okay and of the 500,000 square feet I think they identified one structure of being a warehouse that was 250,000 square feet, being half of the total square footage that they've limited themselves to right?

Mr. Geouge: I believe there are two warehouse structures they identified on the plan. Yes, so this big building here 250,000 square feet and then the other one..

Ms. Vanuch: Hang on the computer..perfect.

Mr. Geouge: I believe it's 150,000 on that one.

Mr. Apicella: So that's about three fourths or more of the total being warehouses..

Mr. Geouge: Correct.

Mr. Apicella: Again with lower impacts in terms of traffic.

Mr. Geouge: Yes, warehouse uses, based on the IT manual, have a traffic generation of two and a half trips per day per thousand square feet.

Mr. Apicella: The bottom line here is we have a county code requirement for the submission of plans and part of that requires that a TIA be produced when certain thresholds have been met. In this case, did they meet the specific requirements identified in the code for a TIA for this specific development?

Mr. Geouge: We feel that they did not.

Mr. Apicella: Okay and if they did not, and I think that's what you're saying what are their options to correct this matter?

Mr. Geouge: I see it as three options potentially. They could revise the transportation impact analysis based on the maximum permissible development and the highest traffic generating us. They could proffer a maximum vehicle trips per day that's consistent with the transportation impact analysis they've already done. Or they could proffer out uses that generate more traffic than, what, light industrial use is counted as in the ITE manual, which is around 7 trips per thousand square feet.

Mr. Apicella: Okay, thank you.

Mr. English: But this time they had no clue what's going in there correct? Nothing?

Mr. Geouge: That's correct.

Mr. English: They don't, so it could be two buildings instead of five, it could be one building, correct?

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Mr. Geouge: As far as I know, they don't have any potential tenants lined up.

Mr. Apicella: Or it could be seven restaurants.. right? I mean in theory it could be seven restaurants.

Mr. English: It could be but I, you know I wouldn't see that happening..

Mr. Apicella: Well, who knows..

Mr. McPherson: Brian, is a, would a permitted use be something like a vocational school or some kind of a training if we were to re-zone to light industrial?

Mr. Geouge: Vocational school is a by right use in an M-1 district, yes.

Mr. McPherson: Okay so that would generate, you know any kind of a school, significant traffic I would imagine, thank you.

Mr. Geouge: That calculation is about 27.5 per 1,000 square feet.

Mr. English: I don't think that's allowed through the, with the airport. Is it, schools are allowed in there because of the way it's zoned..? I don't think it's allowed..

Mr. Geouge: I don't believe it's excluded based on the compatibility matrix, but I can take another look at that.

Ms. Vanuch: Any other questions for Mr. Geouge and then we can have the applicant come up?
Mr. Apicella, no? Okay. Alright thank you Mr. Geouge. Alright, would the applicant like to come up and speak?

Mr. Cherwick: Sure. How are you doing, Lee Cherwick, Hilldrup Properties, applicant, where would you like me to start? I can address the concerns?

Ms. Vanuch: I would start with some of the concerns that you've heard.

Mr. Cherwick: I disagree with the interpretation. The maximum development under that project is over 2 million square feet. What I did and what that does is it's matrix that allows you to say, listen, if you're gonna generate 500 trips you're required to do a traffic impact statement. If you go over 1,000 you have to do a traffic impact analysis. We knew very well we were gonna go over 1,000 square ft, 1,000 trips per day. And also 2 million square feet is not appropriate for that site. Under your, or under the classification here, I would have to do 2 million square feet of restaurant on a traffic impact analysis for that site. In my mind, that wasn't commercially reasonable. By doing the traffic impact analysis, it was based off the logical use there. And in doing the traffic impact analysis we had two members of Stafford County staff, on site, at the scoping meeting, where everybody agreed this is how we're gonna run the TIA. And when we did that, everyone was in agreement and we ran it through the process. I don't agree with the interpretation. I would have to run, per this calculation, over 2 million square feet of restaurant.

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That's not affable. And what I did is I proffered it to 500,000 square feet of a logical use, and so that is my response to it. It also says, the language here also says that we may proffer, add proffers to limit the vehicle trips per day in order to reduce it from 3,000 to 1,000 to 500. And so I don't agree with the interpretation on that, what I did is with staff's guidance and approval, I ran the TIA base on what everyone agreed upon.

Mr. Apicella: So I'm gonna use an analogy, we have lots of B-2 up on 610, same set of circumstances, let's just say someone had a parcel that was 2 million square feet capacity that they could've put on there. But they've only identified 500,000 square feet and they gave us a TIA that had the lowest possible impacts on 610 and you're telling me that that would be fine, it doesn't really matter that they've sent us something that doesn't really give us a good sense of the traffic impacts if they did go to something that was a very high intensity use. 610 I can imagine several restaurants going on a 500,000 square foot, footprint. So we should, what you're saying is, we should accept the notion even though it's a smaller amount of square footage that you can possibly do, we should accept low intensity uses as gospel, when you still retain the right, if this gets approved, to do far greater uses where the traffic impacts could be exponentially higher. You can't guarantee us today what you're gonna put on that parcel. So we can't know, in the absence of a guarantee which, I'm bewildered that you're not willing to consider a maximum daily vehicle count. It tells me that you're expecting it to be higher than 3663.

Mr. Cherwick: I am trying to maintain opportunity. And if it makes sense, I'd like to be able to pursue it.

Mr. Apicella: So what if it's 8,000 cars?

Mr. Cherwick: What if it's 100?

Mr. Apicella: 100. That's, our goal is to mitigate the impacts, if it's 100 there's not a lot of impacts. If there's a delta between 3663 and 8,000 that's a huge difference in terms of the impacts on Ramoth Church Road and Route 1. Do you agree or disagree?

Mr. Cherwick: I think that is a large delta, yes.

Mr. Apicella: Right so again, you've given us a concept plan. You haven't locked yourself in to any specific uses. You haven't proffered a GDP. The only limitation you've put on yourself is the maximum square footage, but again, the traffic could be anywhere from one car to who knows.

Mr. Cherwick: I would also say that under your scenario on 610 and the B-2 rezoning, if staff was present in the negotiations and staff agreed to that scope, I think I was given direction and everyone was approved with it. And so, the other aspect, just to make you aware, I did take your concerns to heart. I did spend a fair amount of money doing different scenarios, looking at Stafford County, looking at adjacent uses, looking at within Stafford I could not find, and granted I don't know every single parcel, I didn't see a C store. And to be honest I can't name a C store right now that doesn't have fuel. You guys are not allowed to do C stores with fuel with out a special use is my understanding.

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Mr. Apicella: I don't know what a C store is.

Mr. Cherwick: That's a convenient store, sorry. So what I'm looking at is yes, I don't know what's gonna go there. I'm not gonna proffer a GDP cause I don't know. It could be 500,000 square feet of moving and storage, could be 500,000 square feet of restaurant, I don't know what's gonna go there. But I would like the opportunity to see what could evolve. By all means I cannot find a restaurant in M-1, in Stafford. There might be one, I might have missed it. Do I think this is going to actually play in to real life scenarios, no I don't. However, if something that makes sense, and a lot of people smarter than I can figure out what makes sense, I'd like to have the opportunity to pursue it.

Mr. Apicella: Sir, I want to give you flexibility and there's a lot I like about this project, again my responsibility as a member of the Planning Commission and hopefully the responsibility of the Board, is to ensure that potential impacts are mitigated. Ramoth Church Road is, in my opinion, one of the most dangerous roads in Stafford County and not only in my opinion but there was a transportation commission, I think, that identified Ramoth Church Road as one of the unsafe-est roads in Stafford County. So again, this is a possibility, and our goal is to mitigate risk, ok, you want to mitigate your risk by maximizing your flexibility and I want to mitigate our risk by ensuring we don't have 10,000 cars going off on to Ramoth Church Road. And I'm asking you to help me out here, by putting some reasonable cap on the maximum daily vehicle count. And you seem unwilling to do that because what that's telling me is you don't really, you're not really concerned if it's 10,000 cars.

Mr. Cherwick: That's not the case at all.

Mr. Apicella: It might be 3,000, it might be less than 3,000 but it could be 10,000 and that doesn't concern you, but it concerns me.

Mr. Cherwick: And let me address a couple of your comments, you were talking about impacts. I'm taking A-1 land, potentially, off of your guys books. A-1 land, well it's currently zoned A-1, that is a not, what is it, it's discouraged by your comp plan. So I'm trying to make this more in line with your comp plan. I want to add commercial business, jobs, taxes revenue, all that stuff. This will have a lesser impact on schools, it'll have a lesser impact on your water and sewer. Financially, its six times greater. Potentially it'll full build out, which I understand is out there, I don't know exactly how it's gonna develop. We think it's gonna be industrial and warehouse. That's gonna bring about a half a million dollars a year. Six times what is currently the potential of doing 22 residential homes on there. Every other concern brought up by staff, by fire department, by anybody else, I've addressed. There was a concern last time, I believe you addressed it, about having compatibility issues with the airport.

Mr. Apicella: And I appreciate that you added that.

Mr. Cherwick: Happy to, last thing I want is something reflective and causing any damage. The one thing that I am, I'm fairly comfortable that this is going to develop as planned. I just, I've been through enough situations, I'm in one right now in Caroline County, where certain proffers

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and land was put into place, I can not put an industrial use in an industrial property. And so that is my general concern. Do I feel, and also you are saying that I'm dumping 3600 cars onto Ramoth Church Road. You also forgot, my main entrance is on Centreport Parkway. A beautiful road that you guys developed and industrial aspects, take the path of least resistance...

Mr. Apicella: Do you live in this area?

Mr. Cherwick: I do. I live in Stafford.

Mr. Apicella: Have you been on Route 1 on a Friday?

Mr. Cherwick: Yeah, I was there last Friday and I was up on Ramoth Church Road this morning. Absolutely.

Mr. Apicella: Okay, so, what happens when I-95 gets backed up?

Mr. Cherwick: I can't control that.

Mr. Apicella: But what happens when I-95 gets backed up, I'm just asking what happens.

Mr. Cherwick: Alternate routes get looked at.

Mr. Apicella: And what are those alternate routes?

Mr. Cherwick: You know just as well as I do, it depends on where you are in Stafford.

Mr. Apicella: Well, usually it Route 1 and Centreport Parkway I believe feeds into Route 1, so you're telling me that it's not gonna be a, here's the bottom line. There's this little pesky issue called a code requirement and I appreciate staff might have said he, we think all is good but the code requirement is the code requirement, you either, sir, you either met it or you didn't meet it and from what I've heard from staff, and we can ask our County Attorney, you haven't met it so...

Mr. Cherwick: I believe that's an interpretation issue.

Mr. Apicella: Well, it could be your interpretation.

Mr. Cherwick: If you read the code, land use (inaudible) will maximize development. Maximized development is 2 million square feet.

Mr. Apicella: In my view it would be maximize development based on the limitation that you've set, which is 500,000 square feet, so I don't have a problem with you giving us a TIA based on 500,000 square feet, I'm not asking you to do it on 2 million square feet, I agree that would be unreasonable. You do have a cap on the square footage. But your TIA should be based on the 500,000 square feet.

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Mr. Cherwick: It is based on 500,000 square feet.

Mr. Apicella: Of light industrial uses.

Mr. Cherwick: Absolutely.

Mr. Apicella: Right, no restaurants..

Mr. Cherwick: Let me understand just for my edification here, the fact that I had County staff at the meeting where everybody was in agreement and everybody signed off. I ran the process which everyone agreed to. So at that time we're talking about transportation staff that should know exactly how TIAs as well as every other aspects of their process should run. Everybody signed off on it. I ran in good faith doing all of that. VDOT had signed off on it. I met all your...

Mr. Apicella: Yes, VDOT based their analysis on light industrial uses, I bet if we went back to VDOT and said you know, it may not really be light industrial uses, it could be something far greater you might get a different take from VDOT. In fact I think you would get a different take from VDOT, I bet the code probably says, the state code probably says the same thing.

Mr. Harvey: Madam Chairman, Mr. Apicella, just to provide some more context, I was talking with the Attorney and our Ordinance refers to the Virginia Code in this particular case because of the traffic volume. So our Ordinance has a higher standard than the Virginia Code and that's what the County staff and VDOT were going on when we had the briefing with the client, was that Virginia Administrative Code says that, this is how you do traffic studies, these are the assumptions you're allowed to do, that's what we all came to agreement on. But, in looking at our local ordinance, it has the term maximum development permitted, which is not in the Virginia Administrative Code. That's where we run into an issue and really hadn't focused on it at this point in time because the applicant had proffered half a million square feet of industrial development based on the zoning. So that's how we got here, I think we're close to being all together, but there still needs to be I guess, some more discussion.

Ms. Vanuch: Okay.

Mr. English: When it says right here, in this section here, Jeff, it says with the submission of 28-203, and it says that proffers which limit the vehicle trips per day may be taken in consideration, it doesn't say shall, does that make a difference?

Mr. Harvey: Well, I had discussions with Mr. Wisnewski about that and he still feels that the maximum development potential is the driving factor in the amendment.

Mr. Cherwick: And who defines maximum developable, maximized...

: You proffered that didn't you?

Mr. Cherwick: Well I maximized, I did, 500,000.

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Ms. Vanuch: Hold on, Mr. Wisnewski?

Mr. Wisnewski: Madam Chairman, the code section in issue, creates the standard very clearly as being the maximum development permitted under this district regulations. The permissive language regarding proffers gives applicants the option and potentially the Planning Commission and the County the option to consider or not consider proffered limitations when coming up to that, when coming up with that calculation and determining what the maximum development permitted is. So, the Planning Commission could choose to ignore any proffers and consider the maximum development permitted, if there were a proffer and in a particular case limiting the development.

Ms. Vanuch: Thanks. Any other comments? Anybody have any questions for the applicant?

Mr. McPherson: Just very quick, and it's not transportation geared toward. You said that this would lessen water and sewer, how do you see that? Cause I can easily think up several light industrial uses that would actually increase water usage and therefore sewer usage.

Mr. Cherwick: Sure, this was based off of actual, the applicants Rich McDaniel and Danny Payne own probably 20 to 30 different industrial buildings in Spotsylvania and Stafford. This was taken off of actual metered numbers from several different large industrial buildings off of International Parkway. So that, and then the residential aspect was run off of your standard house calculations.

Mr. McPherson: Okay, but you would agree that conceivably it could exceed it but you don't think it would.

Mr. Cherwick: If I end up doing half a million square feet of restaurant, yes it could concede, could conceivably be...

Mr. McPherson: Or commercial laundry or things of that nature.

Mr. Cherwick: Potentially, yes.

Mr. McPherson: Okay.

Mr. English: But have they taken into consideration there's three routes that comes outta there, you go Ramoth Church you can go east or west, plus you got the parkway. So there's three different routes to go out of. So you don't normally, just because I think everybody's thinking, they're focusing on, when you come outta there you're going right directly to Route 1, you can either go either way so...

Mr. Cherwick: And that was part of our scoping meeting with staff and VDOT about how it would flow.

Mr. English: But your main, looking, your main goal is to use the parkway, you're not trying...

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Mr. Cherwick: Our main concept as well as our main thought is everyone's gonna use Centreport Parkway to a degree. I'm sure there will be other people using Ramoth Church Road. However..

Mr. Riley: If I may, John Riley with Johnson, Miriam and Thompson. We conducted the traffic impact analysis and after a lot of evaluation and again, discussion with staff and VDOT we have about, a little over 50 percent of our traffic using Centreport so and maybe 20 some going to the west on Ramoth and the balance going toward Route 1 on Ramoth so, the actual impact on Ramoth Church Road is probably dependent on which way you're going is around 1,000 vehicle trips per day. One other point is that the use we analyze, the light industrial has actually a pretty significant peak hour intensity, relative to it's daily trips, so I know all of the discussion is revolving around the 3600 plus or minus trips per day, our whole analysis is really based on peak hour, how the driveways and the roads function in the peak. And this type of use actually generates probably 50 percent more traffic in that peak than a typical use might so, if you're just, have that in the back of your mind while this is maybe not the most intense use, in the peak hour it is more intense than the average. The average type of use generates about 10 percent of its daily traffic, during the peak hour our site that we analyzed generates about 15 percent of its traffic during the peak hours so, also we will be evaluated at each site plan submission which is as stated in the staff report by VDOT for entrance improvements so every time we have a site plan come through turn lanes will get another look, even access management will get another look and so forth, so there's another bite of the apple if you will on traffic as site plans come through.

Mr. Apicella: So, you didn't look at maximum uses?

Mr. Riley: We did not. Not in this study.

Mr. Apicella: Okay, and if you did how would that impact Ramoth Church Rd?

Mr. Riley: Uh, it's speculative. I, it, when you change the use you change the distribution you change the entire..

Mr. Apicella: But you said it's 20 percent, I'm just gonna throw out a number, 10,000, that may be way too high, I have no idea, so 20 percent of 10,000 is more than the number you quoted earlier for the use under light industrial.

Mr. Riley: That calculation would be but I, that would be speculative for me to really speak to it without having done the analysis.

Mr. Apicella: But this project is speculative. That's, that's my point. We don't know what we're gonna end up with here.

Mr. Riley: I think the applicant can speak to kind of the risk balance that he's dealing with, I'll let him take that.

Mr. Cherwick: We see this as an industrial project. That's why it's called the Staffor Airport Industrial. Yes, if I end up doing 2 million square feet of restaurant by all means, traffic's gonna

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be a problem. Also, if you look at restaurants , they typically don't, their traffic is spread out throughout the day. And so, long story short, it's a balance, it's, I'm trying to understand the risks and concerns and address them to the best of my ability but I'm also trying to maintain a viable project where the goal in our mind was take it off agricultural land and put it into industrial. By all means, I don't, I don't foresee restaurants and convenience stores and these things throwing in there, but to be quite honest I've been wrong before and I'll be wrong again.

Mr. Apicella: I appreciate that, and I don't want you to think I'm against this project cause I'm not. I'm only concerned about the potential impacts and my biggest concern is that I really don't know what those potential impacts are, because you don't know what those potential impacts are.

Mr. Cherwick: And I couldn't sit here and tell you, yes it's gonna be this or no it's gonna be this. What I can tell you is that what we see in the market, and what we do is industrial, what we would like to continue doing is industrial. Do I want to maintain a little flexibility because I just don't know the groups coming through, yes. Could it be Amazon that comes in and pays a ton of jobs and doesn't use water and has robots so there's no traffic, could be.

Ms. Vanuch: Couldn't you come in for a proffer amendment at that point though?

Mr. Cherwick: What's that?

Ms. Vanuch: Couldn't you come for a proffer amendment? If that did happen.

Mr. Cherwick: My concern is the following, I'm not trying to delve or shirk responsibility, it is every time a project would come up I would have to do some sort of analysis and figure out alright this use, now I'm only left with 600 trips a day, how can I manage a project, so let's say you get a use that has more traffic at the very beginning, but in the back side it's a warehouse that doesn't use more traffic. I can't, coming in every single time that I have a potential plan, it, tenants will not hang around.

Ms. Vanuch: That's what Patriot's Crossing does.

Mr. Cherwick: And I will defer to their thoughts on that.

Ms. Vanuch: Alright, thanks. Okay, does anybody have any more questions for the applicant? Alright, I think we're good. Thank you. Does anybody have any questions for Mr. Geouge? Okay, seeing no questions, so I'll...

Mr. Randall: Madam Chairman sorry I have question, if you don't mind.

Ms. Vanuch: Yeah, yeah Mr. Randall, yeah.

Mr. Randall: I'm looking at the light industrial uses by right, it's pretty varied, what's the maximum, is it the vocational school at 27 per thousand square feet, is that the maximum that you see on the M-1 by right?

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Mr. Geouge: I believe it would be restaurants which is approximately 127 per thousand for a high turnover restaurant. ITE Code 932.

Mr. Randall: Okay, thank you. You know and it may be an option being able to say, not to necessarily to you, that maybe we, maybe we limit the number of restaurants. Maybe we're allowed one restaurant, maybe we're allowed no vocational schools, maybe we proffer some flexibility in the process versus, I don't know what it's gonna be you'll just have to live with whatever it is. You know, maybe there's some flexibility there, I don't wanna necessarily tie your hands completely, but I do think there's some flexibility other than we're just gonna go with it, you know 500,000 square feet of a vocational school, you're at 13,000 trips per day. You know at restaurants you're at 50,000 trips per day if my math is close, so absolutely, no no that's fine.

Mr. Cherwick: One of those things that, there are currently no restaurants there. There are currently no hotels there. Do I see them in any short term or even long term there being a hotel or potentially a restaurant, this isn't Garrisonville Road. It's Centreport Parkway. Looking at other Richmond Airport, other airports, and granted this is a much smaller scale, we don't have that here. Do I see myself having a situation where you're gonna have restaurant at like TGI Friday's next to Panera next to.. we don't have the demographics in that area to even come close to it. Now I understand, you're making a rezoning and that has to live going forward and who's to say what's going to happen in the future. With your aspects with regards to the vocational school as well as restaurants, any traffic would have to be dealt with at site plan so you know if there are concerns about getting inside and outside a project we would have to deal with tapered lanes, we'd have to deal with turn lanes, I've already proffered that if the site plan requires it I'll do a turn lane. I'm not trying to shirk responsibility, I just, do I see restaurant after restaurant after restaurant, no I really don't. But, I will kick myself if like oh we get two great restaurants that everybody loves and it would make sense. I just, not knowing, and trust me I, we, looked at this project for a long period of time trying to find a tenant in tow so we could answer all of these questions. It's just there were several different, and just to make you aware, I also work for CVRE and we're the ones that sold the site to Virginia Linens. We're the ones that sold the site to several of the investors and developers in the area. A lot of them were using it for their project, for their own goal, their own business. We tried to get them tied into this site, every time that we did, your zonings not right why wouldn't I just look next door where the zonings there? And so, that is part of the reason why, I would love to have a GDP, I would love to have a tenant and say hey, this is what we're doing, this is how it's gonna go, it's just I don't have that at this point in time. Do I think it's gonna be something similar, yes I do. But at this point in time I just, I have concerns about proffering out certain uses where, if it comes along, I'd like to have the opportunity to try and land it here in Stafford County.

Mr. Randall: Thank you very much.

Mr. Apicella: Madam Chairman, it's kind of a departure from the way we normally do business, but I wanna ask Mike to come up because Mike is familiar with some projects that have been proposed in that general vicinity.

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Ms. Vanuch: And while you're coming up, I have one quick question for you to think about Mr. Geouge, are junkyards allowed in M-1.

Mr. Geouge: No.

Ms. Vanuch: Okay.

Mr. Apicella: So, we had a couple of rezoning proposals, I wanna say Oakenwald was one of those that was in close proximity to the airport, how many homes were the original proposal? No the original proposal I think was 600. Maybe even higher, 700.

Mr. Zuraf: Something around there, yeah.

Mr. Apicella: And, and we've put a circle around the airport and called it the Central Stafford Business District, right? So, there's a plan that would have a lot of intensity in that area, right, so you got a nice piece of, a nice parcel next to the airport, that might be a, be a magnet for restaurants, retail, I know that's not included in M-1 but there are some uses in M-1 that might have intensity in relationship to what we're thinking about occurring in that area over the long haul, is that a fair statement?

Mr. Zuraf: Yes, as the area builds out sometime in the future, there could be enough population to support something like that yes.

Mr. Apicella: Sorry to bring you up, I know that wasn't your turn, but I just wanted to make some context to why I have a concern that this area could build out differently than even the applicant thinks as things change in that area, as we have asked for to change in that area. Thank you.

Ms. Vanuch: Okay, are we done with the questions? Alright, okay, it's back in the Commission now, so Mr. English this is your District, what do you wanna do.

Mr. English: I mean, I hear Commissioner Apicella's thing about the traffic, I understand that, but this is taking A-1 outta that, putting houses in there putting M-1, and I understand he doesn't know exactly what's going in there, I don't feel like, I can't say, I don't have a crystal ball to say that a restaurant's not going in there, but I don't foresee it. But I'm gonna approve this RC17151715 for the reclassification of this because I feel like that's what we want in there, and industry and not houses so that's why I'm approving this.

Mr. Apicella: Madam Chairman?

Ms. Vanuch: Yes Mr. Apicella?

Mr. Apicella: I have a substitute motion to defer, for two weeks to give our staff and our attorney a chance to talk to the applicant to see the extent to which they need to comply with the code as was stated earlier. I don't think a two week deferral to have that further conversation is a bad

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thing. And it could wind up going into court if we haven't followed our own code requirement, so I think it's worthwhile to at least explore that as an option.

Ms. Vanuch: Alright thank you Mr. Apicella. So right now we have a substitute motion on the floor for a deferral until the May 9th Planning Commission meeting. Do we have a second?

Mr. Bain: I'll second.

Ms. Vanuch: Alright so we have a second from Mr. Bain on deferral until May 9. Mr. Apicella would you like to make any comments?

Mr. Apicella: Again, I think legally speaking despite whatever conversations had between staff and the applicant, the bottom line is, that doesn't supercede a legal requirement. Those requirements have to be met. They're not discretionary, they're mandatory, so if it hasn't been met I think it's something that needs to be at least explored, because we've had an interpretation and even staff now say that they don't think it's been met, so, just waiting two weeks is not gonna change the outcome if I'm wrong, so I don't see the harm in trying to reconsider whether or not that requirement was met.

Ms. Vanuch: Thank you, Mr. Bain?

Mr. Bain: No comments.

Ms. Vanuch: Anyone else want to comment on that motion? Mr. McPherson.

Mr. McPherson: Madam Chair, I would like to coment on the motion, I do support Commissioner Apicella's motion. I do think the use of this land is absolutely, your proposed useage where we need to go, and I do support this, I want it to succeed, but I do agree that we need to make sure that we conform with our own standards and ordinances, thank you.

Ms. Vanuch: Sure. Anyone else want to comment? Okay so now we are going to take a vote to defer this one meeting, to the May 9 meeting. Okay the vote turns into 5-2, that passes so it's deferred until May 9 and I think you know just to the applicants, I think the Commission generally supports what you're trying to do in the area, so just if there's anything you can do to help this out, and help Mr. Apicella with his concerns regarding the traffic, you know determining the traffic impact study analysis for the County Code, looking at if you're willing to exclude any uses from M-1 might be helpful so that we can send this to the Board with an approval. Alright. Okay, thank you guys so much for hanging out this evening. Now we're gonna move to to Item 7, a conditional use permit for the 5 Twelve Convenience Store, and I know Mr. Geouge is the staff representing this but in the interest of time I'm gonna let everybody know that the applicant has requested a deferral until the end of May, which would be the I think it's May 23, but I better check, the May 23 meeting. And so, I know there is some residents or a resident in here who has hung out to kind of see how this shakes out. So, I'm happy to have Mr. Geouge go through the presentation if we don't feel like we can get a consensus on the Commission because we do actually have to vote in order to defer this until the end of May.

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Does the Commission think we should hear the staff presentation or would you guys be comfortable voting for a deferral to grant that.

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3. RC17151715; Reclassification - Stafford Airport Industrial Park - A proposed zoning reclassification from the A-1, Agricultural Zoning District to the M-1, Light Industrial Zoning District on Tax Map Parcel Nos. 38-13 and 38-33, consisting of approximately 65.99 acres (Property). The Property is located on the south side of Ramoth Church Road and west side of Centreport Parkway, within the Hartwood Election District. **(Time Limit: July 6, 2018) (History: Deferred on March 28, 2018 to April 11, 2018, Deferred by Applicant to April 25, 2018, Deferred April 25, 2018 to May 9, 2018)**

Ms. Vanuch: So now we move on to item number 3, reclassification for the Stafford Airport Industrial Park and for this we recognize Mr. Brian Geouge.

Mr. Geouge: Good evening Madam Chairman, members of the Commission. Brian Geouge with the Planning and Zoning Department. I'll be providing an update on the Stafford Airport Industrial Park reclassification. This application was deferred to give the applicant an opportunity to address application submittal requirements relating to transportation impact analysis. To summarize, the County ordinance states that transportation impact analysis shall be submitted when the maximum development permitted under the district regulations would generate 1,000 or more vehicle trips per day and that proffers which limit vehicle trips per day, may be taken into consideration when calculating maximum development and Virginia Code states that the traffic studies for rezoning proposals shall assume the highest vehicle trip generating use allowable under the proposed zoning classification. Revised proffers have been submitted since the completion of the staff report. Those were provided as handout number 1 tonight. Revisions limit the number of free standing restaurants, convenience centers and convenience stores located on the property to three each, and revisions provide assurances. Certain high traffic generating uses will be limited, however the ultimate traffic generation on the property may still exceed the transportation impact analysis traffic generation numbers, and staff has also provided a summary of by-right M-1 uses, as well as the trip generation numbers from the IT manual as handout number 4 to sort of summarize, give a comparison based on what was submitted in the transportation impact analysis versus other by-right uses. So in conclusion staff is supportive of the application with conditions pursuant to O17-23 and recommends the Planning Commission consider the application submittal requirements as well as impacts to the American Legion Road, US Route 1 intersection. And I'll take any questions at this time.

Ms. Vanuch: Anyone have any questions for Mr. Geouge? Mr. Apicella?

Mr. Apicella: Surprise. I have some questions. So, you kind of spoke to this, but I just want to seek clarification regarding something that was said at the last meeting. So as I understand it, again, to clarify, Stafford's requirements for identifying trip generation figures is not more restrictive than the state's requirements?

Mr. Geouge: That's correct.

Mr. Apicella: Okay. And one more time, the state's prescribed standard is what?

Mr. Geouge: Rezoning proposals should assume the highest trip generating use allowable in the proposed district.

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Mr. Apicella: Is it fair to say that there are at least three places where this standard is mentioned? The Virginia Administrative Code, I think you mentioned it, the Stafford County code of ordinance, and on page 20, Stafford County's rezoning application.

Mr. Geouge: That's correct.

Mr. Apicella: And we have a copy of the applicant's rezoning application on page 20. It says, just what you indicated, that the transportation impact analysis is supposed to be based on the highest intensity use.

Mr. Geouge: Yes. Yes.

Mr. Apicella: I think in Virginia and other states there's an international standard that's supposed to be used in identifying trip generation figures. Can you tell me what that is?

Mr. Geouge: I'm not sure which section you're referring to.

Mr. Harvey: Mr. Apicella, Madam Chairman, staff and VDOT use the institute of traffic engineers manual and there is an updated addition periodically which is based on national studies of various commercial uses.

Mr. Apicella: And other states, as far as you know, use that same...

Mr. Harvey: Yes, sir.

Mr. Apicella: So, as I recall, in this case the applicant used light industrial uses as the basis for identifying trips generated, right?

Mr. Geouge: That's correct.

Mr. Apicella: And the multiplier that they used based on light industrial was 6.97 vehicles per day, per thousand.

Mr. Geouge: Yes, sir.

Mr. Apicella: So for 500,000 square feet that generates 3,633 vehicles per day.

Mr. Geouge: That's correct.

Mr. Apicella: That's just a calculation. It goes straight into the model. In your research I think you found that there were over 10 by-right uses that generated more traffic than light industrial uses, is that correct?

Mr. Geouge: That's correct.

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Mr. Apicella: And for those uses, they generate between 8 to 127 vehicle trips per day.

Mr. Geouge: That appears to be correct, yes.

Mr. Apicella: And restaurant uses, I think you indicated that that's the highest traffic generator at 127 vehicles per day per thousand.

Mr. Geouge: Yes.

Mr. Apicella: So that would generate 63,000 vehicles per day.

Mr. Geouge: At 500,000 square feet, yes.

Mr. Apicella: Right. And I don't think anyone truly believes that this could be all restaurants. In fact they've proffered or provided some new proffers that would limit this project to three restaurants, but also in addition to that three convenience centers and three convenience stores and I think you generated some potential numbers based on what those nine...

Mr. Geouge: I did. There's three types of uses alone if they were built out to the maximum per the proposed proffers would generate 5,400 vehicles per day.

Mr. Apicella: Okay and that's higher than the 3,633 obviously, just by themselves.

Mr. Geouge: Yep.

Mr. Apicella: Okay. And that doesn't count vehicles per day from other allowable uses that could occur on the site, including the other nine, or eight, that could occur, that are above light industrial. So even with these new proffer limitations, we still see that there could be thousands more vehicle trips per day than identified in the applicant's TIA.

Mr. Geouge: There is the potential for that. Yes.

Mr. Apicella: Okay. Thank you.

Ms. Vanuch: Any other questions for staff? Okay. No other questions. Thank you Mr. Geouge.

Mr. S

Cherwick, would you like to come up as the applicant and answer any questions? I guess you could present too. You don't have to just answer questions. If there's anything you'd like to add.

Mr. Cherwick: I'll probably just, I guess, good evening Madam Chairman, members of the Planning Commission. I'm happy to discuss. Probably best if we jump into questions. You tell me what you'd like to discuss.

Ms. Vanuch: Does anyone have any questions? No? No questions?

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Mr. English: No, I just, I sat down with him and I appreciate you coming back with the proffer changes that you did make and I think it will help. And I don't foresee any of those restaurants going in there, because of the problem, we're trying to get restaurants on 610 and 17 as it is. So appreciate that.

Mr. Cherwick: I know there's been some questions with the TIA, what we used were reasonable expectations for the property and the market. We did have staff there for the meeting that outlined the scope of the TIA. We also met with VDOT and they were agreeable to our TIA. And so, you know, I know that there was a question about 65,000 trips. That's almost Garrisonville Road and I don't know if you guys have been by Centreport Parkway. I just, the location as well as the market in that area just don't support that. It just doesn't occur. And so the thought with restaurants something smaller. I know we looked at Route 17 and International Parkway, which this applicant actually owns several buildings back there as well. There is the Worst Deli. That's 1,000/2,000 square feet. Do I think Outback or Chili's is going to go there? It won't. There is no demographic to support it. I'm hopeful that you guys looked at the project as a whole. I know, we did look at the TIA to see how we could address it and we also looked at, there's a question of whether or not capping vehicle trips per day. We looked at that, because of the uncertainty of how the project is going to develop hopefully, the ownership was unable to proffer that at this time. There was a concern last meeting that, hey, what happens if we have 500,000 square feet of convenience store, of a restaurant, of...I wanted to do my best to take that concern away from you, so I capped it, hopefully to address this point. With the fact that we are looking at a project that is basically currently none compliant with the comprehensive plan. They don't want A-1 next to the airport. I'm looking to bring it into compliance with the comprehensive plan. And I'm also trying to rezone some property that you want and have identified as areas where you want to see business and growth, but also create jobs. We ran some impact analysis on just what we feel would occur there as warehouse and industrial, and by-right, excuse me, on full development, about 80,000 dollars a year. If we do a rezoning it'll be about a half a million dollars a year. I'm also taking 22 houses off of the school, or the County's plan for schools. The property is currently enrolled in land use which would mean an instant payment of back taxes, probably 20,000 dollars or more, 22. One of the concerns that you guys had with Ramoth Church Road, at no cost I'm dedicating 55 feet or right-of-way. When you guys need it, take it. All these conc...I feel that all these pieces that you add up on the pros and cons list do outweigh the con of traffic and I know there is some concerns about, hey, what happens if, what happens...that area has been industrial for 20 years. I drove by personally this morning to Newport News Airport, to Norfolk Airport, to Richmond Airport. It's industrial around those areas. I don't see these high traffic generating uses, that you guys are concerned with, locating there. I know that doesn't provide an answer for you, but I hope with the fact of the pros versus cons on this, I've addressed it to the best of my ability. I'll be happy to address any questions.

Ms. Vanuch: Thank you. Any questions? Any questions on this side? No? Okay, thank you Mr. Cherwick.

Mr. Cherwick: Sure.

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Ms. Vanuch: Alright. Bring it back to the Commission. This is not a public hearing so we don't have to have the public hearing part. If nobody has any questions, Mr. English, this is in your district.

Mr. English: Yes Madam Chairman, I'm going to make a recommendation that we approve RC17151715 reclassification, because just like Mr. Cherwick said, we want that industrial down there and that's what we've all been striving for for years and I think this is a good start with the laundry going in down there and this. I think this is going to be an excellent fit, so that's why I'm supportive of this reclassification.

Mr. Boswell: Second.

Mr. Harvey: Madam Chairman?

Ms. Vanuch: Okay, I heard a motion by Mr. English, second by Mr. Boswell and then I heard a Miss Chairman.

Mr. Harvey: Madam Chairman, please recall, we've received new proffers and under your bylaws the Commission must vote to accept those since they were not in your mail out.

Ms. Vanuch: Okay, do you want to amend your motion?

Mr. English: I make a motion that we accept the new proffers first.

Mr. Boswell: Second.

Ms. Vanuch: Okay, so accept the new proffers, move for approval by Mr. English, second by Mr. Boswell. Mr. English any comment?

Mr. English: No.

Ms. Vanuch: Mr. Boswell? Anyone else on the Commission care to comment? Okay, then we get to vote. Alright, motion passes 6-0. Congratulations. Now you're on to the Board.

Ms. Vanuch: Oh wait.

Mr. English: We have to vote on the reclassification.

Ms. Vanuch: Oh, got it. I'm sorry. Now we got to vote on the reclassification. Mr. English?

Mr. English: I've already made a motion to accept it.

Ms. Vanuch: Alright, so motion by Mr. English, second by Mr. Boswell. Any comment?

Mr. English: No.

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Ms. Vanuch: Mr. Boswell? Anyone else on the Commission?

Mr. Apicella: Madam Chairman, I do think rezoning this parcel from residential to M-1 would be a good use of this parcel in this area. My concern was and is potential traffic problems on an open ended project. Even on the low end of this project, we'll put more cars and truck on Ramoth Church Road and Route 1. The applicants made some additional, positive changes, but even with these changes, the traffic generated could still be larger than 3,633 vehicles trip per day, as presented in their TIA. It could even be as high as 30,000 vehicle trips on the road. I find it somewhat ironic, the applicant indicates the parcel will never be built out with extremes and yet is not willing to proffer a maximum vehicle trips per day. So without those limits on, further limits on specific uses or maximum vehicle trips per day, I can't support this rezoning. I think it's a mistake. Thank you.

Ms. Vanuch: Any other comments? Thank you Mr. Apicella. Any other comments from the Commission? Okay, so now we get to vote on the reclassification for the Stafford Airport Industrial Park. Please vote. Okay, motion passes 5 to 1. Now congratulations. I jumped the gun.

Stafford County Board of Supervisors

July 10, 2018

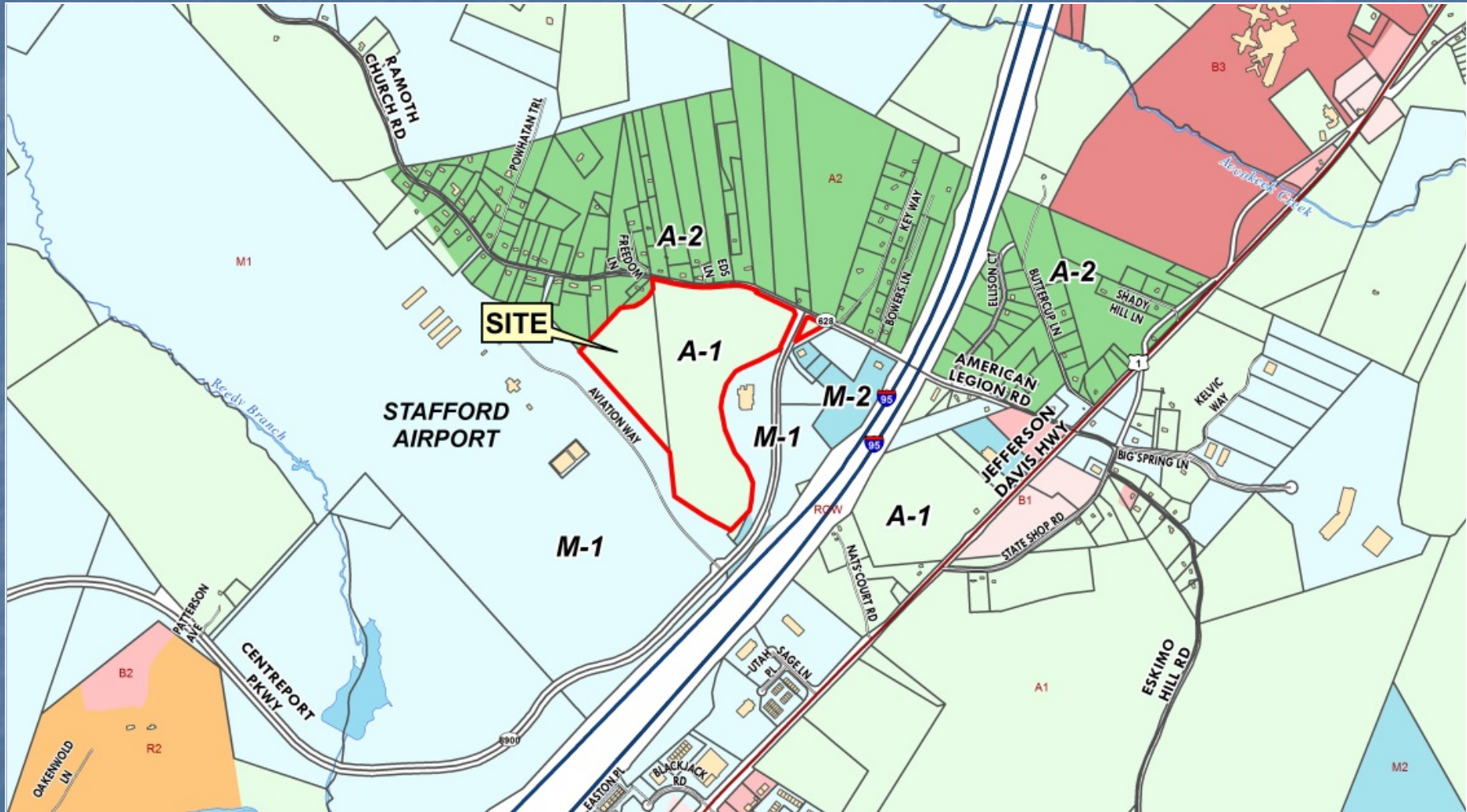
Stafford Airport Industrial Park

Reclassification
RC17151715

Background

- Request:
 - Reclassification from A-1, Agricultural to M-1, Light Industrial to allow commercial and industrial development
- Assessor's Parcel: 38-13 & 38-33
- Area: 65.99 acres
- Applicant: Daniel Payne, Ramoth Road Investors
- Agent: Lee Cherwek, Hilldrup Properties
- District: Hartwood

Location & Zoning



Existing Conditions



Existing Conditions

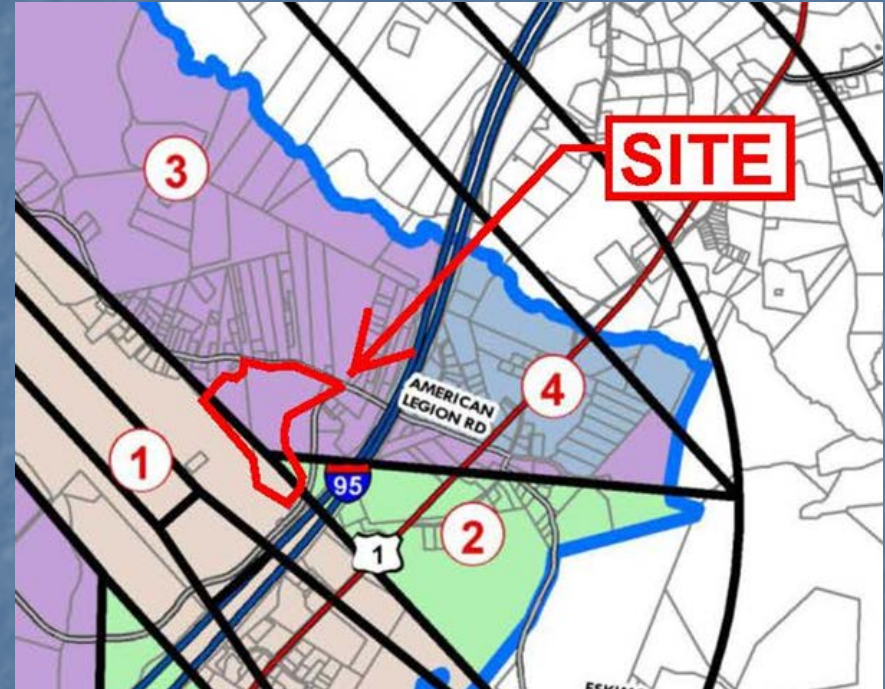


Transportation Impacts

- Comprehensive Plan road improvement recommendations
- Anticipated traffic generation based on 500,000 sqft industrial development:
 - 3,633 total vehicles per day (VPD)
 - 981 VPD to/from U.S. Rt 1 on Ramoth Church/American Legion
 - Current volume on Ramoth Church is 2,000 VPD per the TIA
- TIA improvement recommendations: turn lanes
- American Legion Rd / U.S. Route 1 intersection impacts
- No improvements for American Legion Rd / U.S. Route 1 intersection in VDOT 6-year improvement plan

Airport Impacts

- The Comprehensive Plan establishes airport impact zones, with development recommendations for each
- Most of site is in area 3 (H-1 Horizontal Inside Flight Zone). This zone lists M-1 uses as either compatible or in need of additional review. A key review component is anticipated population density.
- Staff does not expect population density recommendations to be exceeded with the proposed industrial development
- The Airport Authority has not expressed concerns with the proposal



Proposed Proffers

- Site development limited to 500,000 sq ft
- Right-of-way dedication along Ramoth Church Rd
- No-bird landscaping and site design
- 3' berm & evergreen shrubs along Ramoth Church Rd
- Turn lanes will be provided at site entrances if deemed necessary at site plan review
- Any office or hotel 3 or more stories high will include fire sprinklers and standpipe system
- Development will conform with the airport land use compatibility standards in the Comprehensive Plan
- No more than 3 stand-alone restaurants, 3 convenience centers, & 3 convenience stores

Evaluation – Staff Findings

■ Positives

- M-1 zoning is consistent with the land use recommendations in the Comprehensive Plan
- Consistent with established development patterns
- Proffers will help ensure compatibility of the development with the adjacent airport use
- Proffers will help reduce impacts on residents along Ramoth Church Rd

■ Negatives

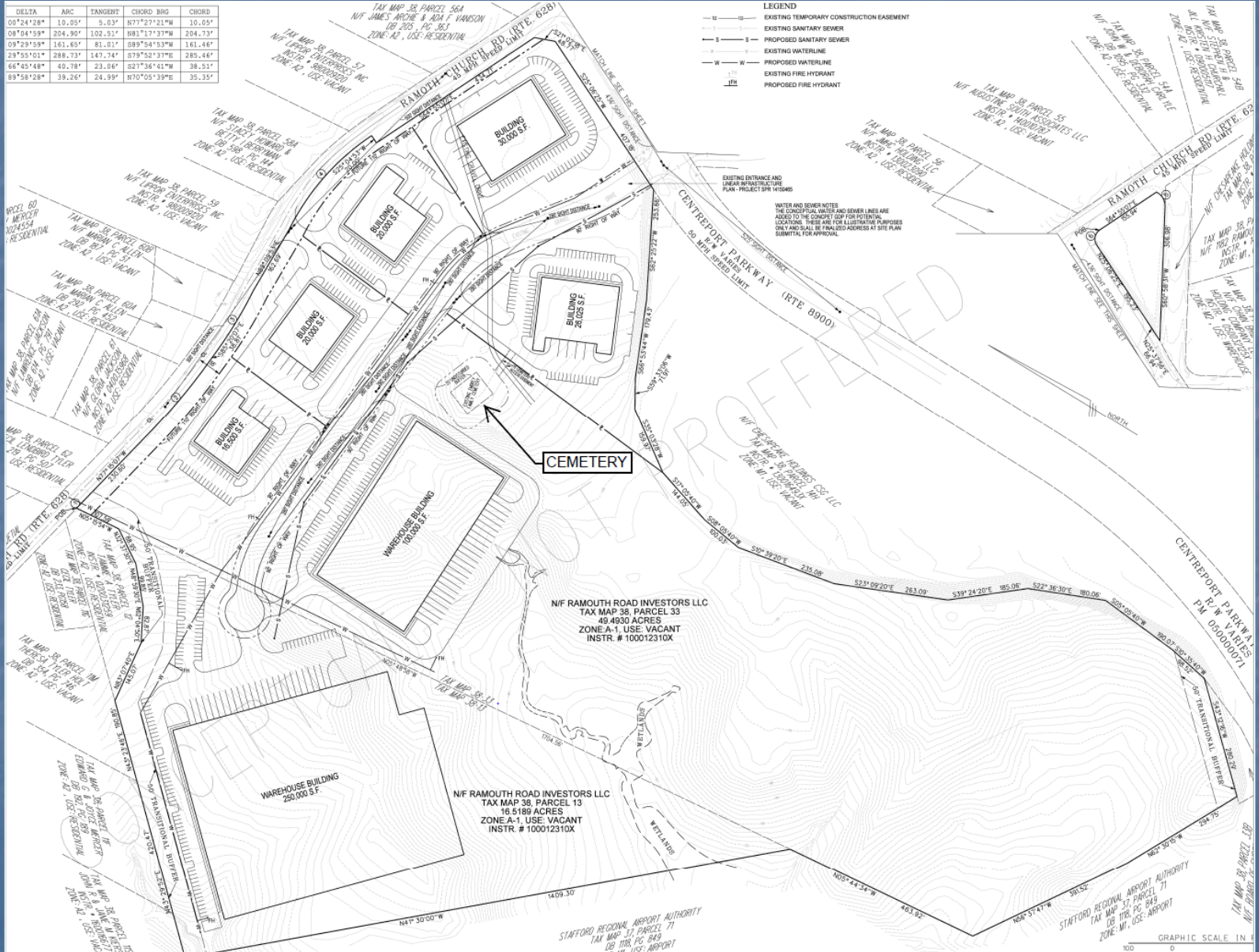
- Transportation impacts have not been addressed in accordance with Comprehensive Plan policy

Recommendation

- Staff is supportive of the application with proffered conditions pursuant to Ordinance O17-23, but suggests the Board of Supervisors consider measures to mitigate impacts on the American Legion Rd/U.S. Route 1 intersection.

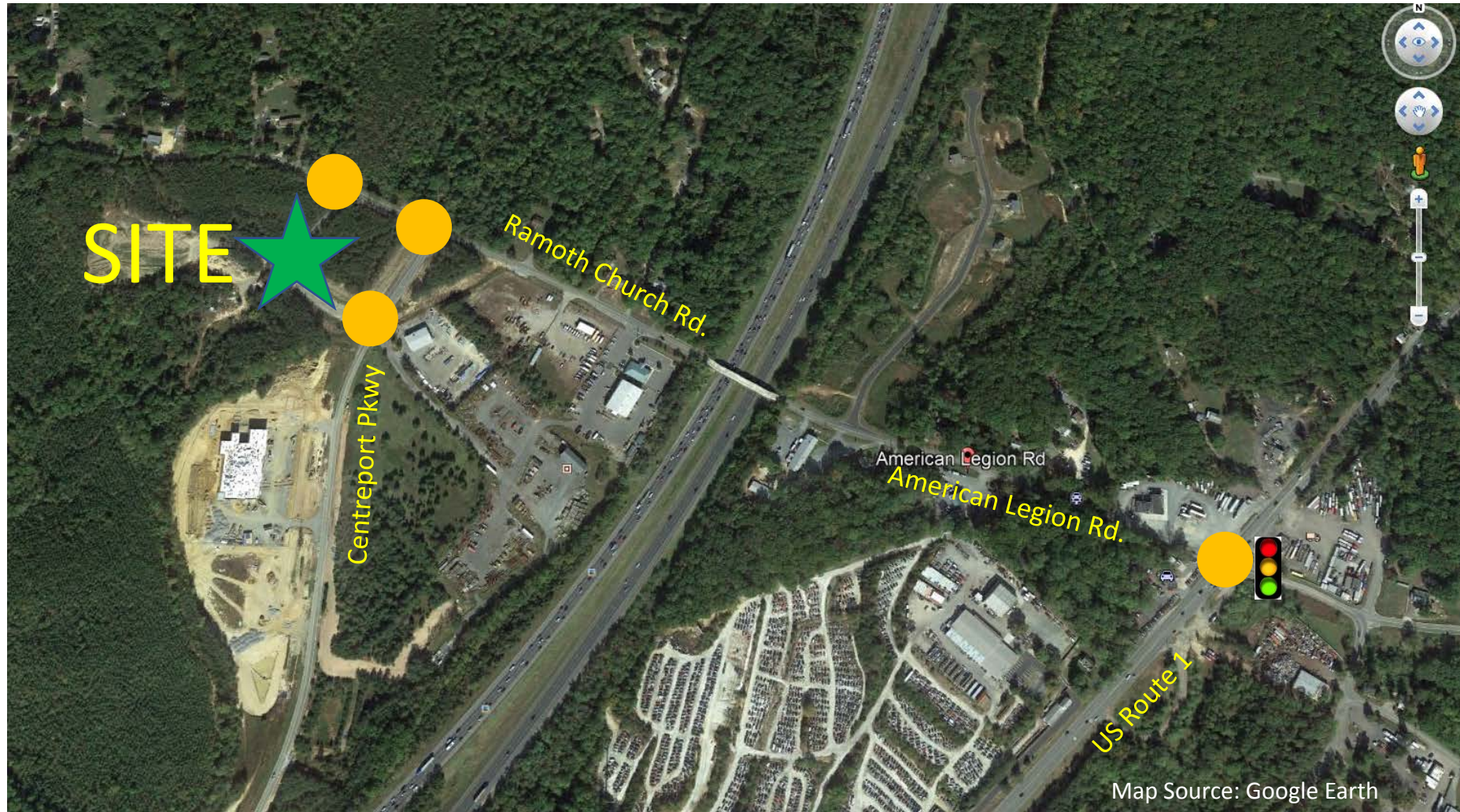
Questions / Discussion

DELTA	ARC	TANGENT	CHORD BRG	CHORD
00°24'28"	10.05'	5.03'	N71°27'21"W	10.05'
08°04'59"	204.90'	102.51'	N81°17'31"W	204.73'
09°29'59"	161.65'	81.01'	S89°54'53"E	161.46'
29°55'01"	288.73'	147.74'	S79°52'37"E	285.46'
61°53'48"	45.78'	23.06'	S27°50'41"W	38.51'
89°58'28"	39.26'	24.99'	N70°05'59"E	35.35'




Stafford Airport Industrial Park TIA

Stafford County, VA



July 10, 2018

 Denotes Study Intersection

Stafford Airport Industrial Park TIA

Stafford County, VA

Stafford County Comprehensive Plan LOS Policy:

*“LOS is used in transportation modeling to determine the impacts of a particular development project or the addition of a new transportation facility on the operation of the existing road network. Development applications that meet specified thresholds will be required to submit a traffic impact analysis (TIA) in accordance with VDOT Chapter 527 requirements. **Stafford County will review the TIA based on LOS C.**”*

Stafford Airport Industrial Park TIA

Stafford County, VA

Total Future 2025 (With Site)										
INTERSECTION	TYPE OF CONTROL	MOVEMENT APPROACH	AM PEAK				PM PEAK			
			LOS	DELAY	95% QUEUE*	Storage Length	LOS	DELAY	95% QUEUE*	Storage Length
				(SEC/VEH)	(ft)	(ft)		(SEC/VEH)	(ft)	(ft)
US Route 1 (NB,SB) and American Legion Rd/Eskimo Hill Rd (EB,WB)	Signalized	EB L	C	24.4	127	-	D	47.9	189	-
		EB T								
		EB R								
		EB Overall	C	24.4	-	-	D	47.9	-	-
		WB L	B	19.5	105	-	C	24.0	107	-
		WB T								
		WB R								
		WB Overall	B	19.5	-	-	C	24.0	-	-
		SB L	B	11.8	38	200	A	9.8	126	200
		SB T								
		SB R								
		SB Overall	B	13.5	58	-	C	29.5	234	-
		SB Overall	B	13.3	-	-	C	27.2	-	-
		NB L	A	9.6	60	300	B	16.6	39	300
		NB T								
NB R										
NB Overall	C	21.4	152	-	B	17.1	44	-		
NB Overall	C	20.1	-	-	B	17.0	-	-		
Intersection Overall	B	18.9	-	-	C	27.5	-	-		

Stafford Airport Industrial Park TIA

Stafford County, VA



- 7-9 cars
- Clears each cycle

Stafford Airport Industrial Park

RC17151715 – Reclassification
A-1 (Agricultural) to M-1 (Light Industrial)

July 10, 2018
Hilldrup Properties, Inc.

BACKGROUND INFORMATION

- Ramoth Road Investors, LLC (comprised of Daniel Payne and Richmond McDaniel) purchased the property in 2010.
- Both owners of Ramoth Road Investors, LLC have strong backgrounds of owning, building and developing industrial projects in the greater Fredericksburg area.
- Seeing the activity level of industrial demand around the airport and along Centreport Parkway, the owners decided to apply to rezone the property to bring additional businesses to the area.

PROJECT INFORMATION

- Property consists of 65.99 acres
- 2 parcels (Tax Map 38-13 & 38-33) – one bisected by Centreport Parkway realignment
- Currently zoned A-1 (Agricultural)
- Existing Commercial entrance constructed off of Centreport Parkway at the time of Centreport Parkway realignment.
- Property has rolling topography and access to utilities

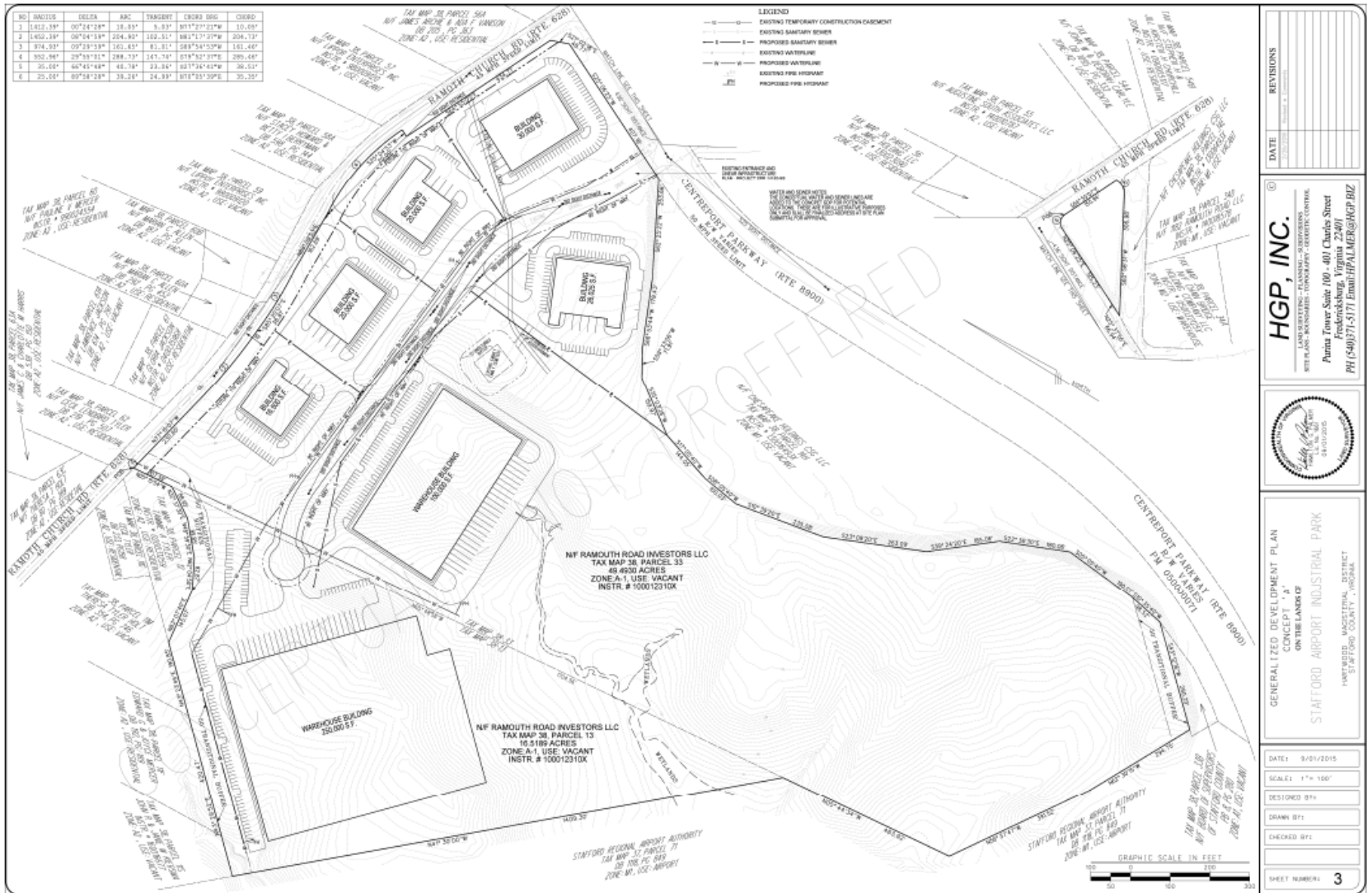
AERIAL VIEWS OF PROPERTY (Continued)



AERIAL VIEWS OF PROPERTY (Continued)



CONCEPTUAL GDP (for illustrative purposes only)



IMPACTS OF REZONING

Transportation

- Project to be serviced by 2 entrances. Project primarily served by existing entrance of Centreport Parkway. Secondary entrance will be off Ramoth Church Road.

Utilities

- Water (serviced by County Water)
 - Proposed development have estimated water usage of 1,663gpd based off similar usage.
 - By right development would have estimated water usage of 6,600gpd
- Sewer (serviced by County Sewer)
 - Proposed development have estimated sewer usage of 1,663gpd based off similar usage.
 - By right development would have estimated sewer usage of 6,600gpd

Schools

- The demand on schools would be reduced by eliminating 22 residential units if the property was rezoned.

IMPACTS OF REZONING (continued)

Tax Revenue (annual)

- A-1 Development
 - Real Estate Tax of \$62,073.00
 - Personal Property Tax of \$17,160.00
 - By Right Continuing Revenue of \$79,233.00
- Proposed M-1 Rezoning (at full buildout)
 - Real Estate Tax of \$396,000.00
 - Personal Property Tax of \$109,200.00
 - By Right Continuing Revenue of \$505,200.00
- Land Use
 - The property is currently enrolled in the Land Use program for timber. Should the rezoning be approved, the Owners will be responsible for any rollback taxes due on the property. It is estimated that the rollback taxes would be approximately \$21,274.95.

IMPACTS OF REZONING (Continued)

Environmental

- The Property lies within the within Flood Zone “X” as shown in FEMA Map 510154 0127E dated February 04, 2005.

Adjacent

- Industrial properties to the South and East
- Residential properties to the West and North
- The Property will be buffered to mitigate the impact on the surrounding residential uses.

Historical Impacts

- There is an existing cemetery located on the site as outlined on the Existing Conditions plan. The cemetery will not be impacted during development and there will be a 35' Undisturbed Buffer that surrounds the Cemetery.

PROFFERS

- The property shall contain no more than 500,000 square feet of gross floor area of building
- The Owner shall dedicate a 55' R/W Dedication along Ramoth Church Road to VDOT or the County of Stafford for the purposes of widening of Ramoth Church Road, at no cost, concurrently with the first phase of development.
- The Owner shall use all commercially reasonable efforts in the design and development of the Property not to attract birds. This includes a dry stormwater pond and “no bird” Landscaping.
- Subject to any required to site distance and any other necessary site plan design requirements, the Owner agrees to provide a three foot high berm and a solid row of evergreen broadleaf shrubs along Ramoth Church Road to lessen impacts on residents.
- Analysis shall be provided with the submittal of each site plan on the Property to determine if turn lanes are required at Property entrances on Ramoth Church Road and Centreport Parkway. Turn lanes, if required by the site plan process, shall be provided subject to warrants being met for their construction and VDOT's approval.
- The Owner hereby proffers that should an office or hotel be built on the property which is 3 stories or more, the buildings shall have a fire sprinkler and standpipe system installed in accordance with NFPA 13 and NFPA 14 standards.

PROFFERS (continued)

- The Owner hereby agrees to that development on the Property will adhere the following Standards in effect at the time of approval of this rezoning application from Appendix H of the Stafford County 2016-2036 Comprehensive Plan.
 - Uses listed as “Not Compatible” on Table 1: Land Use Compatibility Matrix shall not be permitted in the respective land use compatibility zones on the Property.
 - Uses listed as “Additional Review” on Table 1: Land Use Compatibility Matrix shall meet the review standards referenced in Table 2: Additional Review Standards.
- The Owner hereby proffers that no more than 3 stand alone restaurants (without a drive through) shall be permitted on the property.
- The Owner hereby proffers that no more than 3 convenience centers shall be permitted on the property.
- The Owner hereby proffers that no more than 3 convenience stores shall be permitted on the property.