



**PLANNING COMMISSION
CITY OF FREDERICKSBURG, VIRGINIA
AGENDA
September 14, 2016
7:30 P.M.
COUNCIL CHAMBERS, CITY HALL**

-
1. Call To Order
 2. Planning Commissioner Comment
 3. Planning Director Comment
 4. Pledge Of Allegiance
 5. Public Hearing Items
 - 5.I. SUP2016-05 1619 Sunken Road - Airbnb

Documents:

[SUP2016-05 -AIRBNB AT 1619 SUNKEN ROAD.PDF](#)

- 5.II. PA2016-01 Highlander Proffer Amendment

Documents:

[PA2016-01 HIGHLANDER PROFFER AMENDMENT.PDF](#)

6. General Public Comment Period
7. Other Business
8. Adjournment



MEMORANDUM

TO: Chairman Roy E. McAfee and Planning Commission Members
FROM: Mike Craig, Zoning Administrator
DATE: September 6, 2016 for the September 14 meeting
RE: SUP-2016-05, Denise Antil (homeowner) requests a Special Use Permit for a Bed and Breakfast at 1619 Sunken Road (GPIN 7779-66-9610), in the R4 Residential Zoning District.

ISSUE

Should the Planning Commission recommend approval of a Special Use Permit for a Bed and Breakfast at 1619 Sunken Road?

RECOMMENDATION

Recommend to the City Council approval of the Special Use Permit, subject to following conditions:

1. The bed and breakfast inn shall be operated in substantial conformance with the special use permit application, and with City Code §72-41.3(F).
2. A maximum of three bedrooms and five guests are permitted to be used at any one time.
3. The proposed use shall commence within 24 months of the date of this resolution.
4. The proposed use may continue so long as it is not discontinued for more than two years.
5. This special use permit shall expire three years after the date of adoption.

BACKGROUND

1619 Sunken Road is a single family home in College Terrace. The property is zoned R4 Residential. The parcel is bordered by single family homes to the east, north and south. The parcel is bordered by the University of Mary Washington to the west. The property is 13,128 square feet and fronts on Sunken Road. The property contains a two car detached garage and 26 foot wide by 45 foot long paved driveway off of Madison Street. There are seven on-street parking spaces adjacent to the property.

Denise Antil owns 1619 Sunken Road and has advertised her property on Airbnb as a three bedroom bed and breakfast for four years. She proposes a maximum of five guests at any time. She proposes that guests will park in the driveway and on Madison Street. There have been no complaints regarding the use of her property as a bed and breakfast over the last four years.

SPECIAL USE PERMIT ANALYSIS

Special use permits are evaluated according to the criteria contained in the UDO, Section 72-22.6, as follows:

(1) The proposed special use at a specified location shall be:

(a) In harmony with the adopted Comprehensive Plan;

The future land use map calls for this area to be low density residential. The property is within Land Use Planning Area 7. The one relevant opportunity listed on page 172 of the Comprehensive Plan is to “protect existing residential neighborhoods from existing and proposed commercial development, through transitional uses and design standards to minimize adverse impacts.”

(b) In harmony with the purpose and intent of the zoning district regulations;

The purpose of the R4 zoning district is “*to provide for single-family detached dwellings in both developed and undeveloped areas of the City at densities up to four units per acre. The district also allows selected uses which are compatible with the medium density residential character of the district...*” A Bed and Breakfast is a use compatible with the medium density.

§ 72-41.3F contains principal use standards for the operation of a Bed and Breakfast:

- (1) Operated in a principal building and not in any accessory building or structure.

The use will be within the existing house.

- (2) The front yard of an inn shall not be used for parking. If parking cannot be provided on the site, it must be provided within 500 feet of the site.

The site has an existing driveway that can accommodate three cars and adjacent on-street parking that can accommodate seven cars.

- (3) A maximum of five guest rooms shall be allowed, with not more than 10 occupants.

The facility is proposed to contain a maximum three bedrooms and five occupants.

- (4) The facility shall be managed by an individual who resides on the premises.

Ms. Antil is the homeowner and lives on-site.

- (5) For identification of the bed-and-breakfast inn, one wall sign of four square feet is permitted. Such sign shall not be directly illuminated, nor shall it contain the word “hotel” or “motel.” Such sign shall meet all zoning requirements.

No signs are proposed.

- (6) There shall be no more than one kitchen.

There is only one kitchen in the house and no interior renovations are proposed.

- (7) Receptions and other such functions, for compensation, shall require approval of a special use permit.

No receptions or other functions are planned at this point.

(c) In harmony with the existing uses or planned uses of neighboring properties.

1619 Sunken Road is within the College Terrace neighborhood. The house is adjacent to other single family homes and the University of Mary Washington.

In considering an application for a Special Use Permit, the Planning Commission and City Council shall consider potential adverse impacts including:

1. Traffic or parking congestion;

College Terrace is a predominantly residential area of the City. Adding a Bed and Breakfast will increase traffic on Sunken Road when the Bed and Breakfast has guests.

There is an existing driveway on-site at 1619 Sunken Road capable of accommodating three cars and there are seven on-street parking spaces adjacent to the parcel. The Applicant has proposed limiting the use to three bedrooms. Per § 72-53.1C(2), a three bedroom Bed and Breakfast requires 5 parking spaces.

2. Noise, lights, dust, odor, fumes, vibration, and other factors which adversely affect the natural environment;

The Bed and Breakfast use, by adding more people on-site, has created additional light and noise than a single family use. The increased activity has not generated any complaints from the neighbors.

3. Discouragement of economic development activities that may provide desirable employment or enlarge the tax base;

The use constitutes economic development.

4. Undue density of population or intensity of use in relation to the community facilities existing or available;

There are sufficient public utilities to serve the site.

5. Reduction in the availability of affordable housing in the neighborhood;

Not applicable, this Special Use application is for a use in an existing building.

6. Impact on school population and facilities;

Not applicable, this Special Use application is commercial in nature.

7. Destruction of or encroachment upon conservation or historic districts;

Not applicable, this Special Use application is not within the City's historic district.

8. Conformity with federal, state and local laws, as demonstrated and certified by the applicant; and

The applicant has, to our knowledge, conformed to all federal, state, and local laws.

9. Massing and scale of the project.

There are no exterior alterations proposed with this project.

CONCLUSION:

The proposed Bed and Breakfast is within a predominantly residential area of the City adjacent to the University. The Bed and Breakfast use generates some additional traffic and parking demand in the neighborhood. Also, adding people into the home causes light and noise, though there have been no complaints about Ms. Antil's use over the last four years she has been advertising on Air BnB.

The recommended conditions will offset these impacts by limiting the Bed and Breakfast to no more than three bedrooms and five occupants, requiring the Bed and Breakfast to operate under the use standards as currently written, and putting a three year sunset clause on the use. With these conditions, the application meets the criteria noted above.

ATTACHMENTS:

1. § 72-41.3F

2. Application and Supporting Materials
3. GIS Map



MOTION:

SECOND:

[draft]
Regular Meeting
Resolution No. 16-__

RE: GRANTING A SPECIAL USE PERMIT TO DENISE A. ANTIL FOR A BED AND BREAKFAST INN AT 1619 SUNKEN ROAD

ACTION: APPROVED; Ayes: 0; Nays: 0

WHEREAS Denise A. Antil has applied to the City Council for a special use permit to operate a bed and breakfast inn at 1619 Sunken Road, GPIN 7779-66-9610.

WHEREAS, the Council after notice and a public hearing, has considered the application in light of its conformity with the City's Comprehensive Plan, its harmony with the purposes and standards of the zoning district regulations, its compatibility with existing or planned uses of neighboring properties, and whether the proposed special use and related improvements will be designed, sited, landscaped and otherwise configured so that the use will not hinder or discourage the appropriate development or use of adjacent, neighboring or community land and structures, or impair their economic, social or environmental value;

NOW, THEREFORE, BE IT RESOLVED:

Based on these considerations, Council finds: (a) this request as submitted (or modified) conforms to the City's Comprehensive Plan, or to specific elements of that plan and to official policies adopted pursuant the plan, (b) this request is in harmony with the purpose and intent of the zoning district regulations, (c) this request will not have an undue adverse impact on the surrounding neighborhood, in terms of public health, safety or general welfare; and (d) this request is appropriately designed, sited, landscaped and otherwise configured.

This Council grants to Denise A. Antil a special use permit to operate a bed and breakfast inn at 1619 Sunken Road, GPIN 7779-66-9610, in accordance with her application for a special use permit dated July 11, 2016, subject to the following conditions:

1. The bed and breakfast inn shall be operated in substantial conformance with the special use permit application, and with City Code §72-41.3(F).
2. A maximum of three bedrooms and five guests are permitted to be used at any one time.
3. The proposed use shall commence within 24 months of the date of this resolution.
4. The proposed use may continue so long as it is not discontinued for more than two years.

5. This special use permit shall expire three years after the date of adoption.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Resolution No. 16- duly adopted at a meeting of the City Council meeting held Date, 2016 at which a quorum was present and voted.

Tonya B. Lacey, CMC
Clerk of Council

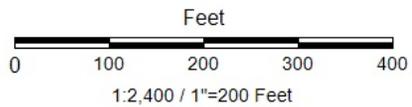
Unified Development Ordinance § 72-43.1(F)

F. Bed-and-breakfast inn. Bed-and-breakfast inns shall comply with the following standards:

- (1) Operated in a principal building and not in any accessory building or structure.
- (2) The front yard of an inn shall not be used for parking. If parking cannot be provided on the site, it must be provided within 500 feet of the site.
- (3) A maximum of five guest rooms shall be allowed, with not more than 10 occupants.
- (4) The facility shall be managed by an individual who resides on the premises.
- (5) For identification of the bed-and-breakfast inn, one wall sign of four square feet is permitted. Such sign shall not be directly illuminated, nor shall it contain the word "hotel" or "motel." Such sign shall meet all zoning requirements.
- (6) There shall be no more than one kitchen.
- (7) Receptions and other such functions, for compensation, shall require approval of a special use permit.

Legend

-  City Boundary
-  Parcels
-  R2 - RESIDENTIAL
-  R4 - RESIDENTIAL
-  R8 - RESIDENTIAL
-  R12 - RESIDENTIAL
-  R16 - RESIDENTIAL



Title:

Date: 9/8/2016

DISCLAIMER: All information depicted on this map shall be treated as confidential information and shall only be used for the sole purpose for which it was provided. Any other use of this map, or the information included thereon, is strictly prohibited. The data shown on this map is for information purposes only and shall not be relied upon for the specific location of map features. The City of Fredericksburg makes no representation or warranty as to the accuracy of the map, or the information shown thereon. This map may not be copied or otherwise made available to any other party in paper or electronic format without written consent from the City of Fredericksburg.

received
7-11-2016



Application #SUP: 8016-05
Date: 7-11-16
Fee/Check#: _____

APPLICATION SPECIAL USE PERMIT

APPLICANT NAME: Denise A. Antil

MAILING ADDRESS: 1619 Sunken Road, Fredericksburg, Va 22401

TELEPHONE: 540-903-2480 E-MAIL: deeantil@cox.net

THE UNDERSIGNED HEREBY APPLIES FOR A SPECIAL USE FOR: _____

having occasional Airbnb guests stay overnight (1-2 maximum per bedroom)

THE SUBJECT PROPERTY IS DESCRIBED AS FOLLOWS:

Property Location 1619 Sunken Rd. Fredericksburg, VA 22401

Property Owned By Denise A. Antil

Owner's Mailing Address 1619 Sunken Road Fredericksburg, Va 22401

Proposed Use of Property (be specific) Be present in my home with occasional Airbnb guests staying in spare room.

They would park in rear off street driveway, use rear entrance.

HOURS OF OPERATION 3pm check in, 11am check out, NUMBER OF EMPLOYEES 0

Anticipated Number of Patrons or Clients 0-4/week

Description of the development's impact on neighboring and adjacent properties (please submit a complete and accurate description on a separate sheet of paper):

1. Compliance with Comprehensive Plan:
2. In harmony with the purpose and intent of the zoning district regulations:
3. In harmony with the existing uses or planned use of the neighboring properties:
4. Traffic Impact:

**Special Use Permit Request
(Application Continued)**

I do hereby make oath or affirmation that to the best of my knowledge, the foregoing information contained in this application is true.

Signature of Applicant _____
Date

PRINT NAME OF APPLICANT _____

The above oath or affirmation was signed before me and witnessed by me this _____ day of _____, _____ in the County / City of _____ in the state of Virginia.

Notary Signature _____

Notary Registration # _____ Commission Expires _____

Signature of Owner _____
Date

PRINT NAME OF OWNER _____

The above oath or affirmation was signed before me and witnessed by me this _____ day of _____, _____ in the County / City of _____ in the state of Virginia.

Notary Signature _____

Notary Registration # _____ Commission expires _____

received
7-11-16



Application #SE: _____
Date: _____
Fee/Check#: _____

**APPLICATION
SPECIAL EXCEPTION**

use
Wrens
APP

APPLICANT NAME: Denise A. Antil
MAILING ADDRESS: 1619 Sunken Road
TELEPHONE: (540) 903-2480 E-MAIL: deeantil@cox.net

THE UNDERSIGNED HEREBY APPLIES FOR AN EXCEPTION FOR: _____
occasional Airbnb guests to stay overnight
(1-2 maximum) in spare bedrooms.
in a room

THE SUBJECT PROPERTY IS DESCRIBED AS FOLLOWS:

Property Location 1619 Sunken Rd.
Property Owned By Denise A. Antil
Owner's Mailing Address 1619 Sunken Rd. Fredericksburg, Va 22401
Proposed Use of Property *(be specific)* guests could book overnight
stay in spare bedroom and bath

HOURS OF OPERATION 3pm check in; -
11am check out NUMBER OF EMPLOYEES 0

Anticipated Number of Patrons or Clients 0-4/week

Description of the development's impact on neighboring and adjacent properties, please be specific (attach additional sheet if necessary): None. Off street parking available for 4 cars in my driveway; 2 car garage as well. Rear entrances available
Criteria for a Special Exception: **Use Separate Sheets for Explanations and be Specific and Thorough.**

PUBLIC NOTIFICATION REQUIREMENTS

Written Notice: Written notice of an application initiated by a property owner or contract purchaser shall be provided to adjacent property owners by certified return receipt mail by the applicant at least five calendar days prior to the public hearing (not counting the date of the hearing) and not more than 15 days prior to the hearing. Applicants may use the notice form supplied with the application forms. In the event the application is deferred indefinitely, notification shall be given when the application is rescheduled.

Evidence of the receipt of such notice shall be provided to the Zoning Administrator prior to the public hearing. In the case of a condominium or a cooperative, the written notice may be mailed to the unit owners' association or proprietary lessees' association, respectively, in lieu of each individual unit owner.

The following notice documents must be submitted to the office of the Zoning Administrator at least 5 days prior to the public hearing:

1. a copy of the notice letter sent
2. a list of the names and addresses of those persons to whom notice was sent
3. a copy of the post office receipts for the certified or return receipt mail
4. "Certification of Notice" form found at the back of this application

Posted Notice: The applicant shall post a sign provided by the Zoning Administrator on each parcel of land involved in an application for zoning map amendment (when 25 or fewer parcels are affected), Posted notice shall be erected at least five days before the Planning Commission public hearing and before the City Council public hearing.

Failure to send accurate or correct notices will result in deferral of the application to a later hearing date. Property ownership information is to be obtained from the City Real Estate Office, Room 107, City Hall, 715 Princess Anne Street or online at FredericksburgVA.gov

APPLICANT to mail this notice by certified return receipt mail to adjoining and abutting property owners between 15 and 5 days prior to the scheduled hearing.

Dear Property Owner:

You are hereby notified of the following public hearing to be held by the City of Fredericksburg Planning Commission on the issues described below.

PUBLIC MEETING DATE: _____

**AT
7:30 PM, CITY HALL
715 PRINCESS ANNE STREET
COUNCIL CHAMBERS (LOWER LEVEL)
FREDERICKSBURG, VA 22401**

ISSUE

DESCRIPTION: _____

**PROPERTY
ADDRESS:** _____

GPIN NUMBER: _____

As a citizen and party of interest, you are invited to attend the meeting and express your views concerning the above issue. If you have questions regarding the request, you can reach me at

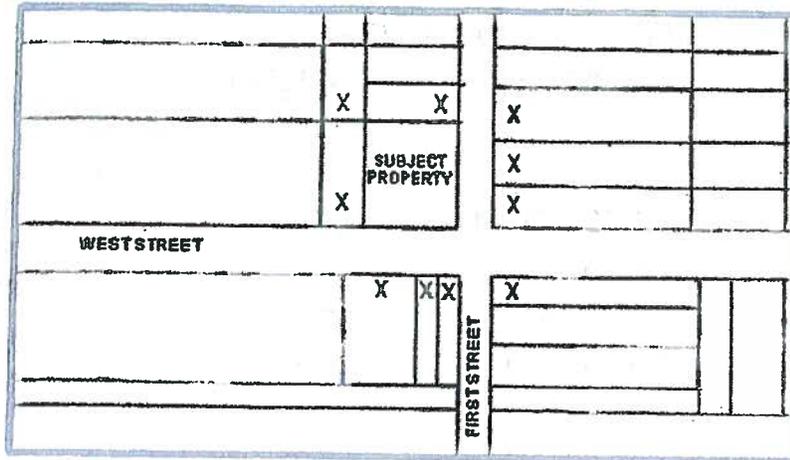
Sincerely,

Applicant signature

Applicant printed name

EXAMPLE DIAGRAM OF ADJOINING PROPERTY OWNERS

X = Property owners to be notified



PROPERTY OWNERS LIST

1619 Sunken Rd. Fredericksburg 7779-66-9610
 Va 22401 GPIN #

Adjoining property owner names and addresses can be obtained by visiting the City website at www.fredericksburgva.gov and following the link to GIS, or by visiting the Office of Real Estate at City Hall, 715 Princess Anne Street, Room 107.

Adjoining Property Owner's Name and Mailing Address

| | | |
|-------------------------|---|--------------------|
| Property Address | 1617 Sunken Road, Fred. | 7779-66- 9533 |
| Owner Name | Susan ^R + Donald ^L Carnohan | GPIN NUMBER |
| Mailing Address | 1617 Sunken Rd. | |
| City, State, Zip | Fredericksburg, VA 22401 | |

| | | |
|-------------------------|--------------------------|--------------------|
| Property Address | 1618 Franklin St. | 7779-76- 0656 |
| Owner Name | Virginia + Richard Lewis | GPIN NUMBER |
| Mailing Address | 1618 Franklin St. | |
| City, State, Zip | Fredericksburg, VA 22401 | |

| | | |
|-------------------------|--------------------------|--------------------|
| Property Address | 1701 Sunken Rd. | 7779-66- 8721 |
| Owner Name | Mary Carter Frackelton | GPIN NUMBER |
| Mailing Address | 1701 Sunken Rd. | |
| City, State, Zip | Fredericksburg, VA 22401 | |

| | | |
|-------------------------|--------------------------|--------------------|
| Property Address | 917 Madison St. | 7779-66- 9778 |
| Owner Name | Sadie Snellings | GPIN NUMBER |
| Mailing Address | 917 Madison St. | |
| City, State, Zip | Fredericksburg, VA 22401 | |

Does not actually touch property line, but included in case.

| | | |
|-------------------------|--------------------------|--------------------|
| Property Address | 1616 Franklin St. | 7779-76- 0589 |
| Owner Name | Paul and Julie Kay | GPIN NUMBER |
| Mailing Address | 1616 Franklin St. | |
| City, State, Zip | Fredericksburg, VA 22401 | |

| | | |
|-------------------------|-------------------------------|--------------------|
| Property Address | 1301 College Ave. | 7779-65- 8302 |
| Owner Name | University of Mary Washington | GPIN NUMBER |
| Mailing Address | 1301 College Ave. | |
| City, State, Zip | Fredericksburg, VA 22401 | |

| | | |
|-------------------------|--|--------------------|
| Property Address | | |
| Owner Name | | GPIN NUMBER |
| Mailing Address | | |
| City, State, Zip | | |

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| Property Address | | |
| Owner Name | | GPIN NUMBER |
| Mailing Address | | |
| City, State, Zip | | |

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| Property Address | | |
| Owner Name | | GPIN NUMBER |
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|-------------------------|--|--------------------|
| Property Address | | |
| Owner Name | | GPIN NUMBER |
| Mailing Address | | |
| City, State, Zip | | |

ATTACH ADDITIONAL SHEETS IF NECESSARY

**NOTE: Applicant to return all notice documents at least five days or prior to the public hearing to:
Office of the Zoning Administrator, 715 Princess Anne Street, Fredericksburg, VA 22401**



Rezoning # _____
Special Use/Exception # _____

CERTIFICATION OF NOTICE

**TO: Zoning Administrator
715 Princess Anne Street
Fredericksburg, VA 22401**

At least five days or prior to the public hearing, the applicant shall supply the Zoning Administrator with the following notice documents:

- 1. A copy of the notice sent**
- 2. A list of the names of those persons to whom notice has been given**
- 3. Copies of the post office receipts for certified or registered mail.**
- 4. A certification statement that notice has been sent by certified or registered mail to those to whom notice is required to be given.**

The applicant shall use the records and maps maintained in the City's office of real estate or GIS to determine the proper recipients of notice and reliance upon such records shall constitute compliance with the requirements of the UDO.

The undersigned hereby certifies that the notice to adjoining property owners (copy attached), as required, was sent to the attached list of property owners concerning the following issue on (DATE) _____.

PROPERTY

ADDRESS: _____

ISSUE _____

DESCRIPTION: _____

Applicant Signature

Applicant Printed Name

Telephone Number

Date

NOTE: Applicant to return all notice documents at least five days or prior to the public hearing to: Office of the Zoning Administrator, 715 Princess Anne Street, Fredericksburg, VA 22401

PUBLIC NOTIFICATION REQUIREMENTS

Written Notice: Written notice of an application initiated by a property owner or contract purchaser shall be provided to adjacent property owners by certified return receipt mail by the applicant at least five calendar days prior to the public hearing (not counting the date of the hearing) and not more than 15 days prior to the hearing. Applicants may use the notice form supplied with the application forms. In the event the application is deferred indefinitely, notification shall be given when the application is rescheduled.

Evidence of the receipt of such notice shall be provided to the Zoning Administrator prior to the public hearing. In the case of a condominium or a cooperative, the written notice may be mailed to the unit owners' association or proprietary lessees' association, respectively, in lieu of each individual unit owner.

The following notice documents must be submitted to the office of the Zoning Administrator at least 5 days prior to the public hearing:

1. a copy of the notice letter sent
2. a list of the names and addresses of those persons to whom notice was sent
3. a copy of the post office receipts for the certified or return receipt mail
4. "Certification of Notice" form found at the back of this application

Posted Notice: The applicant shall post a sign provided by the Zoning Administrator on each parcel of land involved in an application for zoning map amendment (when 25 or fewer parcels are affected), Posted notice shall be erected at least five days before the Planning Commission public hearing and before the City Council public hearing.

Failure to send accurate or correct notices will result in deferral of the application to a later hearing date. Property ownership information is to be obtained from the City Real Estate Office, Room 107, City Hall, 715 Princess Anne Street or online at Fredericksburgva.gov

APPLICANT to mail this notice by certified return receipt mail to adjoining and abutting property owners between 15 and 5 days prior to the scheduled hearing.

Dear Property Owner:

You are hereby notified of the following public hearing to be held by the City of Fredericksburg Planning Commission on the issues described below.

PUBLIC MEETING DATE: _____

**AT
7:30 PM, CITY HALL
715 PRINCESS ANNE STREET
COUNCIL CHAMBERS (LOWER LEVEL)
FREDERICKSBURG, VA 22401**

**ISSUE
DESCRIPTION:** _____

**PROPERTY
ADDRESS:** 1619 Sunken Road, Fredericksburg, VA 22401
GPIN NUMBER: 7779-66-9610

As a citizen and party of interest, you are invited to attend the meeting and express your views concerning the above issue. If you have questions regarding the request, you can reach me at (540) 903-2480

Sincerely,

Denise A. Antil
Applicant signature

Denise A. Antil
Applicant printed name

SIGN POSTING PROCEDURES

Instructions

It is the applicant's responsibility to ensure that the sign(s) remain on the project site for the required time and are maintained in good/legible condition until after the public hearing date.

Site Posting Procedure

Sign(s) shall be posted at least five (5) business days before the public hearing/meeting. The applicant shall complete a notarized affidavit stating the sign(s) shall be posted in accordance with these procedures. Within three (3) days of posting the sign the applicant shall provide a photograph of the posted sign to the Community Planning and Building Department. Failure to submit a notarized affidavit and/or photograph of the posted sign may result in the removal of the application from the scheduled meeting agenda.

Information required on the sign(s) shall be completed by a member of the planning staff and provided to the applicant for posting. Signs shall be removed within three (3) days of the public hearing/meeting. Sign(s) should not be returned to the Community Planning & Building Department.

A minimum of one sign shall be placed along any adjacent arterial street. Signs should be posted every 600 feet when a street frontage adjacent to a project exceeds that distance. Sign(s) shall be placed parallel to the roadway.

Sign(s) shall be placed on the property in the most visible location available in such a manner that landscaping or other obstructions do not impair the visibility of the sign(s) from the street. The sign(s) shall not be placed on the public street right-of-way. The sign(s) should not be placed more than 10 feet behind the property line adjacent to the street.

The Community Planning and Building Department may vary any of the above guidelines where there are special circumstances in order to ensure that the sign(s) will be visible to the general public.

The undersigned acknowledges that he/she has read this procedure and understands how and where to post the required sign(s).

Applicant Signature

Date



Rezoning # _____
Special Use/Exception# _____

SIGN POSTING AFFIDAVIT

_____, being duly sworn, deposes and says as follows:
(Name of Affiant)

On the _____ day of _____, 20____, public hearing/notice sign(s), as supplied by the Office of the Zoning Administrator, Community Planning and Building Department shall be posted in accordance with City sign posting procedures as stated on the reverse of this affidavit, on the property that is the subject of this application. The sign(s) shall be maintained in good condition on said property until after the public hearing/meeting.

Signature of Affiant

Date

____ Planning Commission meeting

____ City Council meeting

**Commonwealth of Virginia
City of Fredericksburg**

I, _____, a Notary Public in and for the State and City aforesaid, do hereby certify that _____ appeared before me and acknowledged the same.

Subscribed and sworn before me this _____ day of _____, 20____.

Notary Signature _____

Notary Registration # _____

Commission expires _____

received
7/28/2016

July 28, 2016

Dear Mr. Craig,

Thank you for your time and assistance regarding my application for a special use permit. Here is the supplemental information and documentation to complete my application for Airbnb guests to stay in my home located at 1619 Sunken Road in downtown, section 7 area of the city.

No member of City Council or the Planning Commission (or their families) have a financial interest in my property or the outcome of this decision.

Included please find a plat of my property.

Attached please find an aerial view of the property as well as a close up of the property. As you can see, it is on the corner of Sunken Road and Madison Street. Please note the structure at the rear of the property is a 2 car detached garage with a driveway sufficient to park 4-6 cars if needed. There is a path leading from the parking area/garage to two rear entrances. There is also a side porch and entrance on Madison Street. In keeping with use standards, parking will not be permitted on Sunken Road.

I have no plans to change structure or parking but will only enhance outdoor green space with gardens. The continued use of my home for Airbnb guests will have no impact on water, sewage, streets or public education. I have hosted guests for four years now without disruption of the neighborhood nor have I had a single complaint. My three sons, now grown, had more of an impact on the activity and peacefulness of the site than the occasional Airbnb guest!

Three bedrooms are available for guests but rarely do I have more than one booking at a time (with 1-2 people). The exception is the Marine Corps Historic Half when I have had as many as 3-5 runners in the 3 bedrooms for one night. The maximum number of guests in a night is 5. Annually I have approximately 60-70 bookings.

Airbnb use will not negatively impact the neighborhood or the city's Comprehensive Plan in regard to the plan's principles—function, order, identity and appeal. If anything, hosting guests improves the appeal as the home is meticulously maintained for such visitors. Also, in keeping with the Comprehensive Plan, parking will be controlled and managed by utilizing the driveway and rear entrances for guests.

This request is consistent with the principles of zoning and use of standards for section 7. While maintaining the integrity of the neighborhood, guests will contribute to the local economy through tourism, restaurant patronage, and downtown shopping.

I will continue to comply with the use standards 72-41.3 for bed and breakfasts. The guests will be housed only in the principle building, I will continue to reside on the premises, no parking will occur on the frontage street (Sunken Road), I will continue to make available less than 5 rooms and 10 people at one time, I have just one kitchen with no plans to change that, no signs will be displayed and I will not hold any receptions at my home.

Thank you for your time and consideration.

Sincerely,

Denise A. Antil

1619 Sunken Road

Fredericksburg, VA 22401

(540) 903-2480

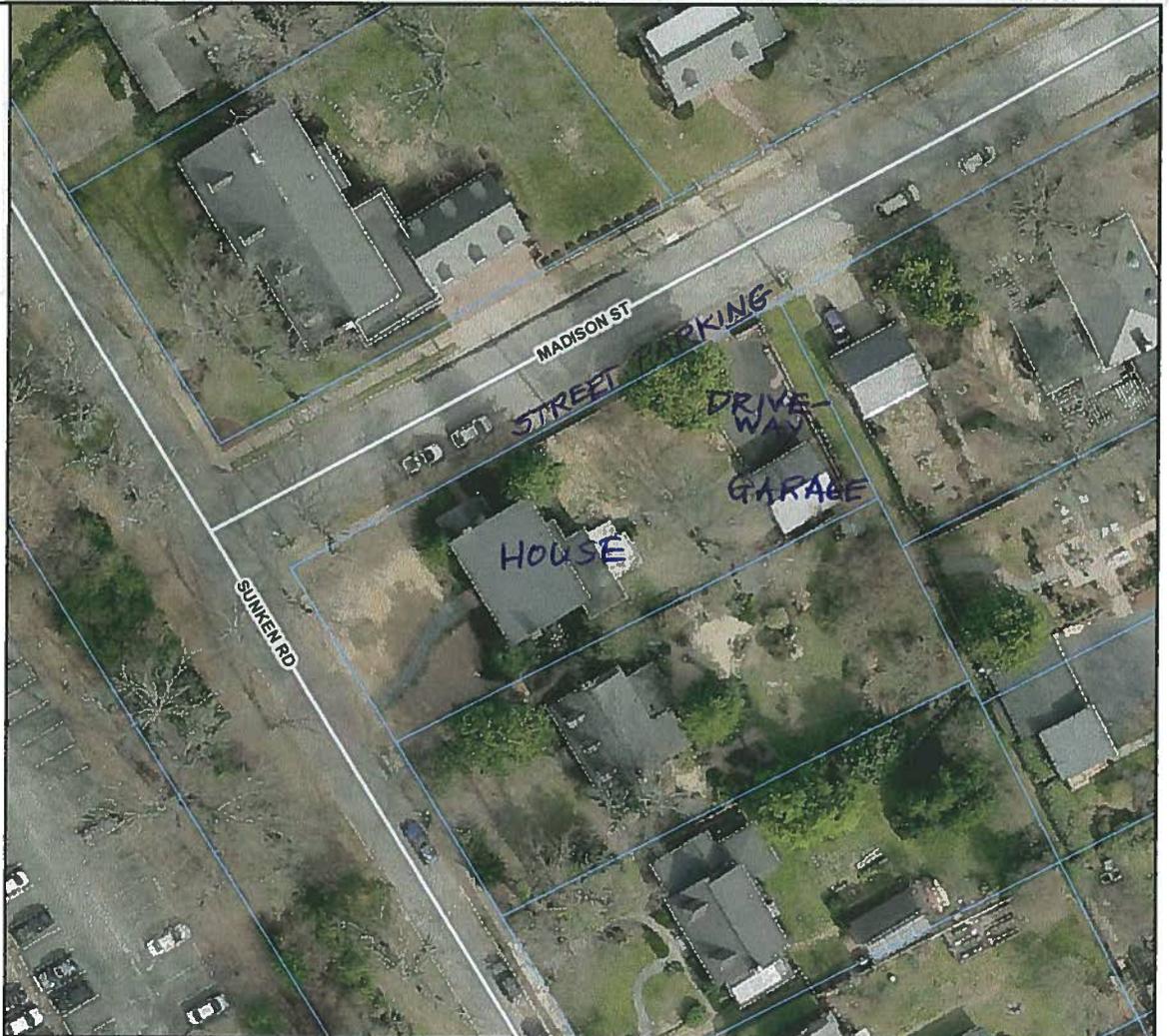
Legend

- City Boundary
- WVS_Centerlines Back (12,000)
- Interstate
- US Highway
- VA Primary
- Others
- WVS_Centerlines Back (12,000)
- Interstate
- US Highway
- VA Primary
- Others
- Parcels



Legend

- City Boundary
- WVS_Centerlines Back (12,000)
- Interstate
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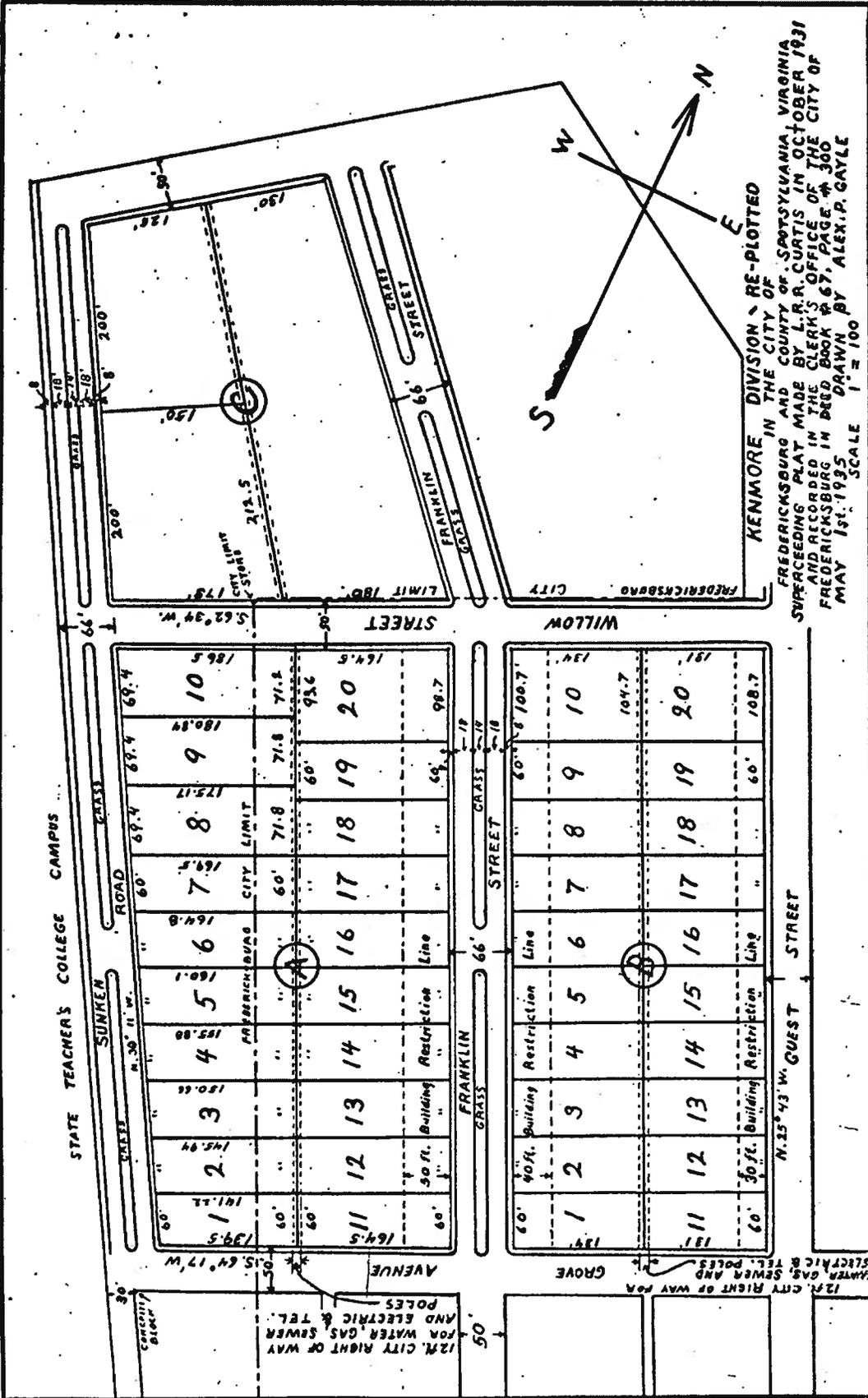
Feet

0 10 20 30 40
1:600 / 1"=50 Feet

Title:

Date: 7/28/2016

DISCLAIMER: All information depicted on this map shall be treated as confidential information and shall only be used for the sole purpose for which it was provided. Any other use of this map, or the information included thereon, is strictly prohibited. The data shown on this map is for information purposes only and shall not be relied upon for the specific location of map features. The City of Fredericksburg makes no representation or warranty as to the accuracy of the map, or the information shown thereon. This map may not be copied or otherwise made available to any other party in paper or electronic format without written consent from the City of Fredericksburg.



KENMORE DIVISION - RE-PLOTTED
 IN THE CITY OF
 FREDERICKSBURG AND COUNTY OF SPOTSYLVANIA, VIRGINIA
 SUPERSEDED PLAT MADE BY L.R.R. CURTIS IN OCTOBER 1931
 AND RECORDED IN THE CLERK'S OFFICE OF THE CITY OF
 FREDERICKSBURG IN DEED BOOK # 67, PAGE # 300
 MAY 1st 1925 DRAWN BY ALEX. P. GAYLE
 SCALE 1" = 100'

STATE TEACHERS COLLEGE CAMPUS

SUNKEN ROAD

FRANKLIN STREET

FRANKLIN STREET

WILLOW STREET

GUEST STREET

12' N. CITY RIGHT OF WAY FOR WATER, GAS, SEWER AND ELECTRIC & TEL. POLES

30' CONC. BLOCK

12' N. CITY RIGHT OF WAY FOR WATER, GAS, SEWER AND ELECTRIC & TEL. POLES

12' N. CITY RIGHT OF WAY FOR WATER, GAS, SEWER AND ELECTRIC & TEL. POLES



MEMORANDUM

TO: Roy E. McAfee, Chair of the Planning Commission
FROM: Mike Craig, Zoning Administrator
DATE: September 6, 2016 for the September 14 meeting
SUBJECT: PA2016-01 – Carl Braun D.B.A. the Highlander Companies (Contract Purchaser) requests a proffer amendment on GPIN 7779-90-4958 and GPIN 7779-90-4614 (the “Property” totaling 12.44 acres) from Commercial Downtown (CD) with conditions limiting development to a fitness center and office park to CD with conditions limiting development to 110 townhomes.

RECOMMENDATION

Recommend denial of this proffer amendment to the City Council.

CODE OF VIRGINIA

In considering a proffer amendment the Planning Commission and City Council should consider Virginia Code § 15.2-2284 which states:

“Zoning ordinances and districts shall be drawn and applied with reasonable consideration for the existing use and character of property, the comprehensive plan, the suitability of property for various uses, the trends of growth or change, the current and future requirements of the community as to land for various purposes as determined by population and economic studies and other studies, the transportation requirements of the community, the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services, the conservation of natural resources, the preservation of flood plains, the protection of life and property from impounding structure failures, the preservation of agricultural and forestal land, the conservation of properties and their values and the encouragement of the most appropriate use of land throughout the locality.”

These criteria are the general criteria on which a land use decision should be based.

EXISTING USE AND CHARACTER OF THE PROPERTY

The Property is 12.44 acres located between Kenny’s Auto Brokers and the Employment Resources Incorporated School to the north, the 10 acre Cobblestone passive park to the east, Hazel Run and the Allied Waste asphalt plant / recycling center to the south, and the Blue and Gray Parkway to the west. The Site is also across Lafayette Boulevard from Marye’s Heights, which is part of the Fredericksburg and Spotsylvania National Military Park.

The Property has two vacant industrial structures built in the 1970s. The Property was rezoned in 2003 to CD with conditions. Specifically, the conditions required the development of a 78,000 square foot fitness center and 24,000 square foot office complex with associated outdoor recreational areas.

Lafayette Boulevard is the primary public road serving the project. Access to the project from Lafayette Boulevard is provided from:

- Young Street – an existing two lane local street that intersects with Lafayette Boulevard along a substantial curve.
- Willis Street – a two lane local public street with on-street parking. The Highlander Fitness Center and Office project was approved for this property under the assumption that a stop light would be installed at the intersection of Willis and Lafayette in accordance with the Cobblestone Development. Since the rezoning in 2003, Public Works has found that the intersection is too physically constrained to be able to install a traffic signal.

Cobblestone Boulevard – a two lane private street that serves the Cobblestone apartment project running east of the site.

The Virginia Central Railway Trail runs along the northern boundary of the site and would have to be relocated to accommodate the project as designed.

Public water and sewer are available on the site.

On-site topography varies. A steep grade associated with the historic Virginia Central Railway is on the west of the site and there are slopes toward the east of the property adjacent to Hazel Run. The site contains a 100 foot Chesapeake Bay Act Resource Protection Area adjacent to Hazel Run; however, the southern end of the property was an industrial site during the twentieth century and as such was designated as an Intensely Developed Area under the Chesapeake Bay Ordinance adopted by the City in 2004. 6.97 acres of the site is currently within the 100 year floodplain.

Geotechnical exploration of the on-site soils determined that there is substantial fill on the property that has accumulated over the last century. Debris within the fill includes saw dust, metal, tires, wood, concrete rubble, bricks, asphalt, trash, and other miscellaneous items. The Applicant estimates that 63,000 cubic yards of material must be removed from the site in order for the soils to be buildable.

The 2003 zoning of the property required the landowner to construct the portion of the VCR trail that crossed the site. However, the landowner did not comply with this proffer. In 2012, in response to the City's lawsuit to enjoin compliance, the landowner granted the City a perpetual open space easement for public construction and maintenance of the VCR trail. The landowner reserved the right to relocate the trail at its expense, provided that:

- 1) the City approves the relocation for conformance with all applicable design, continuity, engineering, accessibility, and construction standards then in effect;
- 2) the relocated trail conforms with environmental regulations; and
- 3) the landowner performs any off-site work at its expense as necessary to tie-in the trail at both ends.

PROPOSED ZONING MAP AMENDMENT

1. Proposed use:

The 2003 proffers governing development on the 12.44 acre Property are proposed to be amended to permit 110 townhouses. Calculating the density based on the physiographic features present on-site today in accordance with § 72-51.1 the upland portion of the site free of steep slopes is limited to 12 units per acre (which would yield 60 units), and the portion of the site within the floodplain or in steep slopes is limited to 6 units per acre (which would yield 45 units) for a total yield of 105 units. The Applicant has proffered that the developer will complete a revision of the 100 year flood

plain (as described in the Environmental Changes section of this report) prior to the issuance of the 106th building permit for the site. The proposed revision to the floodplain line would permit a density of 12 units per acre on the upland portion of the site (which would yield 91 units), and 6 units per acre on the floodplain portion of the site (which would yield 29 units) for a total yield of 120 units.

As proposed, the townhomes conform to the standards in Article 3 (generally, bulk regulations, setbacks, open space and other dimensional standards) and Article 4 (the use table and the use standards. However, as discussed below the application does not meet the requirements in Article 5 (generally, access, parking, utilities, landscaping, etc.).

2. Transportation:

According to the Applicant's traffic study, the development will produce 700 vehicles per day including 56 vehicles during the a.m. peak and 65 vehicles during the p.m. peak hour. The traffic study states that the development would generate 78% fewer vehicles per day than what is permitted by the current zoning. The Applicant produced a traffic analysis, which showed that Young Street and Willis Street were sufficient to handle the traffic from the proposed development if the left turns out of Young Street onto Lafayette Boulevard are eliminated. The improvement is shown on the GDP and referenced in the proffers.

The GDP shows motor vehicle access via Young Street and Willis Street. A new access way connects the two, varying in width from 24 to 34 feet. The proposed access way is proposed to be an extension to the existing Cobblestone Boulevard private street.

§72-52.1.A(5) and (7) require that the street connection between, Willis and Young extending Cobblestone Boulevard be a public street. The proposed access way does not meet the standards for a public street established in § 72-52.1.A(1), which requires public streets to meet the specifications in the VDOT Road Design Manual. Specifically, the access way does not meet the standards in Appendix F Section 4 – Entrance Design. The Director of Public Works may modify the public street standards; however, in this instance the design of the project creates parking issues and conflicts between pedestrians and automobiles that are exacerbated by the elimination of throat lengths from the entrances.

Regardless of the public street standards, Public Works has stated that as proposed, such a public road should not be a public maintenance responsibility because the proposed development will create parking and access problems that have been experienced in similar townhome developments in the City. This street/driveway design proved to be problematic in the Preserve at Smith Run, where it led to conflicts between parked vehicles and pedestrians which forced the pedestrians into the street.

§ 72-52.2.A requires that private streets also meet public street standards in § 72-52.1.A(1). As discussed, the proposal does not meet these standards. The Applicant has proposed to use an access easement to connect Young and Willis to the alleys serving the individual homes instead of building streets. Turnarounds areas are also required where Young and Willis Streets intersect with the access easement but have not been shown on the plan.

3. Public Facilities:

The proposed development will generate 51 students attending the Fredericksburg school system over what is permitted by-right today. The Applicant has proffered a cash payment of \$100,000 (\$909 per unit) to offset the impacts of new students on the Fredericksburg school system.

The proposed development is within the service boundary of Fire Station 1. The development will add incremental demand on the City's existing Fire and Public Safety services. This proposal does not offset the impact of the new demand on Fredericksburg's Fire and Public Safety services.

The GDP shows an "active recreation area" and a "passive recreation area" in the floodplain, but without further detail.

The proposal is adjacent to a City owned 10 acre passive park. The passive park is entirely within the 100 year floodplain and has significant wetlands. The applicant proposes to pay the City a cash proffer of \$25,000 for improvements to the 10 acre public parcel. Parks and Rec stated that the park already has a trail and that the City has no plans to further improve the park because it is environmentally sensitive.

The applicant also proposes to relocate the VCR trail from the middle of GPIN 7779-90-4958 to the northern property line of that parcel in a manner that removes the historic railway grade on the site.

The recreational elements of this proposal are problematic. The Pathways Steering Committee has stated that the trail's realignment will degrade the facility, and Parks and Recreation does not see value in spending money on the environmentally sensitive 10 acres in the Cobblestone Park adjacent to this property. The areas denoted "Passive Recreation Area" and "Active Recreation Area," are undefined and are inaccessible from the majority of the development and are within the area where the City will require replanting of the RPA in accordance with §72-34.5.I(2)(e). The proposal contains limited usable open space, parks, or recreational areas or facilities for 110 families and their children.

4. Proposed Environmental Changes:

The project is located within a Chesapeake Bay Resource Management Area and encroaches into a Resource Protection Area. However, the area in which the project is located was designated an Intensely Developed Area in 2004 by the City Council because of the property's history of industrial uses in the southern end of the development. The amount of encroachment into the RPA shown on the fitness center and office park GDP currently approved for the site is similar to what is proposed with the townhome development.

The GDP does not show the full replanting of the RPA buffer area, i.e. all the way to Hazel Run. This will be required by the City in accordance with § 72-34.5.I(2)(e) and must be shown accurately on the GDP. The replanting will be required in the area labeled "Active Recreation Area" on the GDP.

Over the last ten years, the Applicant has worked with the Federal Emergency Management Agency (FEMA) on revising the 100 year floodplain line in order to reduce the amount of on-site area to

4.27 acres in the floodplain. The Applicant completed a conceptual grading plan and Floodplain Study that showed that raising 2.5 acres of the site out of the 100 year flood level would not raise the flood level anywhere else in the City. Based on the conceptual plan and study, the Applicant received a Conditional Letter of Map Revision from the Federal Emergency Management Agency stating that the agency would revise the Flood Insurance Rate Map for the Property if the Applicant met certain conditions including: having the City sign off on a Community Acknowledgement Form, re-grading the site to as conceptualized, and submitting a survey of the new land mass to show that it was in fact out of the floodplain. Former City Manager Phillip Rodenberg signed the Community Acknowledgement Form on behalf of the City in 2008. The Applicant is proposing to complete the grading work with its proposed project. To date no work has started.

As part of the floodplain grading work, the Applicant proposes to remove and replace the 63,000 cubic yards of unbuildable fill on the site.

The GDP narrative for Storm Water Management is vague. There are no locations depicted for the facilities necessary to satisfy the VSMP regulation requirements. The application does not contain sufficient information to show that water quality treatment (75% reduction required on site) will be satisfied with the current layout.

5. Architectural Proffers:

The Applicant proposes that the front elevations of the townhomes will have hardiplank-style siding. The Applicant also proposes that highly visible side and rear elevations will have hardiplank-style siding; However, the Applicant has not shown which side and rear elevations in the development are “highly visible.”

COMPLIANCE WITH THE COMPREHENSIVE PLAN

1. Land Use:

The Future Land Use Map (FLUM) in the 2015 Comprehensive Plan shows the Property as Commercial-Downtown, which encourages a variety of interrelated uses and reads in part, “this designation promotes continued harmonious development and redevelopment, with an emphasis on maintaining pedestrian circulation, the integrity of the street grid, and continuity with the historic character of the community” (pg. 116).

The “opportunities” listed under Land Use Planning Area 7 (pg. 156) include:

- Support redevelopment that respects historic structures, but without dictating architectural style or limiting creativity.
- Continue revitalization of the key corridors of Princess Anne Street, Kenmore Avenue, William Street, and Lafayette Boulevard. Promote residential and mixed-use development.
- Evaluate the area between Lafayette Boulevard and Hazel Run, adjacent to the National Park, for possible preservation or appropriate redevelopment.
- Respect battlefield lines-of-sight.
- Protect established residential neighborhoods from existing and proposed commercial development, through transitional uses and design standards that minimize adverse impacts.

Similarly, Land Use Planning Area 7 contains several guiding principles for downtown redevelopment including (pg. 162):

- Protect the character and historic integrity of downtown Fredericksburg.
- Enhance the downtown area as the region's urban hub with center-city amenities that serve the greater regional community.
- Attract investors, residents and visitors to the downtown area through attention to mixed-uses and flexible parking requirements.
- Replace the current variety of zoning districts along commercial and industrial corridors with a more suitable planned development-mixed use zoning.

The proposed development is in Sub Planning Area 7D, which was part of the battleground in the December 1862 and May 1863 battles of Fredericksburg. Sub Planning Area 7D states that there is a variety of zoning districts along Lafayette Boulevard that should be reconsidered for a more flexible Planned Development-Mixed Use zoning (pg. 160).

Highlander Park is proposed in proximity to two "preservation areas," the Fredericksburg and Spotsylvania National Military Park and the Cobblestone / Hazel Run Nature Area (pg. 160). The development is proposed in proximity to two "historic resources," the Fredericksburg and Spotsylvania National Military Park and the Virginia Central Railway (pg. 161). The proposed development includes the realignment of the Virginia Central Railway Trail and the re-grading of a historic portion of the Virginia Central Railway bed. The proposed project is between Lafayette Boulevard and Hazel Run where the Comprehensive Plan says to evaluate the land for possible preservation or appropriate redevelopment.

2. *Promoting and Sustaining a Liveable Community:*

a. Transportation:

The Transportation Chapter emphasizes a coordinated hierarchy of streets and a multi-modal transportation network including networks of sidewalks, trails, and bicycle facilities (pg. 27). The Comprehensive Plan emphasizes "complete streets" (pg. 31). The Plan also establishes a vision for FRED service, VRE services, and other commuting services like GWRideConnect! (pg. 36-37). The Comprehensive Plan emphasizes a connection between transportation and land use and calls for certain principles to be incorporated into new growth including:

- Pedestrian friendly road design;
- Interconnection of new streets with existing streets;
- Connectivity of road and pedestrian networks;
- Preservation of natural areas;
- Mixed use neighborhoods, to include both commercial and residential uses as well as affordable housing and a mix of housing types;
- Reduction of front and side setbacks; and
- Reduction of subdivision street widths and turning radii at intersections (pg. 40).

Conformance to this vision may be measured by compliance with the Transportation Chapter's Goals (pg. 41). The proposal is inconsistent with Goals 1) Surface Transportation, 3) Reduce Congestion, 4) Walkability, 5) Complete Streets, and 7) Transportation Safety. The plan is automobile dominant. The neighborhood is designed around a system of alleys. The public realm is a collection of driveway cuts and concrete pads which does not constitute a sidewalk system,

over a third of the townhomes' front yards are a four foot planting strip between concrete driveways, and the overall plan provides minimal on-street parking. A pedestrian walking through the development is constantly in conflict with motor vehicles.

b. Public services, public facilities, and preserved open space:

The City of Fredericksburg provides many key public services, including a unified school system where all City students in a single grade are in the same school throughout their academic years (pg. 47). The City participates in the Central Rappahannock Regional Library system (pg. 48) and provides water and sewer as well as solid waste and recycling services (pg. 49). The City has its own public safety services made up of Fire and Rescue, the Fredericksburg Police Department, and a General District and Circuit Court (pg. 49-50). The City also maintains a network of recreational parks and open space that protect valuable natural resources and provide recreational amenities and quality of life for its residents (pg. 51-55).

A project's effect on these facilities may be measured by compliance with the Public services, public facilities, and preserved open space chapter's Goals (pg. 57). The project is inconsistent with Goals 1) Efficient and Effective Public Services, Goal 2) Safe and Secure Environment, Goal 5) Parks and Open Space, and Goal 6) Clean and Safe water Supply. The recreational areas proposed on the GDP are undefined and inaccessible to the residents of the site.

The National Park Service stated in their attached letter that the project will have a negative impact on the National Park across the street.

The Pathways Steering Committee stated that the realignment of the trail will degrade the facility. The on-site recreational areas conflict with the City's requirement that the RPA IDA be replanted in accordance with § 72-34.5.I(2)(e) . The off-site recreational proposal is to give \$25,000 to further develop a passive park that is listed in the Comprehensive Plan as a conservation area and that Parks and Rec has no plans for developing any further. Further, the "front yards" of these townhomes will be 90% concrete and dedicated to the automobile.

The proposal does include a \$100,000 cash proffer to offset the impact of the project on the City's school system.

The concentration of density on-site will have impacts on public facilities including schools, parks, the VCR trail, and fire safety services. The proposed development negatively impacts the City's VCR trail and the nearby National Park. The recreational amenities proposed with the application are inaccessible, required to be replanted as RPA, or are to contribute cash to a passive park that the City has no plans to further develop.

c. Environmental protection:

The environmental protection chapter lays out the City's vision regarding its soils, flood boundaries, streams, storm sewer management programs, woodlands and tree preservation, Rappahannock River, and wetlands (pg. 62-69). The chapter also discusses the role of Chesapeake Bay Preservation Areas in the City including Resource Protection Areas and Resource Management Areas (pg. 70-71). The environmental chapter also details the City's Green Infrastructure and how it relates to the Regional Green Infrastructure Plan and the Climate, Environment & Readiness Plan (pg. 72-73).

Conformance to this vision may be measured by compliance with the Environmental Protection chapter's Goals (pg. 75). This project is inconsistent with Goal 1) Resource Protection, 2) Watersheds, 3) Natural Functions of Rivers and Streams, 4) Water Quality, 5) Sustainability, and 6) Livability. The proposal will be required to implement best management practices for stormwater management; however, the layout does not appear conducive to meeting these requirements.

The site encroaches into Hazel Run's RPA. The City's Stormwater Administrator has stated that there is not sufficient information to show that water quality treatment required by state and local ordinance will be satisfied with the current layout. Friends of the Rappahannock reviewed this development plan. In their attached letter they stated their concerns over the level of impact that this project will have on Hazel Run and the Rappahannock River.

d. Business Opportunities:

The Business Opportunities chapter lays out the City's vision for its Corridors including the Lafayette Boulevard Corridor (pg. 84). The Plan states that "redevelopment potential is limited to the section between Lee Drive (the entryway to the National Park) and Sophia Street" and that the Virginia Central Railway Trail offers a safe bicycle / pedestrian link between downtown Fredericksburg and areas of the City west of the U.S. Route 1 Bypass (pg. 84).

Conformance to this vision may be measured by compliance with the Business Opportunity chapter's Goals (pg. 86). The proposal is inconsistent with Business Opportunity Goals 4) Community Character, 5) Mixed-Uses in Corridors, and 6) Complementary and Connected Business Districts. The proposal is to replace commercially zoned land with sole residential use and, as stated above, the proposal will negatively impact the Virginia Central Railway Trail.

e. Residential Neighborhoods and Housing:

The Residential Neighborhoods and Housing chapter encourages "neighborhood design" based on a pedestrian-friendly environment (pg. 90). The chapter addresses existing housing inventory, housing conditions, homeownership, the impact of the University of Mary Washington on housing stocks, and affordable housing (pg. 92-93).

A project's effect on City housing may be measured by compliance with the Residential Neighborhoods and Housing chapter's Goals (pg. 95). The proposal is inconsistent with Residential Neighborhoods Goals 1) Neighborhood Character, 2) Neighborhood Quality, 4) Adequate Public Services and Facilities, 5) Enhanced Connections, 6) Compatible Design and Functionality, and 7) Affordable Housing. As discussed above, this proposal does not include complete streets or, really, even sidewalks. The areas in front of the houses will be largely automobile dedicated concrete and incompatible with the design and functionality of the overall Downtown Land Use Area. There is no discussion of providing affordable housing with this application.

The application is consistent with Goal 8) Variety of Housing, and 9) Homeownership. The area around the proposed Highlander Park contains multi-family and single family detached houses but not townhomes. This project would provide a variety of housing. The townhomes also provide the opportunity for people to own their own houses in the City.

COMPLIANCE WITH THE UNIFIED DEVELOPMENT ORDINANCE

1. Existing zoning:

The Property is currently zoned CD with conditions and is surrounded by CD zoning to the north, I2 zoning to the south and east, and I1 zoning to the south. The Property rezoned in 2004 to CD with conditions. Specifically, the conditions required the development of a 78,000 square foot fitness center and 24,000 square foot office complex with associated outdoor recreational areas. The existing zoning does not permit residential uses. In addition, the existing proffers governing development on the site require that:

- The property be developed in conformance with a GDP.
- The buildings on-site be developed in conformance with architectural renderings.
- The construction of a lighted public trail along the alignment of the former Virginia Central Railroad.
- The utilization of downward facing light fixtures for outdoor courts that must be turned off by 11 PM every evening.
- That no quick-service food stores or self-service gas stations will be permitted on the property.

As stated above, the fitness center and office complex were approved with the condition that a spotlight would serve the project at Willis and Lafayette Streets.

2. Proposed zoning:

a. Commercial Highway.

§ 72-32.2.A states that the purpose of the CD zoning district is “to promote harmonious development, redevelopment, and rehabilitation of uses in the commercial areas of the Old and Historic Fredericksburg overlay district.” The regulations of this district are intended to implement the goals of the Comprehensive Plan for development sensitive to the historic character of the Downtown while encouraging mixed-uses in the downtown area. “The emphasis in site planning is to be placed upon enhancing pedestrian circulation, minimizing vehicular and pedestrian access conflicts among uses, respecting the geometry of the downtown streetscape, and maintaining continuity with the architectural precedents of the historic area.”

The Development Standards in § 72-5 are intended to produce the type of development envisioned in the purpose statement of the CD zoning district. The project’s conformance to the purpose of the zoning district can in some ways be measured by its adherence to those Development Standards. According to § 72-25.3, “exceptions may be granted in unusual situations or when strict adherence to the general regulations would result in substantial injustice or hardship.” The project requires several major administrative exceptions from the Article 5 Development Standards in order to build any of the project as proposed. These exceptions are required based on some fundamental design choices; for example, the proposed development is based on a series of alleys serving independent driveways in a development devoid of public or private streets or adequate sidewalks. The proposed development requires exceptions from the following standards:

- a. Block Standards, specifically § 72-51.2.A – The pods of townhomes between alleys do not meet the block length standards (minimum of 300 feet and maximum of 600

feet). Also, the creation of blocks is dependent on the utilization of streets. A network of alleys does not constitute the creation of blocks. Despite the appearance on the page of little “blocks” within the project, these areas do not meet the definition of a block in the Unified Development Ordinance.

- b. Lot standards, specifically § 72-51.3.A – lots in the CD zoning district are required to front on public streets, private streets, or on a private driveway meeting the standards of § 72-52.4. The proposed lots front on alleys.
- c. Access, specifically § 72-52.4 and § 72-52.4.A(1) stating that any required parking area shall have direct access to a public or private street via a driveway meeting certain standards and that all driveways shall be configured so that vehicles can enter and exit from a lot without posing substantial danger to pedestrians.
- d. Pedestrian Access, specifically § 72-52.6 – the concrete areas between driveways do not constitute a functional sidewalk.
- e. Parking Configuration Arrangement, specifically § 72-53.1.D(1)(d) – the pattern of driveways puts anyone walking on the concrete in direct conflict with vehicles the majority of the time they are walking through the development.

CONCLUSION AND RECOMMENDATION

The Planning Commission should recommend denial of this rezoning to the City Council.

The Property has sensitive environmental and historical features and characteristics. The application of 110 townhomes onto these sensitive lands can only be achieved by degrading existing historical, environmental, and recreational facilities on and adjacent to the site.

The National Park Service has raised concerns about the proposals material impacts on the National Park across the street. The Pathways Steering Committee stated that the proposal relies on a realignment of the existing Virginia Central Railway Trail that would degrade the facility. In addition, the proposal does not provide any realistically usable recreational area on-site.

Friends of the Rappahannock have raised concerns about the proposals material impacts on the Hazel Run. The GDP does not show the replanting of the RPA that will be required by the City. Similarly, the City’s Environmental Planning Section finds it unlikely that the Applicant will be able to adequately treat the stormwater runoff created by the proposed development in accordance with state and local ordinance.

The project has impacts on public facilities that are not mitigated. The proposal includes a \$909 cash proffer per unit to offset the project’s impacts on the schools but does not mitigate the project’s impacts on public safety services.

The proposed land use is not in conformance with the goals of the Comprehensive Plan. This area is currently planned for commercial use and the Comprehensive Plan calls for Commercial Downtown land use on the property and Mixed Use development in the Lafayette Boulevard Corridor. This proposal would change that land use to entirely residential.

In some application, the proposed residential use and density may be acceptable. However, as proposed, the project requires blanket exceptions from the City’s Development Standards in order to build a townhome project that does not contain the basic types of infrastructure envisioned by the Comprehensive Plan and the purpose statement of the Commercial Downtown zoning district. This

project proposes concrete pads for cars in place of complete streets and sidewalks. Without complete streets this development would not functionally integrate into the remainder of the Downtown Land Use Area.

ATTACHMENTS

1. Proposed resolution.
2. Application and supporting materials.
 - a. Application
 - b. Narrative
 - c. Comment / Response information
 - d. Proffer Statement
 - e. General Development Plan
 - f. Illustrative Plan
 - g. Traffic Study
3. Friends of the Rappahannock letter.
4. National Park Service letter.



MOTION:

SECOND:

[date]
Regular Meeting
Resolution No. 16-__

**RE: DENYING AN APPLICATION FOR PROFFER AMENDMENTS BY
CARL BRAUN, DBA HIGHLAND COMPANIES**

ACTION: APPROVED; Ayes: 0; Nays: 0

WHEREAS, Carl Braun, dba Highland Companies applied for an amendment to proffered conditions that apply to 12.44 acres of land identified in the City's Geographic Information System as GPINs 7779-90-4614 and 7779-90-4958; and

WHEREAS, the Planning Commission, after conducting a public hearing on the application and considering it under the criteria in Code of Virginia §15.2-2284, recommended denial of the application; and

WHEREAS, the City Council conducted a public hearing on the application on [date]; and

WHEREAS, the application is not consistent with the 2015 Comprehensive Plan, including the goals for Transportation; Public Services, Public Facilities and Preserved Open Space; Environmental Protection; Business Opportunities; and Residential Neighborhoods and Housing;

WHEREAS, the application does not conform to the Development Standards of Article 5 of the Unified Development Ordinance, with respect to transportation, public facilities, and the environment.

NOW, THEREFORE, BE IT RESOLVED, the City Council denies the application.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

Clerk's Certificate

I, the undersigned, certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Resolution No. 16-__ duly adopted at a meeting of the City Council meeting held Date, 2016 at which a quorum was present and voted.

Tonya B. Lacey, CMC
Clerk of Council



Application #RZ _____
Date: _____
Fee/Check #: _____

APPLICATION
ZONING MAP AMENDMENT

APPLICANT NAME: CARL BRAUN DBA HIGHLAND COMPANIES
MAILING ADDRESS: P.O. Box 127 Fredericksburg, Va. 22404
TELEPHONE #: (540) 842-7551 E-MAIL: CARL@HCINC1.COM
INTEREST IN PROPERTY CONTRACT PURCHASER

If the Applicant is not the Owner, indicate the nature of Applicant's authority to apply and attach appropriate documentation of Owner's consent.

NAME OF PROPERTY OWNER
(if different from applicant): 115 YOUNG ST., LLC (Lou CROTTA)
MAILING ADDRESS: 10901 BRADEN COURT Fredericksburg, Va. 22407
TELEPHONE #: (540) 307-0765 E-MAIL: ... LK.CROTTA@VERIZON.NET

THE PROPERTY IN QUESTION IS DESCRIBED AS FOLLOWS:

STREET ADDRESS: 115 YOUNG STREET Fredericksburg, Va. 22401
GPIN #: 7779-90-4614, 7779-90-4958
TOTAL AREA OF PROPERTY (Acreage or Square Feet) 12.2 Acres
PRESENT USE OF PROPERTY: VACANT
PROPOSED USE OF PROPERTY: PROFFER CONDITION AMENDMENT TO
ALLOW 115 TOWNHOMES (20' AND 24' WIDE)

Zoning Map Amendment
(Application Continued)

I (we), the applicant(s) petition the Planning Commission and the City Council of Fredericksburg, Virginia to amend the Zoning Map of the City of Fredericksburg, Virginia by reclassifying the property described above from the _____ District to the _____ District.

Has any previous application or appeal been filed in connection with this property?
____ No Yes

If yes, what type of application REZONING Date _____

I do hereby make oath or affirmation that to the best of my knowledge, the foregoing information contained in this application is true and that no member of the City Council of Fredericksburg, Virginia has any interest in the land to be rezoned or has any interest in the outcome of the decision.

[Signature] Date 9/15/15
Signature of Applicant

PRINT NAME OF APPLICANT CARL BRAUN, DBA HIGHLAND COMPANIES

The above oath or affirmation was signed before me and witnessed by me this 15 day of September, 2015 in the County / City of Stafford in the state of Virginia.

Notary Signature [Signature]
Notary Registration # 7013302 Commission Expires 1-31-18

[Signature] Date 6-17-16
Signature of Owner MANAGER / MEMBER

PRINT NAME OF OWNER 115 YOUNG ST. LLC

The above oath or affirmation was signed before me and witnessed by me this 17th day of June, 2016 in the County / City of Fredericksburg in the state of Virginia.

Notary Signature [Signature]
Notary Registration # 247015 Commission expires 10-31-2017



APPLICANT to mail this notice by certified return receipt mail to adjoining and abutting property owners between 15 and 5 days prior to the scheduled hearing.

Dear Property Owner:

You are hereby notified of the following public hearing to be held by the City of Fredericksburg Planning Commission on the issues described below.

PUBLIC MEETING DATE: _____

AT
7:30 PM, CITY HALL
715 PRINCESS ANNE STREET
COUNCIL CHAMBERS (LOWER LEVEL)
FREDERICKSBURG, VA 22401

ISSUE
DESCRIPTION: PROFFER CONDITION AMENDMENT TO ALL 110 TOWNHOMES

PROPERTY
ADDRESS: 115 Young Street Fredericksburg, Va. 22401

GPIN NUMBER: 7779-90-4614, 7779-90-4958

As a citizen and party of interest, you are invited to attend the meeting and express your views concerning the above issue. If you have questions regarding the request, you can reach me at (540) 842-7551.

Sincerely,


Applicant signature

CARL BRAUN, DRA Highlands Companies
Applicant printed name

GDP and Proffer Amendment Application
Supplemental Information

Highlander Park at Hazel Run

Submitted to: The City of Fredericksburg
Office of Planning and Community Development

Submitted by: Highland Companies
PO Box 127
Fredericksburg, VA 22404
(540) 842-7551

September 1, 2016

GDP and Proffer Amendment Application - Supplemental Information

GDP and Proffers Amendment Application

Highland Companies has submitted this application to amend the GDP and Proffers associated with the proposed project known as Highlander Park at Hazel Run. The completed application is provided in the following pages. The application includes two parcels. These parcels are:

Parcel GPIN # 7779-90-4614, is the site of the former Wood Com products truss manufacturing facility. This parcel contains 10.2663 acres and is currently owned by One Hundred Fifteen Young Street, LLC. The existing parcel is zoned C-D Commercial Downtown.

The second parcel is Parcel GPIN # 7779-90-4958, formerly part of the Virginia Central Railroad right of way. This right of way was sold by the City to Keen Building Components, Inc., who later sold it to One Hundred Fifteen Young Street, LLC. This parcel is currently unimproved, has the Virginia Central Railway Trail located on it and contains 1.929 acres. This parcel is also currently zoned as C-D Commercial Downtown.

This application seeks to amend the GDP and proffers for the above two parcels. A copy of the complete application is presented on the following pages:

Project Overview

This property was first rezoned in 2003 with the intention of building a state of the art Fitness Center with medical affiliations. Plans were underway to start construction when it was discovered there was debris buried in the ground. Upon further investigation, it was revealed that there was an unlicensed landfill that had been in use for the better part of 35 years and had been closed through the Department of Environmental Quality in 1996. The landfill encompassed over 63,000 cubic yards of unsuitable fill which includes tires, wood, concrete sidewalks, sawdust and miscellaneous construction debris. There has been both a Phase 1 and Phase 2 Environmental Site Assessment done on the site and both confirm that there is no hazardous or toxic waste in the unsuitable fill. The estimated cost of the removal of the unsuitable fill and replacement with suitable fill is in excess of \$1,500,000.00. The excessive cost of clean up on top of the normal cost of developing a raw site into a ready to use pad site has hindered the ability to find a user that was willing and able to pay the amount necessary to develop the site. At last, we have an upscale residential home builder, Stanley Martin Homes, who is committed to investing in downtown Fredericksburg and making Highlander Park at Hazel Run a showcase development that will continue the revitalization and improvement of the Lafayette Blvd. corridor gateway, removing once and for all an existing eyesore to the city's overall appearance in this key area of town.

The Lafayette Blvd. corridor gateway revitalization was begun with the approval of the Cobblestone Square condominium project, and Highlander Park at Hazel Run will continue to keep the revitalization moving forward. This development will be an upscale townhome project that will combine residential and walking trails. This project complements and enhances the development of the community and park components of Cobblestone Square and creates continuity between the developments. The most recent industrial/manufacturing use (now vacant and un-kept) of the subject property is clearly not harmonious with the adjoining Cobblestone Square development, the nearby National Cemetery as well as Lafayette Blvd. corridor gateway.

Furthermore, this application is consistent with Fredericksburg's Jump Start Plan (prepared July 2006). This plan recognizes a need for townhomes to be located along the City's commercial corridors and represents a strategy to respond to the projected demand for workforce housing for new employees. Approximately 110 residential townhouse units are proposed with the Highlander Park at Hazel Run. These upscale residential units are designed primarily such that they will be attractive to empty nesters and young professionals, many of whom will take advantage of the City's commuter rail station to go to and from work.

Highlander Park at Hazel Run, with its upscale townhomes will fill a niche in the downtown Fredericksburg market that provides needed consumers within walking distance, or a short drive of the downtown core. It will also provide home ownership within walking distance to the VRE. In addition, it will significantly upgrade the image and value of the Lafayette Boulevard corridor at a key gateway into the city. The existing appearance of the abandon industrial site is unsightly.

We view the development of Highlander Park at Hazel Run as an extension of both the Downtown Fredericksburg area, as well as the Cobblestone Square development. This project will draw on some of the character and architecture of downtown Fredericksburg while extending that image to the southwest to significantly enhance this gateway into the City. Since the completion of the Blue

GDP and Proffer Amendment Application - Supplemental Information

Gray Parkway, more and more visitors to the downtown area are arriving from the south using both the Parkway and Lafayette Boulevard. Today visitors along Lafayette Boulevard are met with the abandoned industrial site, used cars, a motorcycle shop, and a tire service establishment. All of these sights greet visitors to the area before they arrive at the National Cemetery, Sunken Road, the National Park Service Headquarters and Visitor's Center. The opportunity to upgrade the appearance and experience of entering this historic community is vital and should no longer be overlooked. While this project cannot accommodate all of the changes that might be desired on other parcels in this part of the City, we are confident that this project is another important element in changing the first impression that many visitors have as they enter the City. By working cooperatively with the City, the neighborhood, and the National Park Service, we can accomplish a near transformation of this part of the Fredericksburg community. The plans that have been prepared in support of this application reflect the continuation and extension of the revitalization of this end of the City, along Lafayette Boulevard, that was begun with the rezoning of the Cobblestone Square project. We hope to continue the renaissance to the south with the approval of this project.

Proposed Development Program

Planning and study of the Highlander Park at Hazel property has been underway for over ten years. The proposed Generalized Development Plan represents a significant investment in the City. The development program has been crafted around the 110 upscale townhomes. Such a substantial investment in this site is made even more important given the unsightly and continuing deteriorating condition of the property. Once improved, the site will not only offer an attractive entry way into the City it will almost certainly stimulate additional needed rehab and re-development of adjoining sites along the Lafayette Boulevard corridor near the Blue Gray Parkway.

Hazel Run is located to the east and along the southern border of the property. The proposed GDP largely preserves this area as a buffer to the site. The site retains approximately 2+ acres heretofore designated flood plain area; there will no construction that will take place within the 100 year floodplain boundary except for utility connection to the existing sanitary sewer.

As planning for this project has progressed, it has become clear that the redevelopment of the subject site must be done in a way that is sensitive to its surroundings. While one important neighbor to this property is the National Park Service, it is also evident that all of the mix of uses and owners that call the Lafayette Boulevard corridor "home" or a business address are equally impacted and important in efforts to revitalize the area.

We expect that the neighbor's perspective will be similar to that provided on the Cobblestone project. First, we believe they will agree that converting this site from intense manufacturing/industrial use with unsightly outdoor storage to an upscale residential use will greatly enhance the appearance of this site from the National Cemetery. Second, we will provide landscaping of the area in order to limit its impact on the view shed from the National Cemetery. The developer of this property has worked with the Park Service to address such specific concerns on many occasions in the past, and will continue that dialogue.

Purpose and Justification

Scenic, Historic and Archeological Resources

At its closest point, Highlander Park at Hazel Run is located just down the street (approximately one half mile) from the existing boundaries of the Downtown Fredericksburg Historic District. As a result, the design of this project will not be subject to the requirements of the Historic District or the review of the Architectural Review Board. However that will not keep the owners from developing a good compatible design.

The City's Comprehensive Plan identifies several historic resources that are in the general vicinity of the project. One of these resources is the Fredericksburg Gun Manufactory. The City has identified this site as having significant archeological potential on late 18th century arms technology. This site is on the opposite side of the existing CSX tracks and is adjacent to the old Walker Grant school site. Since our project is located substantially away from this site, there will be no impact on this resource.

Another element of the historic character of this area is the possible use of Hazel Run by Native Americans. While we do not have any specific information to indicate that any activity occurred in the area of the proposed project, we feel confident that if activity did occur, it was likely located along the immediate banks of the creek. As this project has been designed, all of the property immediately along the banks of Hazel Run is being left untouched. Any resources located away from the banks have likely already been disturbed with the construction of the sanitary sewer, truss plant and surrounding buildings and metal warehouses.

The most significant scenic resource that is known to exist in the vicinity of the project is the National Cemetery and National Park Service Visitors Center. Based on the design of the project, and anticipated coordination with the Park Service, we will be able to complement the existing resources that are in the immediate vicinity of the project; and remove an existing eyesore that is in close proximity of this resource in the process.

Relationship to City Comprehensive Plan

The proposed Highlander Park at Hazel Run is located within Planning Area 6- Downtown Neighborhoods. One of the key issues identified in the Comprehensive Plan is that this area should "Provide for appropriate development along the Blue Gray Parkway corridor." While this project is not specifically within the Blue Gray Parkway corridor, it is directly adjacent and is certainly an important gateway into the City along this corridor. The proposed Generalized Development Plan represents appropriate development along this corridor and respects other specific concerns identified for this part of the City.

Under the Land use Potential portion of the plan, this area is seen as one of the "...opportunities where infill development, re-development, and rehabilitation will continue to occur". The proposed development is consistent with existing uses along Lafayette Boulevard and in the immediate outlying areas surrounding the core downtown (housing on infill sites). We believe that cleaning up an eyesore/old abandoned industrial site, providing upscale housing on such site with convenience access to shops and commuter rail transportation facilities within walking distance, adheres to a host of Comp Plan goals and objectives for redevelopment in and adjoining the main downtown core. While many have sought to develop office parks and building in the general area, the result has been that the market simply has not been there for such uses, and as a result, unkept, unattractive sites like the subject property persisted and continued for many years as long term eyesores on the overall appearance of the city at a major gateway location. This is another reason we cite that this project is consistent with the general planning goals and objective outlined in the City's Comprehensive Plan.

Another element of the Plan embraced by this project is the continuation of the bicycle/foot trail that has been constructed along the abandoned Virginia Central Railway right of way that extends across the subject site. This trail will not only serve the public as a new non-motorized vehicle path for recreation, but it completes another segment of the regional plan to create a rails to trails recreation project, and provides an important link from our project to the train station (commuter rail) and the downtown area thereby supporting downtown businesses as well as promoting the use of public transportation.

Overall, this project advances a number of key goals and objectives contained in the Comprehensive Plan.

Development Summary Statistics

The proposed Highlander Park development will include the construction of 110 residential units along with the demolition of the two industrial/primarily metal warehouse-type buildings on the site.

Site Development Information

| | |
|--|-----------------------|
| Site Area | 12.43572 Acres |
| Maximum Building Height Proposed | Not to Exceed 50 feet |
| Maximum Building Height Permitted Gross | 50 feet |
| Floor Area Ratio Proposed (Non-Residential) | 0.07 |
| Floor Area Ratio Permitted | 3.0 |
| Open Space Proposed | +/- 44.7% |
| Open Space Required | 15% |
| Maximum Residential Density Provided | 8.84 D.U. /AC |
| Maximum Residential Density Permitted | 12.0 D.U. /AC |
| Parking Spaces Provided | 207 spaces |
| Parking Spaces Required | 187 spaces |

Development Phasing/Schedule

Development schedules are largely driven by economic factors that are beyond the control of the City, the development team, or the public. As a result, the schedule presented as part of this application is also subject to revision, as market conditions dictate.

Highlander Park at Hazel Run is likely to be completed in several phases, although some of the phases may overlap. The first phase will be the construction of some of the residential units starting at the Willis Street side. The second phase will likely continue through the property working toward the Blue Gray Parkway.

Conformance to City Ordinances and Performance Standards

We have reviewed the City Ordinance and Performance Standards that are applicable to this project. Based on the Generalized Development Plan as amended, all City requirements can be satisfied. Therefore, we do not anticipate that any variances will be required as part of this request.

All of the uses proposed under this development plan are by-right uses in the C-D zoning district. We do not anticipate that any uses proposed for this site will require a special use permit.

Impact on Public Facilities

The following sections provide details of the impacts that have been identified as being associated with the proposed application:

Water Service

Water service to the project will be provided from the City water system immediately adjacent to the site. The City has an existing 12-inch water main located along the former jail site. This main will be the source of water and fire protection service to the buildings proposed on this site. The current service to the truss plant on the site is not believed to be adequate for the uses that are proposed under this development plan. The specifics associated with this utility connection upgrade will be reviewed with the Building and Development Services Department at the time of final design for the site.

Water service to this site should not be an issue. An assessment of the water requirements for the project will be completed as the site plan and design progresses. Offsetting the estimated future volumes for the new project will be the water volumes that are currently being used on the property. While an increase in water supply requirements will occur, this increase will not result in a burden for the City water supply.

Sewer

Sewer service to this project is also readily available. As with the water service, there is access into the City sewer system immediately at the existing site.

Based on the infrastructure information that we have reviewed, the additional flow from this site will not result in the need for any off site improvements to accommodate this project.

Stormwater Management

Design of this project will address storm water management as part of the final design of the project. We recognize that this project is located within an Intensely Developed Area (IDA) and Resource Management Area (RMA) and that Hazel Run is a Resource Protection Area (RPA). As such, we will meet both water quality and quantity requirements. The plan is to work with the City to determine whether we will use some combination of water quantity credits in the City's regional stormwater management system/facility, plus some on site water quality improvements. The details of this design will be finalized with site plan approval. Stormwater management may be achieved with some form of on-site detention by using underground retention structures. This system will likely be combined with some type of surface BMP that achieves the desired stormwater quality requirements prior to discharge into the Hazel Run watershed. Due to the close proximity of Hazel Run, SMW may be provided via a "payment-in-lieu-of" on-site facilities which is provided for with existing City ordinances.

Transportation

The existence of the walking/biking trail through the property, and the close proximity of the downtown commuter rail station will result in a reduction to the number of vehicle trips that this project generates. This will have a positive impact on both the economy and overall traffic within the downtown shopping district.

Vehicular access to the Highlander Park at Hazel Run development will be provided at two locations. The two locations for transportation connections to the City street network are: Young Street where it intersects with Lafayette Boulevard and Willis Street where it intersects with Lafayette Boulevard.

The following traffic will be associated with the Highlander Park development. These trips are based on traffic generated by the proposed 110 residential units.

Development Type

Number of Trips per Day

Residential
(See Traffic Signal
Warrant Analysis)

700 Trips Per Day

GDP Amendment Application -Supplemental Information

Adjacent Property Owners

As part of the GDP Amendment application process, it is required that all adjacent and abutting property owners are notified of the upcoming Planning Commission and City Council Public Meetings on this application. In order to facilitate the notification process, we have compiled the following list of all those parcels that abut, or are across the street from the properties to be rezoned. This information was compiled from Assessors records.

| GPIN Number | Name of Property Owner | Mailing Address of Abutting Property Owner |
|--------------|-----------------------------------|---|
| 7779-91-3157 | Employment Resources, Inc. | 404 Willis Street Fredericksburg, VA 22401 |
| 7789-00-3529 | W C Spratt Recycling Inc. | 8125 Lagoon Road Myers, FL 33912 |
| 7779-90-1756 | Kenny's Auto Brokers | 1101 Lafayette Boulevard Fredericksburg , VA 22401 |
| 7779-80-9649 | William K. & Thelda A. Cox, Sr. | 1101 Lafayette Boulevard Fredericksburg, VA 22401 |
| 7789-01-7619 | Home Properties, Cobblestone, LLC | 850 Clinton Square Rochester, NY 14604 |
| 7789-01-3169 | The City of Fredericksburg | PO Box 7447 Fredericksburg, VA 22404 |
| 7779-80-7409 | The City of Fredericksburg | 715 Princess Anne St. Fredericksburg, VA 22401 |
| 7779-80-8624 | Thompson, Beverly Payne | PO Box 627 Fredericksburg, VA 22404 |

Proffer Conditions

See attached proffers.

-

February 10, 2016

Mike Craig
City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22404-7447

RE: Highlander Park

Dear Mr. Craig,

The following are our responses to your review comments on the above referenced project.

Comment 2.a.: Please provide a listing of all shareholders who own ten percent or more of any class of stock issued by the corporation and, where such corporation has ten or less shareholders, a listing of all shareholders. Please also list all partners, both general and limited, in any partnership with an ownership interest in the property.

Response: The owners of the property is 115 Young St, LLC which is owned by Lou and Karen Crotta.

How are the Highland Companies, Inc and Stanley Martin Companies, LLC related?

Response: Highland Companies is the Applicant and contract purchaser. Stanley Martin Companies, LLC is the entity that will be the potential end user and build the townhomes.

Please explain what Stanley Martin's role in this application is.

Response: Stanley Martin will assist in providing details of their townhome exterior designs.

Requirement 2.a.: A notarized affidavit, signed by the applicant and containing the following:

- a. A listing of the names and addresses of all applicants, title owners, contract purchasers, and lessees of the land described in the application, and, if any of such persons is a trustee, each beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors and other agents who have acted or will act on behalf of any such persons with respect to the application. If any of the applicants, title owners, contract purchasers or beneficiaries is a corporation, then the application shall also contain a listing of all shareholders who own ten percent or more of any class of stock issued by the corporation and, where such corporation has ten or less shareholders, a listing of all shareholders. The application shall also contain a listing of all partners, both

August 8, 2016

PROFFERS

Highlander Park at Hazel Run

115 Young Street, LLC, Property Owner, and Carl Braun, (Applicant/Contract Purchaser) dba Highland Companies, hereby voluntarily proffer the following conditions in conjunction with development of the subject property (GPIN 7779-90-4614 and 7779-90-4958) for a townhome community as generally shown on the attached Generalized Development Plan (GDP), "Highlander Park", prepared by Bowman Consulting and dated May 5, 2016, as revised (Exhibit 1). The proffers below shall supercede all prior-approved proffer conditions on the subject property. Upon City Council acceptance and approval of the proffers listed below all prior-approved proffers associated with the subject property shall be null and void, and of no further force and effect. The proffers below shall become effective upon City Council approval of same in conjunction with the Proffer and GDP amendment application for the subject property.

The proffers shall apply to the subject property, as described and outlined on the attached Generalized Development Plan noted above, and shall be binding on successors and assigns of the property.

1. The proposed townhome buildings to be constructed on the property will include masonry or fiber cement materials (hardiplank-style) on the front elevations. Fiber cement materials will only be provided on high visibility side and rear elevations. Fiber cement material shall include siding, shingles and sheet form fiber cement siding. Vinyl material shall be allowed on all other side and rear elevations.
2. The development will include the provision (funding for) of at least two (2) interpretive signs describing significant historic or environmental elements associated with the site and immediate surrounding area of Lafayette Boulevard and Hazel Run. In consultation with City and NPS staff, these signs will be prepared and placed along the city trail that extends through the site. Funding for these signs will be provided by the homebuilder and the signs will be installed by the developer (in conjunction with appropriate City staff) prior to occupancy of any of the townhomes being constructed at the site.
3. The development will include a contribution of \$ 25,000 to the City of Fredericksburg, which will be paid to the City prior to the occupancy of any of the townhomes being constructed at the site by the homebuilder. The funds shall be used toward site improvements to a yet to be improved and utilized passive park/Hazel Run Nature Area located immediately adjacent to the subject site. This currently vacant and unused adjacent approximate ten (10) - acre site was given to the City in conjunction with the Cobblestone Development project (to date, this area has never been improved

or used as anticipated). The City may elect to use this \$25,000.00 contribution for other recreation improvement projects such as the City trail system or the Riverfront Park.

4. The development of the site shall be in substantial conformance with the GDP, prepared by Bowman Consulting and dated May 5, 2016, as revised (Exhibit 1). The following uses will not be permitted on any parcel included with the GDP/Proffer Amendment:-- quick service food stores; service stations (that include gasoline sales, and/or other related vehicle repairs and services such as tune-ups, oil changes, brake repairs, tire sales/ repairs/changes/services) and similar automotive services.
5. The development will include the re-alignment of the City's trail that traverses the subject site as shown on the project GDP. The property owner reserved the right to relocate the trail and easement area as stated in Paragraph 5 of the attached Deed of Perpetual Open-Space Easement and Temporary Construction Easement (Exhibit 2). The conditions of the relocation are stated in the easement. The re-alignment will be completed by the developer prior to occupancy of any of the townhomes being constructed at the site.
6. Prior to the issuance of the issuance of the 106th building permit, the developer shall process a Letter of Map Revision (LOMR) for the proposed fill within the existing FEMA floodplain limits. The developer shall also acquire all the necessary associated federal, state and local approvals to revise the 100 year floodplain line from the "Effective FEMA Floodplain Line" to the "Approved FEMA CLOMR Floodplain" (as labeled on page 3 of the General Development Plan) on both the FEMA Flood Insurance Rate Map and the City's Floodplain Overlay District Flood Boundary Maps prior to the issuance of the 106th building permit.
7. The developer shall make improvements, prior to occupancy of any of the townhomes being constructed at the site, to the intersection of Lafayette Blvd. and Young St. eliminating left hand turning movement southbound onto Lafayette Blvd from Young St.
8. While the proposed townhomes project is conceived and designed to target empty-nesters and urban (commuting) professionals, similar to other downtown and downtown-adjacent residential developments (like Cobblestone, Maury Commons, and Olde Town Station Townhomes near original Walker-Grant), and thus will have little, if any, impacts in terms of school-age children, the Applicant nonetheless proffers a cash contribution of \$100,000 (approximately \$1000 per unit) to assist with City schools. This proffer will be paid in full by the Applicant at the issuance of the first occupancy permit for the townhome project.

WITNESS the following signatures this 9 day of August, 2016.

APPLICANT/CONTRACT PURCHASER:

Carl Braun, dba Highland Companies

By: Carl Braun

Name: CARL BRAUN

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF Spotsylvania

The foregoing instrument was acknowledged before me this 9th day of August, 2016 by Carl Braun dba Highland Companies.

WITNESS my hand and official seal: J. B. Marsh

Notary Public

My Commission expires 10-31-17.



WITNESS the following signatures this 9th day of August, 2016.

OWNER:

115 Young Street, LLC

By: Lou Crotta

Name: Lou Crotta

Title: MEMBER/MANAGER

COMMONWEALTH OF VIRGINIA

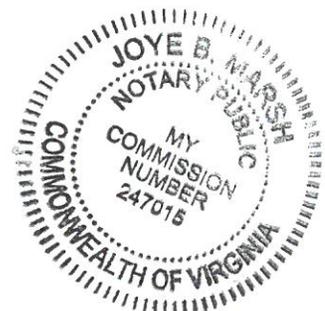
CITY/COUNTY OF Spotsylvania

The foregoing instrument was acknowledged before me this the 9th day of August, 2016 by Lou Crotta, in his capacity as Manager/Member of 115 Young Street, LLC.

WITNESS my hand and official Seal: J. B. Marsh

Notary Public

My Commission expires 10-31-17.



Tax Map parcels A13-P3 and A13-115
GPIN #7779-90-3940
GPIN #7779-90-4639

Clerk's Fee _____

This Instrument was prepared by: Kathleen Dooley, City Attorney.

Return recorded instrument to:
Kathleen Dooley, City Attorney
615 Princess Anne Street
Fredericksburg, Virginia 22401

Exempt from recordation taxes pursuant to Virginia Code §58.1-811(A)(3)

**DEED OF PERPETUAL OPEN-SPACE EASEMENT
AND TEMPORARY CONSTRUCTION EASEMENT**

This **DEED of PERPETUAL OPEN-SPACE EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT** is made this 27th day of April, 2012, by and between **LUCIO G. CROTTA, MEMBER, 115 YOUNG STREET LLC, KAREN E. CROTTA, MEMBER, 115 YOUNG STREET LLC**, Grantors; and the **CITY OF FREDERICKSBURG, VIRGINIA**, a municipal corporation (the "City"), Grantee.

WHEREAS, 115 YOUNG STREET LLC is the owner of a certain tract of land in the City of Fredericksburg, Virginia, known as Tax Map parcel A13-P3, GPIN #7779-90-3940, and Tax Map parcel A13-115, GPIN #7779-90-4639 more particularly described on Exhibit A; and

WHEREAS, 115 YOUNG STREET LLC was a Virginia limited liability company whose existence was automatically cancelled by the Virginia State Corporation Commission pursuant to Virginia Code §13.2-1050.2 effective December 31, 2006; and

WHEREAS, LUCIO G. CROTTA and KAREN E. CROTTA are the sole members of 115 YOUNG STREET, LLC, and are therefore authorized by law to sell, convey, and dispose of its properties; and

WHEREAS, the City is a “public body” as that term is defined by the Open-Space Land Act, Virginia Code 1950 as amended, Title 10.1, Chapter 17, sections 10.1-1700 *et seq.*, and a “city” as referred to in Virginia Code 1950 as amended, §29.1-509; and

WHEREAS, “open-space land” as defined in the Open-Space Land Act includes land which is provided or preserved for park or recreational purposes; and

WHEREAS, it is the desire of the Grantors to dedicate to the City a certain perpetual open-space easement and a temporary construction easement for the development of the VCR Trail.

NOW THEREFORE, in consideration of the sum of One Dollar and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantors do hereby grant and convey with general warranty unto the City, its invitees, successors and assigns, a perpetual open-space easement for public recreational use across and along that certain lot, tract, or parcel of land described above, which easement is more fully described as “Permanent Open Space Easement” on a plat of survey by William H. Gordon Associates, Inc., entitled “115 Young Street, LLC., Easement Exhibit, VCR Trail, City of Fredericksburg and Spotsylvania County, Virginia,” dated April 2011, (“the Plat”) a copy of which is attached hereto and recorded as a part hereof.

The Grantors further grant and convey unto the City, its successors and assigns, a clearing and grading/temporary construction easement as depicted on the Plat. The City shall repair or replace any ground cover now and in the future on the temporary construction easement which may be disturbed, damaged, or removed as a result of the construction of the VCR trail, and shall remove all trash and other debris of construction from the easement, and shall restore the surface thereof to its original condition as nearly as reasonably possible.

The perpetual open-space easement is granted upon the following terms and conditions:

1. The City shall have the right to construct, maintain, operate, repair and open for public use, an asphalt recreation trail suitable for walking, hiking, jogging, bicycling and other related recreational uses and for the enjoyment of the public. Travel over the trail by motorized vehicles, including but not limited to motorcycles, ATV's and motor bikes, shall be prohibited except for public safety vehicles and as necessary for the construction, maintenance and repair of the trail and related facilities.
2. The Grantors, their successors and assigns, shall have no obligation to maintain or repair the trail.
3. The Grantors, their successors and assigns, shall have the right to use the easement area for all purposes which are not inconsistent with the rights hereby conveyed to the City and do not interfere with the City's use of the trail for the purposes named herein; provided, however, that the Grantors shall not erect any building or other structure, including fencing, across or

upon the easement area without obtaining the prior written consent of the City. The Grantors shall not remove, destroy or cut trees within the easement except as may be reasonably approved by the City. Grantors shall have the right to develop a driveway or roadway across the trail as approved by the City through the site plan process.

4. The City may remove, clear, or trim trees and other vegetation within or beyond the limits of the trail which, in the City's sole judgment, pose a hazard to the public.
5. Grantors reserve the right to relocate the trail and easement area at their expense, on reasonable advance notice to the City; provided that the City approves the relocation for conformance with all applicable design, continuity, engineering, accessibility, and construction standards then in effect for a trail substantially the same as the existing trail; that the relocated trail conforms with all applicable environmental regulations; that the Grantors perform such off-site work at their expense as necessary to tie the relocated trail to the existing trail at both ends; and further provided that the Grantors grant the City an easement over the relocated easement area in substantial conformance with the terms hereof. Nothing in this paragraph shall authorize the Grantors to unreasonably interfere with public access to the existing trail, except for such period as required for diligent construction of the relocated trail.
6. Pursuant to Section 29.1-509(E) of the Code of Virginia, 1950, as amended, and as authorized by Section 15.2-1806 thereof, the City shall

hold the Grantors and their successors and assigns harmless from all liability and be responsible for providing, or for paying the cost of, all reasonable legal services required by any person entitled to the benefit of this provision as the result of any claim or suit attempting to impose liability.

7. Nothing herein shall be construed to waive the City's sovereign immunity in the operation of a recreational facility, or otherwise, or as a waiver of the Grantors' immunity under Section 29.1-509 of the Code of Virginia, 1950, as amended, or successor statute, or through any other grant of immunity.
8. The terms, conditions and restrictions contained herein shall be binding upon and inure to the benefit of the Grantors, the City and their respective heirs, successors and assigns, and shall run with title to the land.
9. This instrument shall be governed by and interpreted in accordance with the laws of the Commonwealth of Virginia.
10. By deed of trust dated December 21, 1998, of record in the said Clerk's Office as Instrument #980002713, 115 YOUNG STREET LLC conveyed the subject property to David M. Baroody, Trustee, to secure an outstanding obligation owed to First National Bank of New England, Beneficiary. This deed of trust was assigned to HSBC Bank USA by an Assignment of Mortgage dated May 31, 1999, of record in the said Clerk's Office as Instrument #990002754. UPS Capital Business Credit is the successor in interest to HSBC Bank USA. UPS Capital Business Credit

joins in this deed to subordinate the lien of such deed of trust to the easement conveyed hereby.

11. By deed of trust dated December 21, 1998, of record in the said Clerk's Office as Instrument 980002715, 115 YOUNG STREET LLC conveyed the subject property to Kevin S. Jones and William M. Sokol, Trustees, to secure an outstanding obligation owed to Keen Building Components Inc., Beneficiary. Keen Building Components, Inc. has ceased existence, and Edward K. Dobyms, II is now the beneficiary of the obligation. Pursuant to the authorization of the Beneficiary, as evidenced by its signature hereto, the Trustees join in this deed to subordinate the lien of such deed of trust to the easement conveyed hereby.

12. By deed of trust dated September 1, 2004, of record in the said Clerk's Office as Instrument #040004045 115 YOUNG STREET LLC conveyed the subject property to O'Conor G. Ashby and Mark Willis, Trustees, to secure an outstanding obligation owed to Southmark Forrest Products, Inc., Beneficiary. Pursuant to the authorization of the Beneficiary, as evidenced by its signature hereto, the Trustee joins in this deed to subordinate the lien of such deed of trust to the easement conveyed hereby.

This dedication is with the free consent and in accordance with the desires of the undersigned Grantor, as evidenced by the signature set forth below, and shall be binding upon and inure to the benefit of the parties hereto, their respective heirs, assigns and successors-in-interest.

WITNESS the following signatures and seals:

LUCIO G. CROTTA, MEMBER

115 YOUNG STREET LLC (CANCELLED)

Lucio G. Crotta, member
Lucio G. Crotta, Member

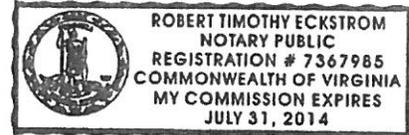
STATE OF VIRGINIA

CITY COUNTY OF FREDERICKSBURG, to-wit:

The foregoing deed of easement was acknowledged before me, this 27TH
day of APRIL, 2012, by LUCIO G. CROTTA on behalf of and as a member of 115
Young Street, LLC.

[Signature]
Notary Public

My commission expires: 7/31/2014.
Registration Number: 7367985.



KAREN E. CROTTA, MEMBER

115 YOUNG STREET LLC (CANCELLED)

Karen E. Crotta, member
Karen E. Crotta, Member

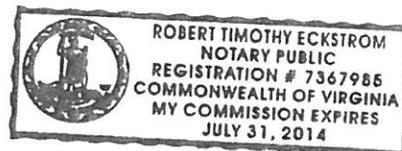
STATE OF VIRGINIA

CITY COUNTY OF FREDERICKSBURG, to-wit:

The foregoing deed of easement was acknowledged before me, this 27TH
day of APRIL, 2012, by KAREN E. CROTTA on behalf of and as a member of
115 Young Street, LLC.

[Signature]
Notary Public

My commission expires: 7/31/2014.
Registration Number: 7367985.



The conveyance of the hereinabove-described easement is hereby accepted by the City of Fredericksburg, Virginia, as indicated by the duly authorized signature of its City Manager.

CITY OF FREDERICKSBURG

By: Beverly R. Cameron
Beverly R. Cameron,
City Manager

Approved as to form:

Ruth A. Moberg
City Attorney

STATE OF VIRGINIA
CITY/COUNTY OF FREDERICKSBURG, to-wit:

The foregoing deed of easement was acknowledged before me, this 1 day of MAY, 2012, by Beverly R. Cameron in his capacity as City Manager for, and on behalf of, the City of Fredericksburg, Virginia.

Brenda T. Martin
Notary Public

My commission expires: JULY 31, 2013
My registration number is: 308347



UPS CAPITAL BUSINESS CREDIT

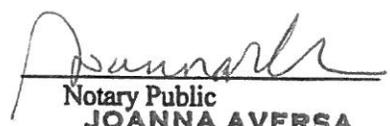
By: _____

its:

V. JAMES SECHTER
SPECIAL ASSETS MANAGER

STATE OF Connecticut
CITY/COUNTY OF windsor / Hartford to-wit:

The foregoing deed of easement was acknowledged before me, this 24th
day of May, 2012 by V. JAMES SECHTER



Notary Public
JOANNA AVERSA
NOTARY PUBLIC
MY COMMISSION EXPIRES MAR. 31, 2016

My commission expires: 3/31/16
My registration number is: 110374

EDWARD K. DOBYNS, II

Edward K. Dobyns, II

STATE OF VIRGINIA
CITY/COUNTY OF Fredericksburg to-wit:

The foregoing deed was acknowledged before me, this 7th day of May, 2012, by ~~Edward K. Dobyns, II~~ Edward K. Dobyns, II (EO)

Kathryn P. Douberly
Notary Public

My commission expires: Aug. 31, 2012. My registration number is: 200367



KEVIN S. JONES, SOLE ACTING TRUSTEE

Kevin S. Jones

STATE OF VIRGINIA
CITY/COUNTY OF Fredericksburg to-wit:

The foregoing deed was acknowledged before me, this 7th day of May, 2012, by KEVIN S. JONES, SOLE ACTING TRUSTEE.

Kathryn P. Douberly
Notary Public

My commission expires: Aug. 31, 2012 My registration number is: 200367



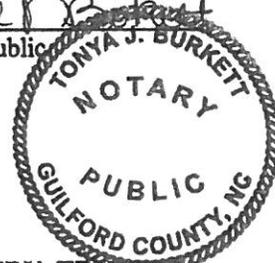
SOUTHMARK FORREST PRODUCTS, INC.

By: *Robert Taylor*

STATE OF North Carolina
CITY/COUNTY OF Guilford, to-wit:

The foregoing deed of easement was acknowledged before me, this 11th
day of June, 2011, by Robert Taylor

Janice DeLoach
Notary Public



My commission expires: 12/31/14
My registration number is: _____.

O'CONOR G. ASHBY, TRUSTEE

O'Conor Ashby Trustee

STATE OF VIRGINIA
CITY/COUNTY OF FREDERICKSBURG, to-wit:

The foregoing deed of easement was acknowledged before me, this 18TH
day of JUNE, 2012 by O'CONOR G. ASHBY

Rhonda J. Edwards
Notary Public



My commission expires: 12/31/14
My registration number is: _____.

EXHIBIT A

A13-115
GPIN #7779-90-4639:

That certain tract or parcel of real estate lying and being in the City of Fredericksburg, Virginia, with all improvements thereon, containing 10.345 acres and being more particularly described on that certain plat thereof dated November 4, 1971, revised December 12, 1984, made by Sullivan-Donahoe & Ingalls, a copy of which is recorded in Plat Book 4, at Page 76, in the Clerk's Office of the Circuit Court of the City of Fredericksburg, Virginia.

Being the property described as "Parcel 1" conveyed to 115 Young Street LLC by deed dated December 16, 1998 by Keen Building Components, Inc., recorded in Deed Book 319 page 327 in the office of the aforesaid Clerk.

Tax Map A13-P3
GPIN #7779-90-3940:

That certain tract or parcel of land with improvements thereto lying and being in the City of Fredericksburg, Virginia, containing 1.9290 acres more or less, more particularly described as Parcel B on that certain Plat by Sullivan, Donahoe and Ingalls dated August 16, 1985, recorded in Deed Book 196 page 634 in the land records of the Clerk of the Circuit Court of the City of Fredericksburg.

Less and except that portion conveyed to the Commonwealth of Virginia by deed dated June 12, 1987, recorded in Deed Book 215 at page 372 in the office of the aforesaid Clerk.

Being the property described as "Parcel 2" conveyed to 115 Young Street LLC by deed dated December 16, 1998 by Keen Building Components, Inc., recorded in Deed Book 319 page 327 in the office of the aforesaid Clerk.

INSTRUMENT #120001585
RECORDED IN THE CLERK'S OFFICE OF
FREDERICKSBURG CITY ON
JUNE 29, 2012 AT 02:06PM

JEFFREY S. SMALL, CLERK
RECORDED BY: WCS

GENERAL DEVELOPMENT PLAN HIGHLANDER PARK

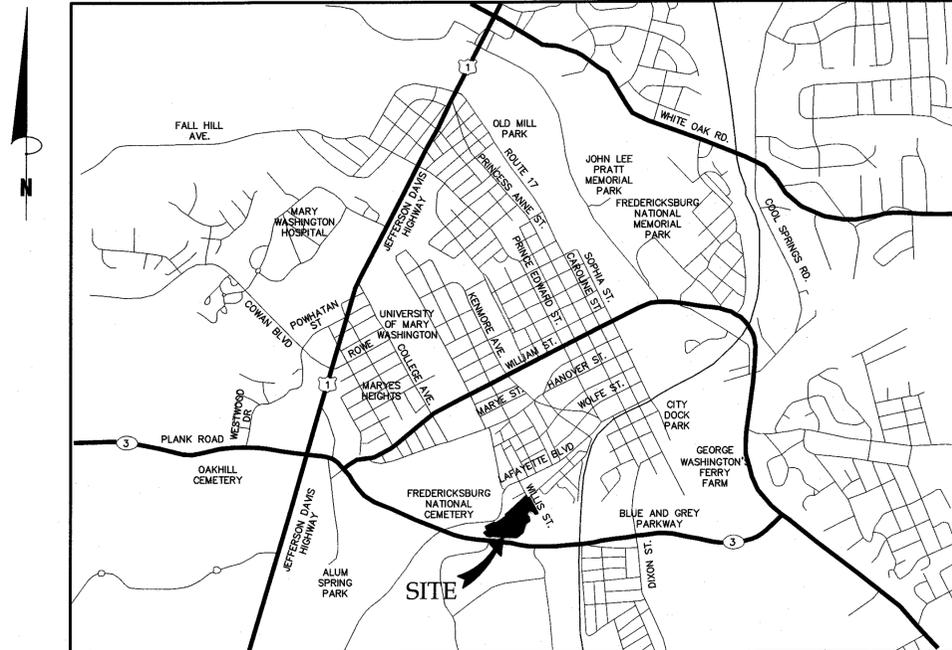
GPIN: 7779-90-4614 & 7779-90-4958

115 YOUNG STREET

CITY OF FREDERICKSBURG, VIRGINIA
WARD 4 - PRECINCT 401

GENERAL NOTES

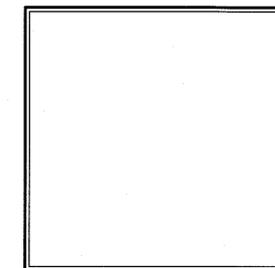
1. THIS PROJECT IS LOCATED AT GPIN: 7779-90-4614. THE PROPERTY IS CURRENTLY DEVELOPED AS A METAL WAREHOUSE. THE PROPERTY IS CURRENTLY ZONED C-D (COMMERCIAL-DOWNTOWN).
2. THE TOTAL SITE AREA IS 541,699.88 S.F. OR 12.43572 ACRES.
3. BOUNDARY INFORMATION AS SHOWN HEREON WAS PREPARED BY THIS FIRM ON OCTOBER 31, 2013. SEE THE INCLUDED BOUNDARY SURVEY FOR ADDITIONAL INFORMATION.
4. TOPOGRAPHY WAS PREPARED BY THIS FIRM VIA CONVENTIONAL FIELD RUN SURVEY. CONTOUR INTERVAL IS 2 FT (DATUM NAVD 88).
5. RESIDENTIAL USES ARE PROPOSED ON THIS SITE.
6. THERE ARE WETLANDS, STREAMS AND/OR RPA LOCATED ON-SITE.
7. BASED UPON GRAPHIC PLOTTING ONLY, AND AS SHOWN HEREON, THE PROPOSED SITE IS LOCATED IN ZONE "AE" (BASE FLOOD ELEVATIONS DETERMINED) & "X" (AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN) AS SHOWN ON FEMA FLOOD INSURANCE RATE MAPS FOR THE CITY OF FREDERICKSBURG, VIRGINIA, COMMUNITY-PANEL 5100650037 C, MAP REVISED SEPTEMBER 19, 2007.
8. THE PROPOSED SITE WILL BE SERVED BY PUBLIC WATER AND SEWER.
9. THE PROPOSED SITE BORDERS EXISTING PUBLIC ROADS MAINTAINED BY THE CITY OF FREDERICKSBURG. ALL ONSITE TRAVELWAYS ARE PRIVATELY MAINTAINED.
10. A HOMEOWNERS ASSOCIATION WILL BE FORMED FOR THIS DEVELOPMENT FOR THE MAINTENANCE OF THE COMMON AREAS, PRIVATE TRAVELWAYS AND ON-SITE OPEN SPACE.
11. THERE ARE NO KNOWN CEMETERIES OR HISTORIC BUILDINGS ON THIS SITE.
12. DIMENSIONS, AREAS, BUILDING SQUARE FOOTAGES, AND LAYOUT ARE APPROXIMATE IN NATURE AND SUBJECT TO CHANGE WITH FINAL ENGINEERING.
13. STREET LIGHTING WILL BE PROVIDED IN CONFORMANCE WITH CITY REQUIREMENTS.
14. EROSION CONTROL FOR THIS SITE WILL BE PROVIDED THROUGH ONSITE MEASURES IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENTATION CONTROL HANDBOOK.
15. THE USE AND DEVELOPMENT OF THIS PROPERTY AND ALL IMPROVEMENTS THEREON ARE SUBJECT TO THE FINAL GENERAL DEVELOPMENT PLAN AS WELL AS TO THE GENERALLY APPLICABLE REGULATIONS SET FORTH IN UDO SECTION 72-4.



VICINITY MAP
SCALE: 1"=2000'

SHEET INDEX

| NO. | DESCRIPTION |
|-----|-------------------------------------|
| 1 | COVER SHEET |
| 2 | LEGEND & SITE CALCULATIONS |
| 3 | EXISTING CONDITIONS PLAN |
| 3A | CBPO ENVIRONMENTAL SITE ASSESSMENT |
| 4 | GENERAL DEVELOPMENT PLAN |
| 5 | TRAFFIC/PEDESTRIAN CIRCULATION PLAN |
| 6 | PRELIMINARY UTILITY PLAN |
| 7 | PRELIMINARY LANDSCAPING PLAN |
| 8-9 | ALTA/ACSM LAND TITLE SURVEY |



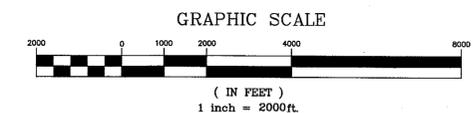
APPROVAL BLOCK

PLANNER/ ENGINEER
BOWMAN CONSULTING GROUP
650-A NELMS CIRCLE
FREDERICKSBURG, VA 22406
P: (540) 371-0268
F: (540) 371-3479
CONTACT: MR. JUSTIN R. TROIDL

OWNER/APPLICANT
ONE HUNDRED FIFTEEN YOUNG ST, LLC
115 YOUNG STREET
FREDERICKSBURG, VA 22401

ENVIRONMENTAL ENGINEER
BOWMAN CONSULTING GROUP
14020 THUNDERBOLT PL. SUITE 300
CHANTILLY, VA 20151
P: (703) 464-1000
F: (703) 481-9720
CONTACT: MS. JESSICA FLEMING

TRANSPORTATION ENGINEER
BOWMAN CONSULTING GROUP
3951 WESTERRE PARKWAY SUITE 150
RICHMOND, VA 23233
P: (804) 616-3240
F: (804) 270-2008
CONTACT: MR. ERICH STROHHACKER

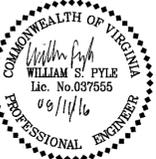


Bowman
CONSULTING

Bowman Consulting Group, Ltd.
650-A Nelms Circle
Fredericksburg, Virginia 22406
Phone: (540) 371-0268
Fax: (540) 371-3479
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

COVER SHEET
HIGHLANDER PARK
CITY OF FREDERICKSBURG, VIRGINIA
WARD 4: PRECINCT 401

COUNTY PROJECT NUMBER



| DATE | DESCRIPTION |
|----------|--------------------|
| 02/13/15 | 1ST SUBMISSION |
| 02/09/16 | SUB. CITY OF FRED |
| 05/01/16 | ADD. CITY COMMENTS |
| 08/11/16 | ADD. CITY COMMENTS |

| DATE | DESCRIPTION | | |
|------|-------------|-------------|--------|
| | JRT | DJA | WSP |
| | DESIGN | DRAWN | CHKD |
| | SCALE | H: 1"=2000' | V: N/A |

JOB No. 5415-02-001

DATE: FEBRUARY 2016

FILE No. 5415-D-ZP-001

SHEET 1 OF 9

LEGEND

| EXISTING | DESCRIPTION | PROPOSED |
|----------|--|----------|
| | INDEX CONTOUR | |
| | INTERMEDIATE CONTOUR | |
| | EDGE OF PAVEMENT | |
| | CURB AND GUTTER | |
| | TRANSITION FROM CG-6 TO CG-6R | |
| | PROPOSED HEADER CURB | |
| | PROPERTY LINE | |
| | DEPARTING PROPERTY LINE | |
| | LOT LINE | |
| | RIGHT-OF-WAY | |
| | CENTERLINE | |
| | FLOOD PLAIN | |
| | CLEARING AND GRADING | |
| | TREE LINE | |
| | FLOW LINE OF SWALE | |
| | STREAM | |
| | OVERLAND RELIEF PATHWAY | |
| | FENCE LINE | |
| | EASEMENT | |
| | WATER LINE | |
| | WATER VALVE | |
| | REDUCER | |
| | SANITARY SEWER | |
| | STORM SEWER | |
| | CABLE TV | |
| | ELECTRIC SERVICE | |
| | TELEPHONE SERVICE | |
| | GAS LINE | |
| | SPOT ELEVATION | |
| | UTILITY POLE | |
| | SIGN | |
| | SANITARY SEWER IDENTIFIER | |
| | STORM DRAIN IDENTIFIER | |
| | EASEMENT IDENTIFIER | |
| | WATER METER | |
| | FIRE HYDRANT | |
| | PARKING INDICATOR INDICATES THE NUMBER OF TYPICAL PARKING SPACES | |
| | STREET LIGHT | |
| | VEHICLES PER DAY (TRAFFIC COUNT) | |
| | TEST PIT LOCATION RECOMMENDED/REQUIRED | |
| | CRITICAL SLOPE SLOPES TO BE STABILIZED PURSUANT TO VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK | |
| | HANDICAP RAMP (CG-12) DENOTES LOCATION OF STD VDOT CG-12 AND/OR JURISDICTIONAL STANDARD RAMP CONSTRUCTION | |
| | DENOTES CLEAR SIGHT TRIANGLE | |
| | TREE | |
| | BENCHMARK | |
| | ASPHALT TRAIL | |
| | CONCRETE SIDEWALK | |
| | END WALLS | |
| | END SECTIONS | |
| | STOP SIGN | |
| | STREET SIGN | |
| | OVERHEAD ELECTRIC | |
| | OVERHEAD TELEPHONE | |
| | HANDICAP PARKING SPACE (VAN) | |
| | RIP RAP | |
| | CROSSWALK | |

ABBREVIATIONS

| | | | |
|----------------|--|----------------|-----------------------------------|
| A | AREA OF ARC | J | JUNCTION BOX |
| AD | ALGEBRAIC DIFFERENCE | K | SIGHT DISTANCE COEFFICIENT |
| AASHTO | AMERICAN ASSOCIATION OF STATE HWY. & TRANSP. OFFICIALS | Ke | CULVERT ENTRANCE LOSS COEFFICIENT |
| ASTM | AMERICAN SOCIETY FOR TESTING AND MATERIALS | L | LENGTH |
| AC | ACRE | LAT. | LATERAL |
| AGGR. | AGGREGATE | LL | LOWER LEVEL |
| ANSI | AMERICAN NATIONAL STANDARDS INSTITUTE | LOS | LINE OF SIGHT |
| ASPH | ASPHALT | LP | LOW POINT |
| AWWA | AMERICAN WATER WORKS ASSOCIATION | LS | LOADING SPACE |
| B | BREADTH | LGC | LIMITS OF CLEARING & GRADING |
| BC | BOTTOM OF CURB | LT | LEFT |
| BF | BASEMENT FLOOR | M | MONUMENT FOUND |
| BLDG | BUILDING | MECH. | MECHANICAL |
| BM | BENCHMARK | MH | MANHOLE |
| BMP | BEST MANAGEMENT PRACTICES (WATER QUALITY) | MI | MILE |
| BOV | BLOW OFF VALVE | MPH | MILES PER HOUR |
| BRL | BUILDING RESTRICTION LINE | MS | MEDIAN STRIP |
| BVCS | BEGINNING VERTICAL CURVE STATION | MSL | MEAN SEA LEVEL |
| BVCE | BEGINNING VERTICAL CURVE ELEVATION | MIN | MINIMUM |
| BW | BOTTOM OF WALL | MAX | MAXIMUM |
| C | CENTER CORRECTION ON VERTICAL CURVE | N | NOW OR FORMERLY |
| C | COEFFICIENT OF RUNOFF | NFA | NET FLOOR AREA |
| CATV | CABLE TELEVISION | NO. | NUMBER |
| CB | CATCH BASIN OR CHORD BEARING | NBL | NORTH BOUND LANE |
| CC | CENTER TO CENTER | N/A | NOT APPLICABLE |
| CFS (Q) | CUBIC FEET PER SECOND | O | ON CENTER |
| CH | CHORD | OD | OUTSIDE DIAMETER |
| CG | CURB AND GUTTER | OH | OVERHANG |
| CG-6 | CAST IRON PIPE | O/H | OVERHEAD |
| C | CENTERLINE | P | PERIMETER |
| CL | CLASS | PC | POINT OF CURVATURE |
| CMP | CORRUGATED METAL PIPE | PCC | POINT OF COMPOUND CURVE |
| CONC. | CONCRETE | PCEP | POINT OF CURVE EDGE OF PAVEMENT |
| CO | CLEAN OUT | PCTC | POINT OF CURVATURE TOP OF CURB |
| CONT. | CONTINUATION | PFM | PUBLIC FACILITIES MANUAL |
| CS | CURB STOP | PG | POINT OF GRADE |
| CT | COURT | PGI | POINT OF INTERSECTION |
| C/L | CENTERLINE | PI | PROPERTY LINE |
| D | DEPTH | PL | PROPERTY LINE |
| D _d | DRAINAGE AREA | PL | PROPERTY LINE |
| DA | DEED BOOK | PRC | POINT OF REVERSE CURVES |
| DEQ | VA. DEPARTMENT OF ENVIRONMENTAL QUALITY | PRELIM. | PRELIMINARY |
| DET. | DETAIL | PROP. | PROPOSED |
| DI | DROP INLET | PT | POINT OF TANGENCY |
| DIA | DIAMETER | PVC | POINT OF VERTICAL CURVATURE |
| DIP | DUCTILE IRON PIPE | PVC | POLY VINYL CHLORIDE |
| DM | DROP MANHOLE | PVM | POINT OF VERTICAL INTERSECTION |
| DR. | DRIVE | PVM/T | PAVEMENT |
| DRNG | DRAINAGE | PVRT | POINT OF VERTICAL REVERSE CURVE |
| DRAWING | DRAWING | PVT | POINT OF VERTICAL TANGENT |
| D/W | DRIVE WAY | P&P | PLAN AND PROFILE |
| Δ | DELTA | Q | Q(C.F.S.) AMOUNT OF RUNOFF |
| DJ | DWELLING UNITS | Q | Q(C.F.S.) AMOUNT OF RUNOFF |
| DOM | DOMESTIC | R | RADIUS |
| E | RATE OF SUPER ELEVATION IN FEET PER FOOT | R _r | REQUIRED |
| EC | EROSION CONTROL | REQD | REQUIRED |
| EGL | ENERGY GRADIENT LINE | RCP | REINFORCED CONCRETE PIPE |
| EQC | ENVIRONMENTAL QUALITY CORRIDOR | RD. | ROAD |
| ESM/T | EASEMENT | RET. | RETAINING |
| EG | EDGE OF GUTTER | REVISION | REVISION |
| ELEV. | ELEVATION | RR | RAILROAD |
| ENT. | ENTRANCE | RTE. | ROUTE |
| EP | EDGE OF PAVEMENT | R/W | RIGHT OF WAY |
| ES | END SECTION | ROG | ROUGH GRADING PLAN |
| EVCS | ENDING VERTICAL CURVE STATION | ROM | REMOTE OUTSIDE MONITOR |
| EVCE | ENDING VERTICAL CURVE ELEVATION | ROM | RESOURCE MANAGEMENT AREA |
| EW | END WALL | RPA | RESOURCE PROTECTION AREA |
| EX. | EXISTING | RT | RIGHT |
| ELEC. | ELECTRICAL | S | SPEED OR SLOPE |
| EBL | EAST BOUND LANE | SAN. | SANITARY |
| F | FIRE LINE | SBL | SOUTH BOUND LANE |
| FAR | FLOOR AREA RATIO | SD | SIGHT DISTANCE |
| FC | FACE OF CURB | SECT. | SECTION |
| FF | FIRST FLOOR | SEW. | SEWER |
| FG | FINISHED GRADE | SH. | SHOULDER |
| FH | FIRE HYDRANT | SF | SQUARE FEET |
| FL | FLOW LINE | SPACE | SPACE |
| FP | FLOOD PLAIN | SP. | SITE PLAN |
| F _S | FACTOR OF SAFETY | SPEC. | SPECIFICATION |
| FT. | FOOT | STA. | STATION |
| FOY. | FOYER | STD. | STANDARD |
| FPS | FEET PER SECOND | STK. | STACK |
| G | GRAVITY | STM. | STORM |
| G | GAS | SVC. | SERVICE |
| GFA | GROSS FLOOR AREA | SWM | STORM WATER MANAGEMENT |
| Gr. | GRADE | S/W | SIDE WALK |
| GR | GUARD RAIL | Sx | CROSS SLOPE |
| GAR | GARAGE | T | TANGENT |
| H | HEIGHT | TC | TEST BORE |
| H _h | HEAD | TC | TOP OF CURB |
| HC | HANDICAPPED PARKING SPACE | Tc | TIME OF CONCENTRATION |
| HGL | HYDRAULIC GRADIENT LINE | TEL | TELEPHONE |
| HP | HIGH POINT | TP | TEST PIT |
| HR | HAND RAIL | TP | TREE PROTECTION |
| HT. | HEIGHT | TB | TOP OF BANK |
| HW | HEADWATER | TW | TOP OF WALL |
| I | RAINFALL INTENSITY | TW | TAILWATER |
| ID | INSIDE DIAMETER | U | UNDERDRAIN |
| IN | INCH | UG | UNDERGROUND |
| INV. | INVERT | UL | UPPER LEVEL |
| IP | IRON PIPE | UP | UTILITY POLE |
| IPF | IRON PIPE FOUND | VAN | HANDICAPPED VAN PARKING SPACE |
| IPS | IRON PIPE SET | V | VELOCITY |
| J | JUNCTION BOX | V | VOLUME |
| K | SIGHT DISTANCE COEFFICIENT | VA | VIRGINIA |
| Ke | CULVERT ENTRANCE LOSS COEFFICIENT | VC | VERTICAL CURVE |
| L | LENGTH | VDOT | VA. DEPT. OF TRANSPORTATION |
| LAT. | LATERAL | VF | VERTICAL FOOT |
| LL | LOWER LEVEL | W | WEIGHT OR WIDTH |
| LOS | LINE OF SIGHT | W/M | WATER MAIN |
| LP | LOW POINT | WBL | WEST BOUND LANE |
| LS | LOADING SPACE | WQIA | WATER QUALITY IMPACT ASSESSMENT |
| LGC | LIMITS OF CLEARING & GRADING | X | TRANSFORMER |
| LT | LEFT | Y | YARD INLET |
| M | MONUMENT FOUND | YR | YEAR |
| MECH. | MECHANICAL | Z | SIDE SLOPES |
| MH | MANHOLE | | |
| MI | MILE | | |
| MPH | MILES PER HOUR | | |
| MS | MEDIAN STRIP | | |
| MSL | MEAN SEA LEVEL | | |
| MIN | MINIMUM | | |
| MAX | MAXIMUM | | |
| N | NOW OR FORMERLY | | |
| NFA | NET FLOOR AREA | | |
| NO. | NUMBER | | |
| NBL | NORTH BOUND LANE | | |
| N/A | NOT APPLICABLE | | |
| O | ON CENTER | | |
| OD | OUTSIDE DIAMETER | | |
| OH | OVERHANG | | |
| O/H | OVERHEAD | | |
| P | PERIMETER | | |
| PC | POINT OF CURVATURE | | |
| PCC | POINT OF COMPOUND CURVE | | |
| PCEP | POINT OF CURVE EDGE OF PAVEMENT | | |
| PCTC | POINT OF CURVATURE TOP OF CURB | | |
| PFM | PUBLIC FACILITIES MANUAL | | |
| PG | POINT OF GRADE | | |
| PGI | POINT OF INTERSECTION | | |
| PI | PROPERTY LINE | | |
| PL | PROPERTY LINE | | |
| PL | PROPERTY LINE | | |
| PRC | POINT OF REVERSE CURVES | | |
| PRELIM. | PRELIMINARY | | |
| PROP. | PROPOSED | | |
| PT | POINT OF TANGENCY | | |
| PVC | POINT OF VERTICAL CURVATURE | | |
| PVC | POLY VINYL CHLORIDE | | |
| PVM | POINT OF VERTICAL INTERSECTION | | |
| PVM/T | PAVEMENT | | |
| PVRT | POINT OF VERTICAL REVERSE CURVE | | |
| PVT | POINT OF VERTICAL TANGENT | | |
| P&P | PLAN AND PROFILE | | |
| Q | Q(C.F.S.) AMOUNT OF RUNOFF | | |
| Q | Q(C.F.S.) AMOUNT OF RUNOFF | | |
| R | RADIUS | | |
| R _r | REQUIRED | | |
| REQD | REQUIRED | | |
| RCP | REINFORCED CONCRETE PIPE | | |
| RD. | ROAD | | |
| RET. | RETAINING | | |
| REVISION | REVISION | | |
| RR | RAILROAD | | |
| RTE. | ROUTE | | |
| R/W | RIGHT OF WAY | | |
| ROG | ROUGH GRADING PLAN | | |
| ROM | REMOTE OUTSIDE MONITOR | | |
| ROM | RESOURCE MANAGEMENT AREA | | |
| RPA | RESOURCE PROTECTION AREA | | |
| RT | RIGHT | | |
| S | SPEED OR SLOPE | | |
| SAN. | SANITARY | | |
| SBL | SOUTH BOUND LANE | | |
| SD | SIGHT DISTANCE | | |
| SECT. | SECTION | | |
| SEW. | SEWER | | |
| SH. | SHOULDER | | |
| SF | SQUARE FEET | | |
| SPACE | SPACE | | |
| SP. | SITE PLAN | | |
| SPEC. | SPECIFICATION | | |
| STA. | STATION | | |
| STD. | STANDARD | | |
| STK. | STACK | | |
| STM. | STORM | | |
| SVC. | SERVICE | | |
| SWM | STORM WATER MANAGEMENT | | |
| S/W | SIDE WALK | | |
| Sx | CROSS SLOPE | | |
| T | TANGENT | | |
| TC | TEST BORE | | |
| TC | TOP OF CURB | | |
| Tc | TIME OF CONCENTRATION | | |
| TEL | TELEPHONE | | |
| TP | TEST PIT | | |
| TP | TREE PROTECTION | | |
| TB | TOP OF BANK | | |
| TW | TOP OF WALL | | |
| TW | TAILWATER | | |
| U | UNDERDRAIN | | |
| UG | UNDERGROUND | | |
| UL | UPPER LEVEL | | |
| UP | UTILITY POLE | | |
| VAN | HANDICAPPED VAN PARKING SPACE | | |
| V | VELOCITY | | |
| V | VOLUME | | |
| VA | VIRGINIA | | |
| VC | VERTICAL CURVE | | |
| VDOT | VA. DEPT. OF TRANSPORTATION | | |
| VF | VERTICAL FOOT | | |
| W | WEIGHT OR WIDTH | | |
| W/M | WATER MAIN | | |
| WBL | WEST BOUND LANE | | |
| WQIA | WATER QUALITY IMPACT ASSESSMENT | | |
| X | TRANSFORMER | | |
| Y | YARD INLET | | |
| YR | YEAR | | |
| Z | SIDE SLOPES | | |

SITE SPECIFIC NOTES:

- THE PROPERTY HEREON IS LOCATED ON GPN: 7779-90-4614 & 7779-90-4958
- SITE AREA: 541,899.88 S.F./12.44 AC.
- EXISTING ZONING: C-D (COMMERCIAL-DOWNTOWN DISTRICT)
- LAND USE: PRIVATE VEHICULAR INGRESS/EGRESS 110 LOTS (SINGLE FAMILY ATTACHED)
- NO TITLE REPORT FURNISHED. PROPERTY MAY BE SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.
- BOUNDARY SURVEY BY THIS FIRM DATED 10-31-13. TOPOGRAPHY FROM THIS FIRM. CONTOUR INTERVAL 2' (DATUM NAVD83)
- THE LOCATION OF THE 100-YR FLOODPLAIN SHOWN HEREON TAKEN FROM FEMA FLOOD INSURANCE RATE MAP 510850302C & 5100650037C DATED 9/19/07. THE 100-YR FLOODPLAIN DOES ENCR OACH ON THIS PROPERTY, AND THE SITE IS IN THE FLOOD ZONE. A CLOMR WAS APPROVED AND A LOMR IS REQUIRED.
- THERE ARE NO KNOWN HISTORIC STRUCTURES LOCATED ON THIS SITE.
- THE CRITICAL RESOURCE PROTECTION AREA (CRPA) DOES ENCR OACH ONTO THIS SITE.
- SITE WILL BE SERVED BY PUBLIC WATER AND SEWER.
- ALL NECESSARY ENVIRONMENTAL PERMITS WILL BE SUBMITTED TO THE CITY OF FREDERICKSBURG PRIOR TO APPROVAL OF CONSTRUCTION PLANS AND/OR GRADING PLANS.

EASEMENT LEGEND

- (G) APPROX. 20' GAS PIPELINE EASEMENT
DB 260, PG 369 (ITEM #19)
- (U) APPROX. JOINT USE AREA AGREEMENT
DB 135, PG 648 & PB 4/76 (ITEMS #20 & #21)
- (RW) PERMANENT RIGHT-OF-WAY RELOCATED
DB 126, PG 103 (ITEM #12)
- (SS) APPROX. 30' SANITARY SEWER EASEMENT
DB 126, PG 554 & DB 127, PG 127, PG 38 (ITEM #16)
- (SS1) APPROX. 10' SANITARY SEWER EASEMENT
PB 4/76 & DB 135, PG 643 (ITEMS #21 & #23)
- (C) APPROX. CHESAPEAKE & POTOMAC TELEPHONE COMPANY EASEMENT
DB 150, PG 661 (ITEM #17)
- (TR) APPROX. PERMANENT TRAIL/OPEN SPACE EASEMENT
INST #120001565

LEGEND:

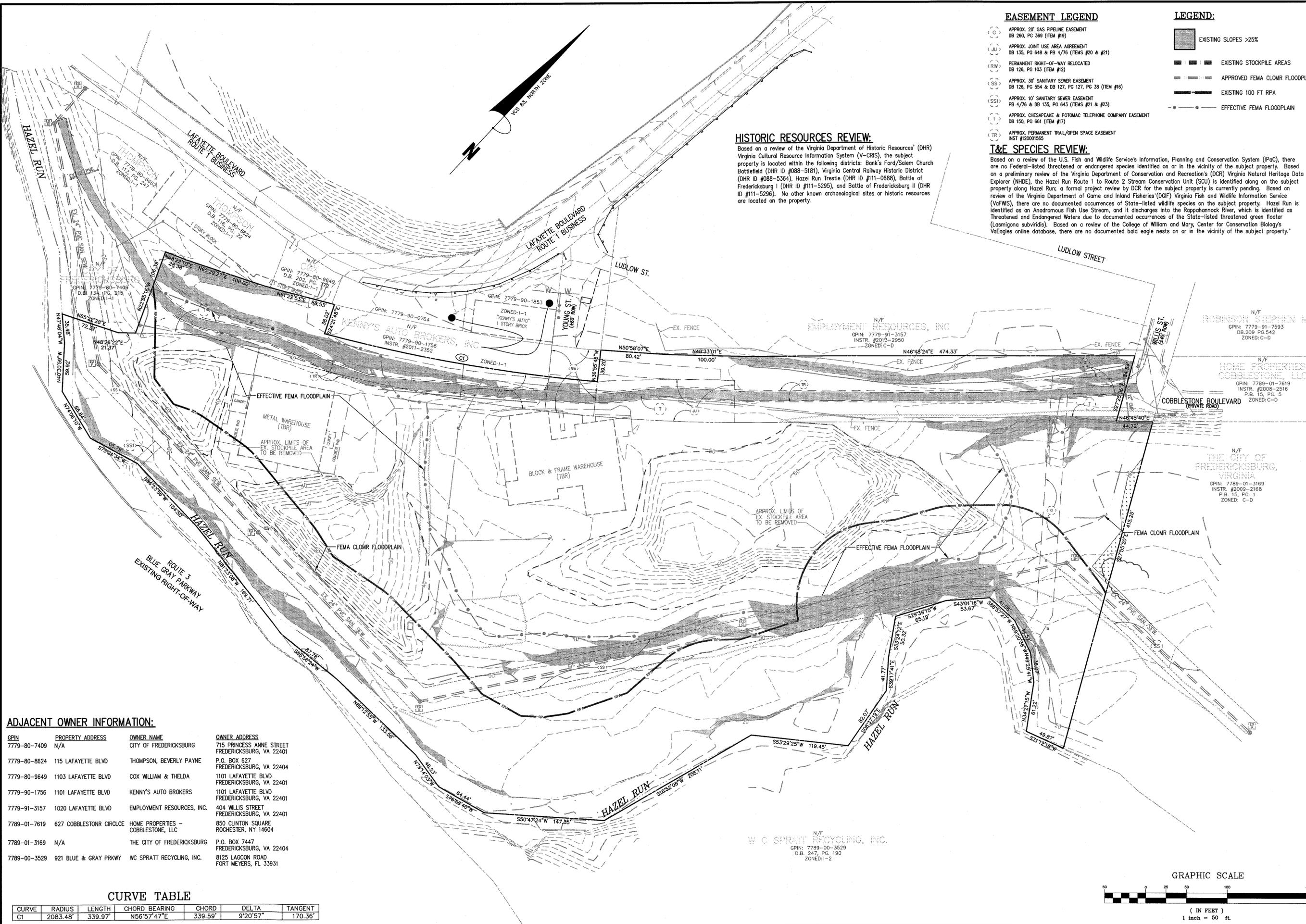
- [Hatched Box] EXISTING SLOPES >25%
- [Dashed Box] EXISTING STOCKPILE AREAS
- [Dotted Box] APPROVED FEMA CLOMR FLOODPLAIN
- [Thick Dashed Line] EXISTING 100 FT RPA
- [Thin Dashed Line] EFFECTIVE FEMA FLOODPLAIN

HISTORIC RESOURCES REVIEW:

Based on a review of the Virginia Department of Historic Resources' (DHR) Virginia Cultural Resource Information System (V-CRIS), the subject property is located within the following districts: Bank's Ford/Salem Church Battlefield (DHR ID #088-5181), Virginia Central Railway Historic District (DHR ID #088-5364), Hazel Run Trestle (DHR ID #111-0688), Battle of Fredericksburg I (DHR ID #111-5295), and Battle of Fredericksburg II (DHR ID #111-5296). No other known archaeological sites or historic resources are located on the property.

T&E SPECIES REVIEW:

Based on a review of the U.S. Fish and Wildlife Service's Information, Planning and Conservation System (IPaC), there are no Federal-listed threatened or endangered species identified on or in the vicinity of the subject property. Based on a preliminary review of the Virginia Department of Conservation and Recreation's (DCR) Virginia Natural Heritage Data Explorer (NHDE), the Hazel Run Route 1 to Route 2 Stream Conservation Unit (SCU) is identified along the subject property along Hazel Run; a formal project review by DCR for the subject property is currently pending. Based on review of the Virginia Department of Game and Inland Fisheries' (DGIF) Virginia Fish and Wildlife Information Service (VaFIS), there are no documented occurrences of State-listed wildlife species on the subject property. Hazel Run is identified as an Anadromous Fish Use Stream, and it discharges into the Rappahannock River, which is identified as Threatened and Endangered Waters due to documented occurrences of the State-listed threatened green frog (*Lasmigona subviridis*). Based on a review of the College of William and Mary, Center for Conservation Biology's VaEagles online database, there are no documented bald eagle nests on or in the vicinity of the subject property.

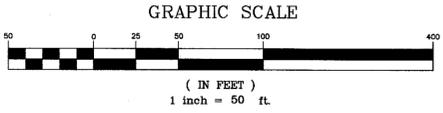


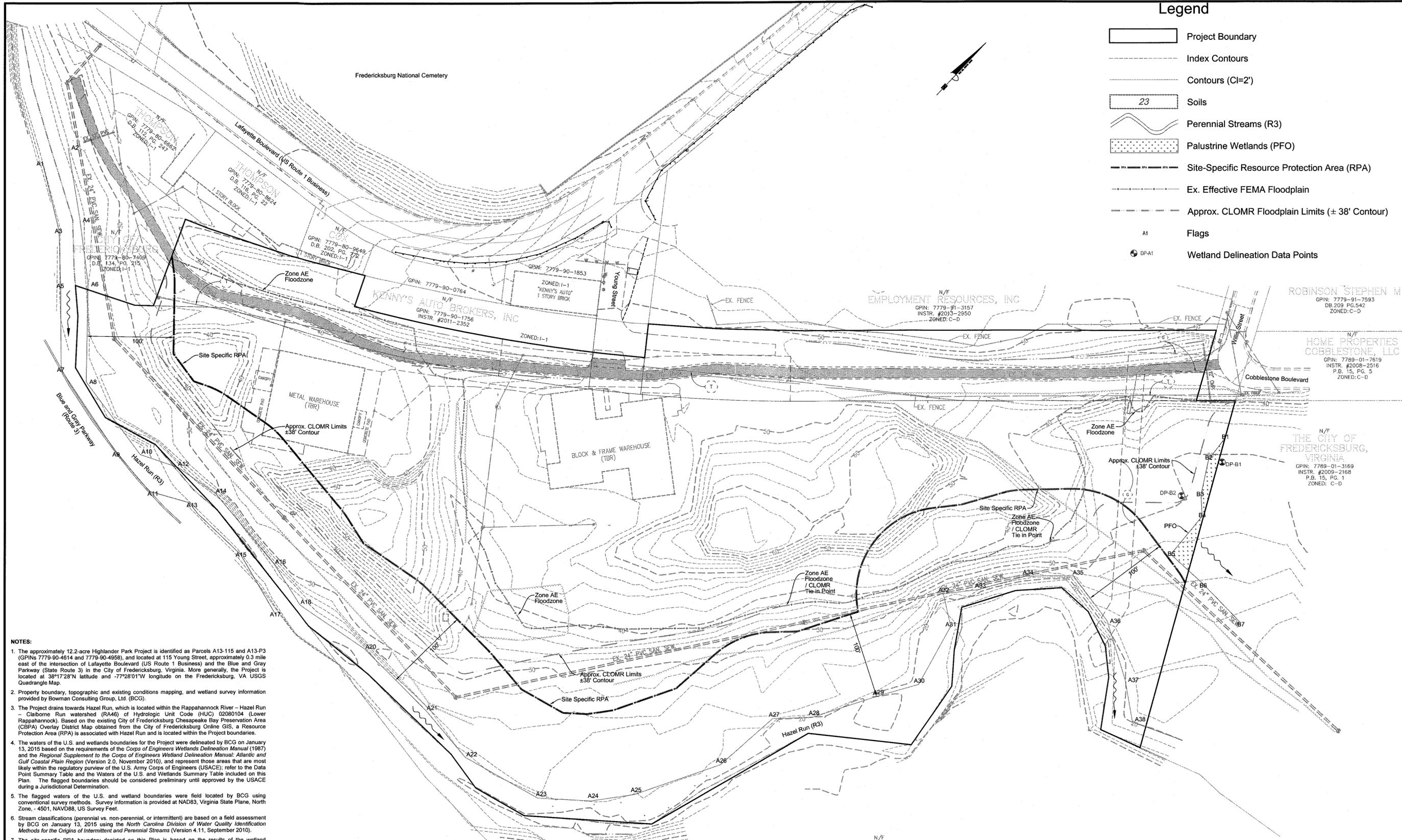
ADJACENT OWNER INFORMATION:

| GPIN | PROPERTY ADDRESS | OWNER NAME | OWNER ADDRESS |
|--------------|-------------------------|------------------------------------|--|
| 7779-80-7409 | N/A | CITY OF FREDERICKSBURG | 715 PRINCESS ANNE STREET FREDERICKSBURG, VA 22401 |
| 7779-80-8624 | 115 LAFAYETTE BLVD | THOMPSON, BEVERLY PAYNE | P.O. BOX 627 FREDERICKSBURG, VA 22404 |
| 7779-80-9649 | 1103 LAFAYETTE BLVD | COX WILLIAM & THELDA | 1101 LAFAYETTE BLVD FREDERICKSBURG, VA 22401 |
| 7779-90-1756 | 1101 LAFAYETTE BLVD | KENNY'S AUTO BROKERS | 1101 LAFAYETTE BLVD FREDERICKSBURG, VA 22401 |
| 7779-91-3157 | 1020 LAFAYETTE BLVD | EMPLOYMENT RESOURCES, INC. | 404 WILLIS STREET FREDERICKSBURG, VA 22401 |
| 7789-01-7619 | 627 COBBLESTON CIR/CLCE | HOME PROPERTIES - COBBLESTONE, LLC | 850 CLINTON SQUARE ROCHESTER, NY 14604 |
| 7789-01-3169 | N/A | THE CITY OF FREDERICKSBURG | P.O. BOX 7447 FREDERICKSBURG, VA 22404 |
| 7789-00-3529 | 921 BLUE & GRAY PRKWAY | WC SPRATT RECYCLING, INC. | 8125 LAGOON ROAD FORT MEYERS, FL 33931 |

CURVE TABLE

| CURVE | RADIUS | LENGTH | CHORD BEARING | CHORD | DELTA | TANGENT |
|-------|----------|---------|---------------|---------|----------|---------|
| C1 | 2083.48' | 339.97' | N56°57'47"E | 339.59' | 9°20'57" | 170.36' |





Legend

- Project Boundary
- Index Contours
- Contours (CI=2')
- Soils
- Perennial Streams (R3)
- Palustrine Wetlands (PFO)
- Site-Specific Resource Protection Area (RPA)
- Ex. Effective FEMA Floodplain
- Approx. CLOMR Floodplain Limits (± 38' Contour)
- Flags
- Wetland Delineation Data Points

- NOTES:**
- The approximately 12.2-acre Highlander Park Project is identified as Parcels A13-115 and A13-P3 (GPINs 7779-90-4614 and 7779-90-4958), and located at 115 Young Street, approximately 0.3 mile east of the intersection of Lafayette Boulevard (US Route 1 Business) and the Blue and Gray Parkway (State Route 3) in the City of Fredericksburg, Virginia. More generally, the Project is located at 38°17'28"N latitude and -77°28'01"W longitude on the Fredericksburg, VA USGS Quadrangle Map.
 - Property boundary, topographic and existing conditions mapping, and wetland survey information provided by Bowman Consulting Group, Ltd. (BCG).
 - The Project drains towards Hazel Run, which is located within the Rappahannock River - Hazel Run - Claiborne Run watershed (RA48) of Hydrologic Unit Code (HUC) 02080104 (Lower Rappahannock). Based on the existing City of Fredericksburg Chesapeake Bay Preservation Area (CBPA) Overlay District Map obtained from the City of Fredericksburg Online GIS, a Resource Protection Area (RPA) is associated with Hazel Run and is located within the Project boundaries.
 - The waters of the U.S. and wetlands boundaries for the Project were delineated by BCG on January 13, 2015 based on the requirements of the Corps of Engineers Wetlands Delineation Manual (1987) and the Regional Supplement to the Corps of Engineers Wetlands Delineation Manual, Atlantic and Gulf Coastal Plain Region (Version 2.0, November 2010), and represent those areas that are most likely within the regulatory purview of the U.S. Army Corps of Engineers (USACE); refer to the Data Point Summary Table and the Waters of the U.S. and Wetlands Summary Table included on this Plan. The flagged boundaries should be considered preliminary until approved by the USACE during a Jurisdictional Determination.
 - The flagged waters of the U.S. and wetland boundaries were field located by BCG using conventional survey methods. Survey information is provided at NAD83, Virginia State Plane, North Zone, - 4501, NAVD88, US Survey Feet.
 - Stream classifications (perennial vs. non-perennial, or intermittent) are based on a field assessment by BCG on January 13, 2015 using the North Carolina Division of Water Quality Identification Methods for the Origins of Intermittent and Perennial Streams (Version 4.11, September 2010).
 - The site-specific RPA boundary depicted on this Plan is based on the results of the wetland delineation and perennial flow evaluation studies. There are no wetlands located contiguous to or connected by surface flow to Hazel Run. Therefore, in accordance with Section 72-24.5(D)(2)(a) of the City's Chesapeake Bay Preservation Overlay (CBPO) District and the Virginia Department of Conservation and Recreation's Resource Protection Areas: Nontidal Wetlands, Guidance on the Chesapeake Bay Preservation Area Designation and Management Regulations, the site-specific and field-verified RPA boundary is mapped 100-foot upslope or landward of the surveyed perennial stream boundaries (Hazel Run).
 - Based on a review of the City of Fredericksburg, Virginia - Map of Chesapeake Bay Protection Program (December 1993, updated January 2008), the Project area is mapped as an Intensely Developed Area (IDA). A 50-foot RPA buffer has been depicted along Hazel Run from its surveyed limits.
 - According to FEMA Flood Insurance Rate Maps Nos. 5100650036C and 5100650037C (Effective September 19, 2007), a Zone AE Flood Zone is mapped along Hazel Run and within the Project. A CLOMR and LMOR is required for the Project, and the approximate CLOMR floodplain limits are depicted on this Plan as the ± 38' contour.
 - Soils GIS information was obtained from the USDA Fredericksburg City, Virginia Soils Survey (USDA - Natural Resources Conservation Service - Web Soil Survey 3.0, <http://www.websoilsurvey.nrcs.usda.gov>, Survey Area Data: Version 3, December 11, 2013). Refer to the Soils Summary Table included on this Plan.

Soils Summary

| Map Unit | Map Unit Name | Drainage Class | National Hydric Soils List ¹ | Highly Erodible | Highly Permeable |
|----------|--------------------------------|----------------|---|-----------------|------------------|
| 23 | Fluvaquents-Udfluvents complex | PD | Yes | No | No |
| 44 | Udorthents, gravelly | N/A | No | No | No |

PD - Poorly Drained, N/A - Not Applicable
¹ National Hydric Soils List for Fredericksburg City, VA published by USDA Natural Resources Conservation Service

Data Point Summary Table

| Data Point | Mapped Soil Unit | Hydrophytic Vegetation | Hydric Soils | Wetland Hydrology | Community ID |
|------------|------------------|------------------------|--------------|-------------------|--------------|
| DP-B1 | 44 | Yes | Yes | Yes | PFO Wetland |
| DP-B2 | 44 | Yes | No | No | Upland |

Waters of the U.S. and Wetlands Summary Table¹

| Classification ² | Length (LF) | Area (SF) | Area (Ac) |
|------------------------------------|--------------|--------------|-------------|
| Perennial Streams (R3) | 1,772 | N/A | N/A |
| Palustrine Forested Wetlands (PFO) | N/A | 1,569 | 0.04 |
| Total Waters of the U.S. | 1,772 | 1,569 | 0.04 |

¹ The amount of waters of the U.S. and wetlands indicated in the table reflects the amount located within the Project limits.
² Stream and wetland classifications are based on field assessments by BCG on January 13, 2015.

Bowman
CONSULTING

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CBPO ENVIRONMENTAL SITE ASSESSMENT

HIGHLANDER PARK

CITY OF FREDERICKSBURG, VIRGINIA

WARD 4; PRECINCT 401

COUNTY PROJECT NUMBER

COMMONWEALTH OF VIRGINIA
WILLIAM S. PYLE
Lic. No. 037655
09/11/16
PROFESSIONAL ENGINEER

PLAN STATUS

| | |
|----------|--------------------|
| 02/13/15 | 1ST SUBMISSION |
| 02/09/16 | SUB. CITY OF FRED |
| 05/01/16 | ADD. CITY COMMENTS |
| 08/11/16 | ADD. CITY COMMENTS |

DATE DESCRIPTION

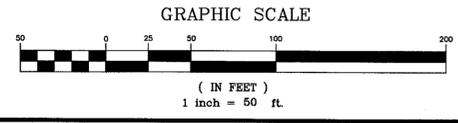
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|--------|-------|------|
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| DESIGN | DRAWN | CHKD |

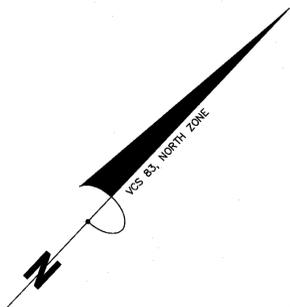
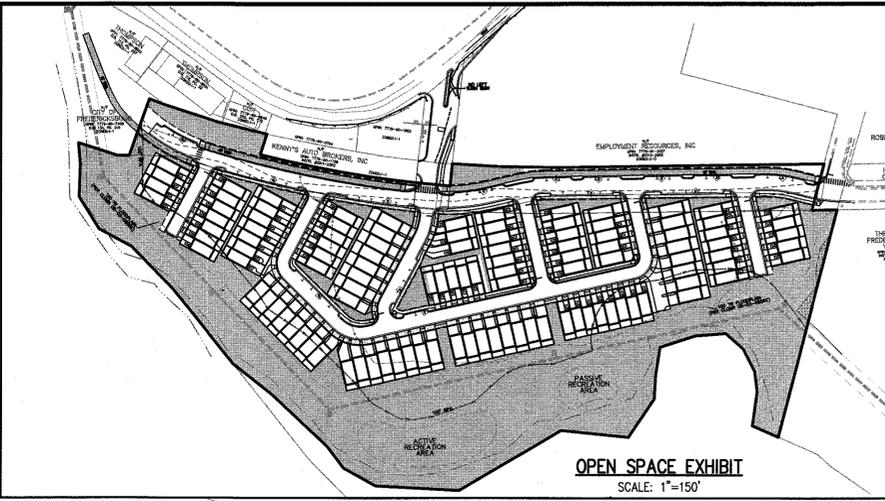
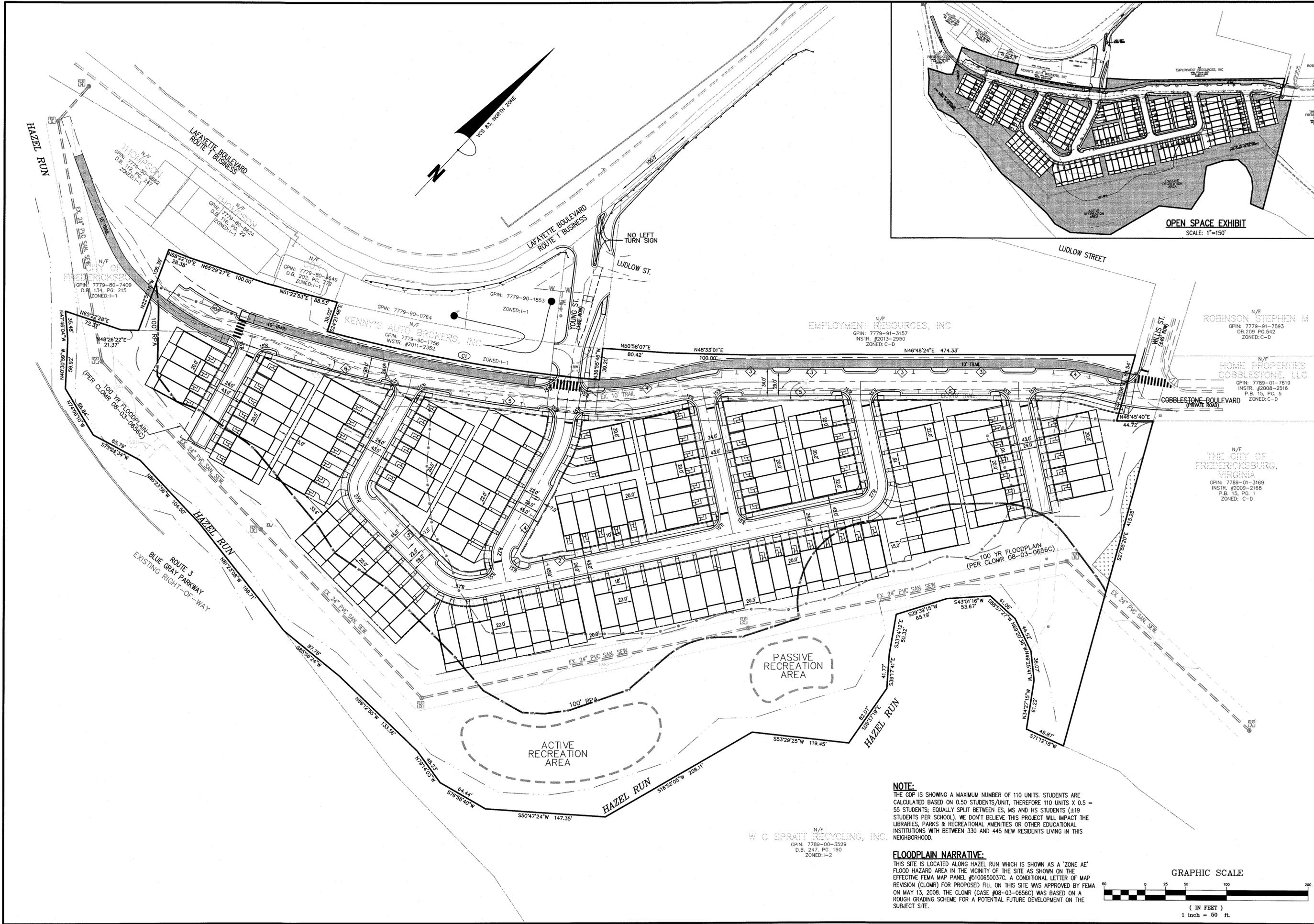
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JOB No. 5415-02-001

DATE: FEBRUARY 2016

FILE No. 5415-D-ZP-001

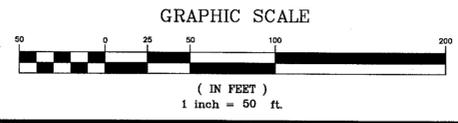




NOTE:
 THE GDP IS SHOWING A MAXIMUM NUMBER OF 110 UNITS. STUDENTS ARE CALCULATED BASED ON 0.50 STUDENTS/UNIT, THEREFORE 110 UNITS X 0.5 = 55 STUDENTS; EQUALLY SPLIT BETWEEN ES, MS AND HS STUDENTS (±19 STUDENTS PER SCHOOL). WE DON'T BELIEVE THIS PROJECT WILL IMPACT THE LIBRARIES, PARKS & RECREATIONAL AMENITIES OR OTHER EDUCATIONAL INSTITUTIONS WITH BETWEEN 330 AND 445 NEW RESIDENTS LIVING IN THIS NEIGHBORHOOD.

FLOODPLAIN NARRATIVE:
 THIS SITE IS LOCATED ALONG HAZEL RUN WHICH IS SHOWN AS A 'ZONE AE' FLOOD HAZARD AREA IN THE VICINITY OF THE SITE AS SHOWN ON THE EFFECTIVE FEMA MAP PANEL #5100650037C. A CONDITIONAL LETTER OF MAP REVISION (CLOMR) FOR PROPOSED FILL ON THIS SITE WAS APPROVED BY FEMA ON MAY 13, 2008. THE CLOMR (CASE #08-03-0656C) WAS BASED ON A ROUGH GRADING SCHEME FOR A POTENTIAL FUTURE DEVELOPMENT ON THE SUBJECT SITE.

N/F
 W C SPRATT RECYCLING, INC.
 GPIN: 7789-00-3529
 D.B. 247, PG. 190
 ZONED: I-2



Bowman
 CONSULTING

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GENERAL DEVELOPMENT PLAN
HIGHLANDER PARK
 CITY OF FREDERICKSBURG, VIRGINIA
 WARD 4; PRECINCT 401

COUNTY PROJECT NUMBER



| PLAN STATUS | |
|-------------|--------------------|
| 02/13/15 | 1ST SUBMISSION |
| 02/09/16 | SUB. CITY OF FRED. |
| 05/01/16 | ADD. CITY COMMENTS |
| 08/11/16 | ADD. CITY COMMENTS |

| DATE | DESCRIPTION |
|------------------------|-------------|
| JRT | DJA WSP |
| DESIGN | DRAWN CHKD |
| SCALE | H: 1"=50' |
| | V: |
| JOB No. 5415-02-001 | |
| DATE : FEBRUARY 2016 | |
| FILE No. 5415-D-ZP-001 | |
| SHEET 4 OF 9 | |

PEDESTRIAN ANALYSIS:

PEDESTRIAN ACCESS HAS BEEN PROVIDED FOR THE GENERAL PUBLIC VIA THE 10 FT TRAIL RUNNING ALONG COBBLESTONE BOULEVARD. IN ADDITION TO THE 10 FT TRAIL 5 FT SIDEWALKS HAVE BEEN PROVIDED ALONG ALL OF THE INTERNAL TRAVELWAYS. THE PROPOSED 5 FT SIDEWALKS CONNECT TO THE 10 FT TRAIL IN THREE LOCATIONS. ALL OF THE INTERNAL 5 FT SIDE WALKS CONNECT TO EACH OTHER AND PROVIDE ACCESS FROM THE PARALLEL PARKING TO THE INDIVIDUAL UNITS. THE PROPOSED PEDESTRIAN ACCESS PATTERN IS CONSISTENT WITH EXISTING COMMUNITIES WITHIN THE CITY OF FREDERICKSBURG AND THE COMMONWEALTH OF VIRGINIA.

TRANSPORTATION ANALYSIS:

THE PROPOSED DEVELOPMENT OF 110 SINGLE FAMILY ATTACHED DWELLING UNITS IS SERVED BY EXISTING YOUNG STREET AND WILLIS STREET, WHICH BOTH TERMINATE AT THE LIMITS OF THE PROJECT. BOTH WILLIS STREET AND YOUNG STREET AREA PUBLIC STREETS WHICH THE INTO LAFAYETTE BLVD. WHICH IS ALSO A PUBLIC STREET.

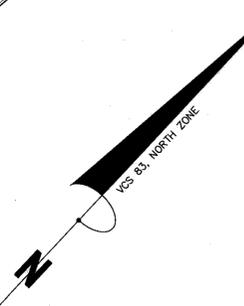
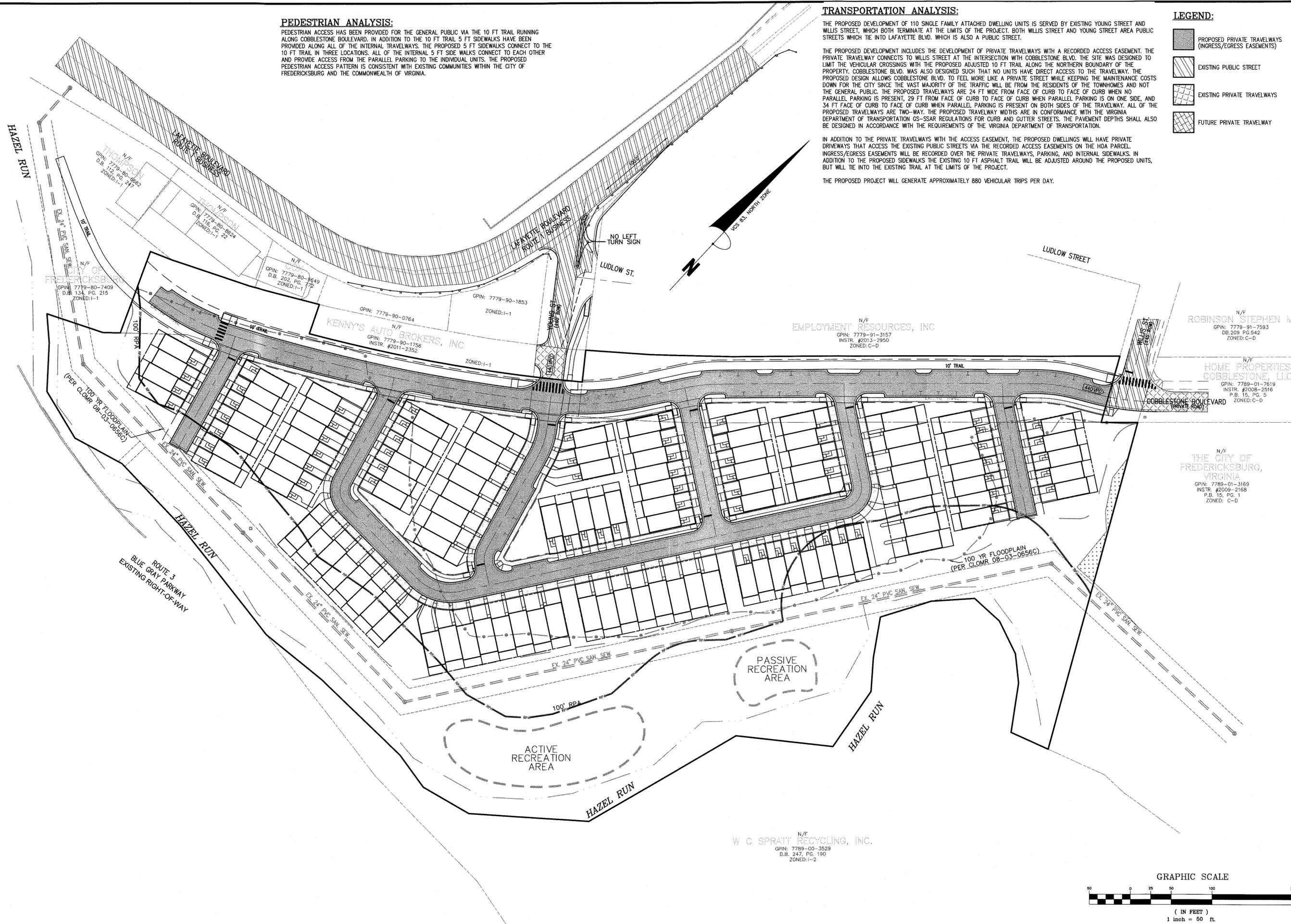
THE PROPOSED DEVELOPMENT INCLUDES THE DEVELOPMENT OF PRIVATE TRAVELWAYS WITH A RECORDED ACCESS EASEMENT. THE PRIVATE TRAVELWAY CONNECTS TO WILLIS STREET AT THE INTERSECTION WITH COBBLESTONE BLVD. THE SITE WAS DESIGNED TO LIMIT THE VEHICULAR CROSSINGS WITH THE PROPOSED ADJUSTED TO FT TRAIL ALONG THE NORTHERN BOUNDARY OF THE PROPERTY. COBBLESTONE BLVD. WAS ALSO DESIGNED SUCH THAT NO UNITS HAVE DIRECT ACCESS TO THE TRAVELWAY. THE PROPOSED DESIGN ALLOWS COBBLESTONE BLVD. TO FEEL MORE LIKE A PRIVATE STREET WHILE KEEPING THE MAINTENANCE COSTS DOWN FOR THE CITY SINCE THE VAST MAJORITY OF THE TRAFFIC WILL BE FROM THE RESIDENTS OF THE TOWNHOMES AND NOT THE GENERAL PUBLIC. THE PROPOSED TRAVELWAYS ARE 24 FT WIDE FROM FACE OF CURB TO FACE OF CURB WHEN NO PARALLEL PARKING IS PRESENT, 29 FT FROM FACE OF CURB TO FACE OF CURB WHEN PARALLEL PARKING IS ON ONE SIDE, AND 34 FT FACE OF CURB TO FACE OF CURB WHEN PARALLEL PARKING IS PRESENT ON BOTH SIDES OF THE TRAVELWAY. ALL OF THE PROPOSED TRAVELWAYS ARE TWO-WAY. THE PROPOSED TRAVELWAY WIDTHS ARE IN CONFORMANCE WITH THE VIRGINIA DEPARTMENT OF TRANSPORTATION GS-SSAR REGULATIONS FOR CURB AND CUTTER STREETS. THE PAVEMENT DEPTHS SHALL ALSO BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION.

IN ADDITION TO THE PRIVATE TRAVELWAYS WITH THE ACCESS EASEMENT, THE PROPOSED DWELLINGS WILL HAVE PRIVATE DRIVEWAYS THAT ACCESS THE EXISTING PUBLIC STREETS VIA THE RECORDED ACCESS EASEMENTS ON THE HOA PARCEL. INGRESS/EGRESS EASEMENTS WILL BE RECORDED OVER THE PRIVATE TRAVELWAYS, PARKING, AND INTERNAL SIDEWALKS. IN ADDITION TO THE PROPOSED SIDEWALKS THE EXISTING 10 FT ASPHALT TRAIL WILL BE ADJUSTED AROUND THE PROPOSED UNITS, BUT WILL TIE INTO THE EXISTING TRAIL AT THE LIMITS OF THE PROJECT.

THE PROPOSED PROJECT WILL GENERATE APPROXIMATELY 880 VEHICULAR TRIPS PER DAY.

LEGEND:

-  PROPOSED PRIVATE TRAVELWAYS (INGRESS/EGRESS EASEMENTS)
-  EXISTING PUBLIC STREET
-  EXISTING PRIVATE TRAVELWAYS
-  FUTURE PRIVATE TRAVELWAY



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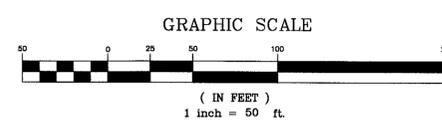
TRAFFIC/PEDESTRIAN CIRCULATION PLAN
HIGHLANDER PARK
CITY OF FREDERICKSBURG, VIRGINIA
WARD 4; PRECINCT 401

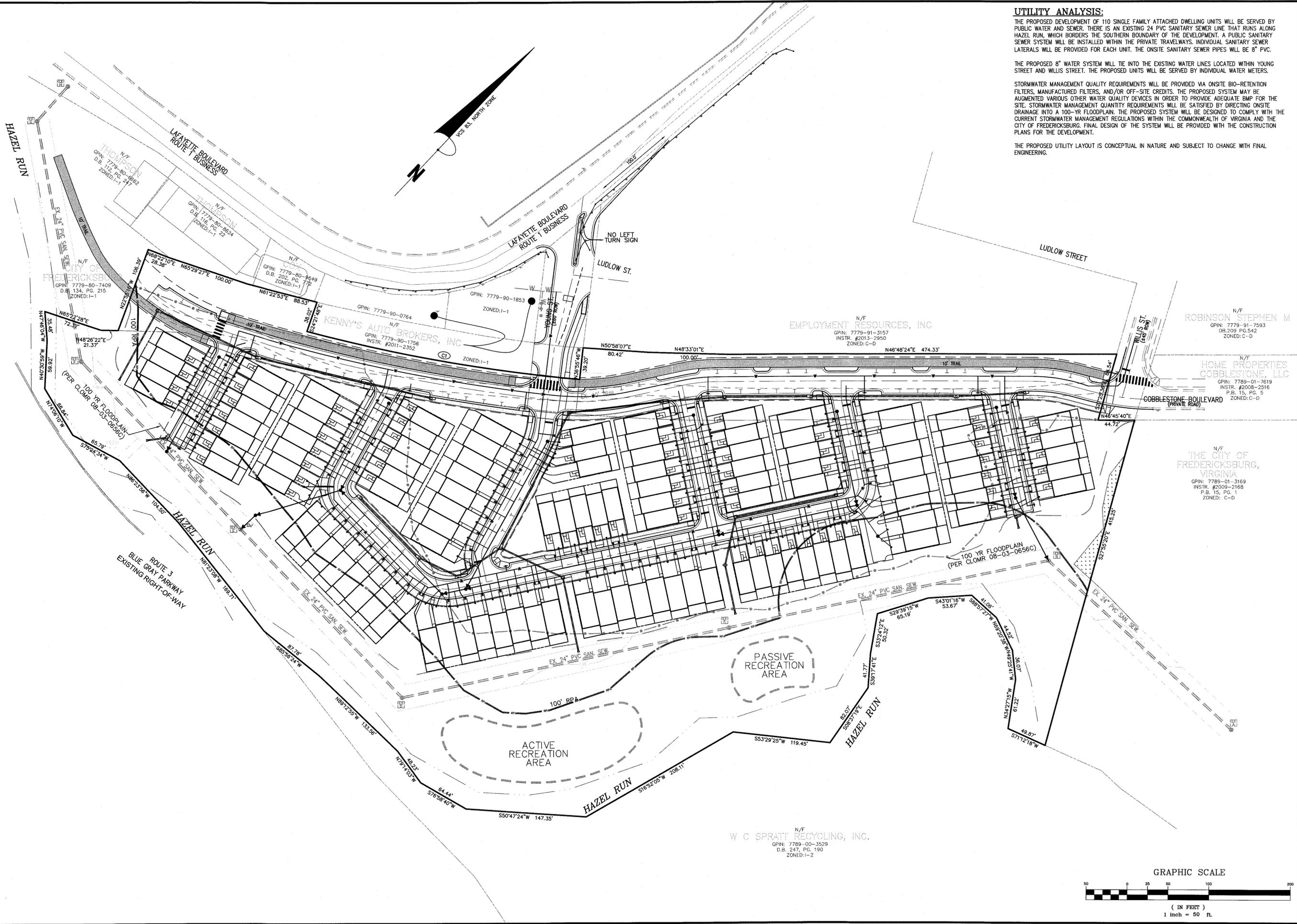
COUNTY PROJECT NUMBER



| PLAN STATUS | |
|-------------|--------------------|
| 02/13/15 | 1ST SUBMISSION |
| 02/09/16 | SUB. CITY OF FRED |
| 05/01/16 | ADD. CITY COMMENTS |
| 08/11/16 | ADD. CITY COMMENTS |

| DATE | DESCRIPTION |
|------------------------|-------------|
| JRT | DJA WSP |
| DESIGN | DRAWN CHKD |
| SCALE | H: 1"=50' |
| | V: |
| JOB No. 5415-02-001 | |
| DATE : FEBRUARY 2016 | |
| FILE No. 5415-D-ZP-001 | |
| SHEET | 5 OF 9 |





UTILITY ANALYSIS:

THE PROPOSED DEVELOPMENT OF 110 SINGLE FAMILY ATTACHED DWELLING UNITS WILL BE SERVED BY PUBLIC WATER AND SEWER. THERE IS AN EXISTING 24" PVC SANITARY SEWER LINE THAT RUNS ALONG HAZEL RUN, WHICH BORDERS THE SOUTHERN BOUNDARY OF THE DEVELOPMENT. A PUBLIC SANITARY SEWER SYSTEM WILL BE INSTALLED WITHIN THE PRIVATE TRAVELWAYS. INDIVIDUAL SANITARY SEWER LATERALS WILL BE PROVIDED FOR EACH UNIT. THE ON-SITE SANITARY SEWER PIPES WILL BE 8" PVC.

THE PROPOSED 8" WATER SYSTEM WILL TIE INTO THE EXISTING WATER LINES LOCATED WITHIN YOUNG STREET AND WILLIS STREET. THE PROPOSED UNITS WILL BE SERVED BY INDIVIDUAL WATER METERS.

STORMWATER MANAGEMENT QUALITY REQUIREMENTS WILL BE PROVIDED VIA ON-SITE BIO-RETENTION FILTERS, MANUFACTURED FILTERS, AND/OR OFF-SITE CREDITS. THE PROPOSED SYSTEM MAY BE AUGMENTED VARIOUS OTHER WATER QUALITY DEVICES IN ORDER TO PROVIDE ADEQUATE BMP FOR THE SITE. STORMWATER MANAGEMENT QUANTITY REQUIREMENTS WILL BE SATISFIED BY DIRECTING ON-SITE DRAINAGE INTO A 100-YR FLOODPLAIN. THE PROPOSED SYSTEM WILL BE DESIGNED TO COMPLY WITH THE CURRENT STORMWATER MANAGEMENT REGULATIONS WITHIN THE COMMONWEALTH OF VIRGINIA AND THE CITY OF FREDERICKSBURG. FINAL DESIGN OF THE SYSTEM WILL BE PROVIDED WITH THE CONSTRUCTION PLANS FOR THE DEVELOPMENT.

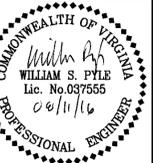
THE PROPOSED UTILITY LAYOUT IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE WITH FINAL ENGINEERING.

Bowman
CONSULTING

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8500 Lakeside Circle
Fredericksburg, Virginia 22406
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www.bowmanconsulting.com
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PRELIMINARY UTILITY PLAN
HIGHLANDER PARK
CITY OF FREDERICKSBURG, VIRGINIA
WARD 4; PRECINCT 401

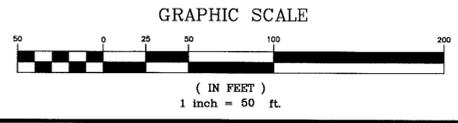
COUNTY PROJECT NUMBER

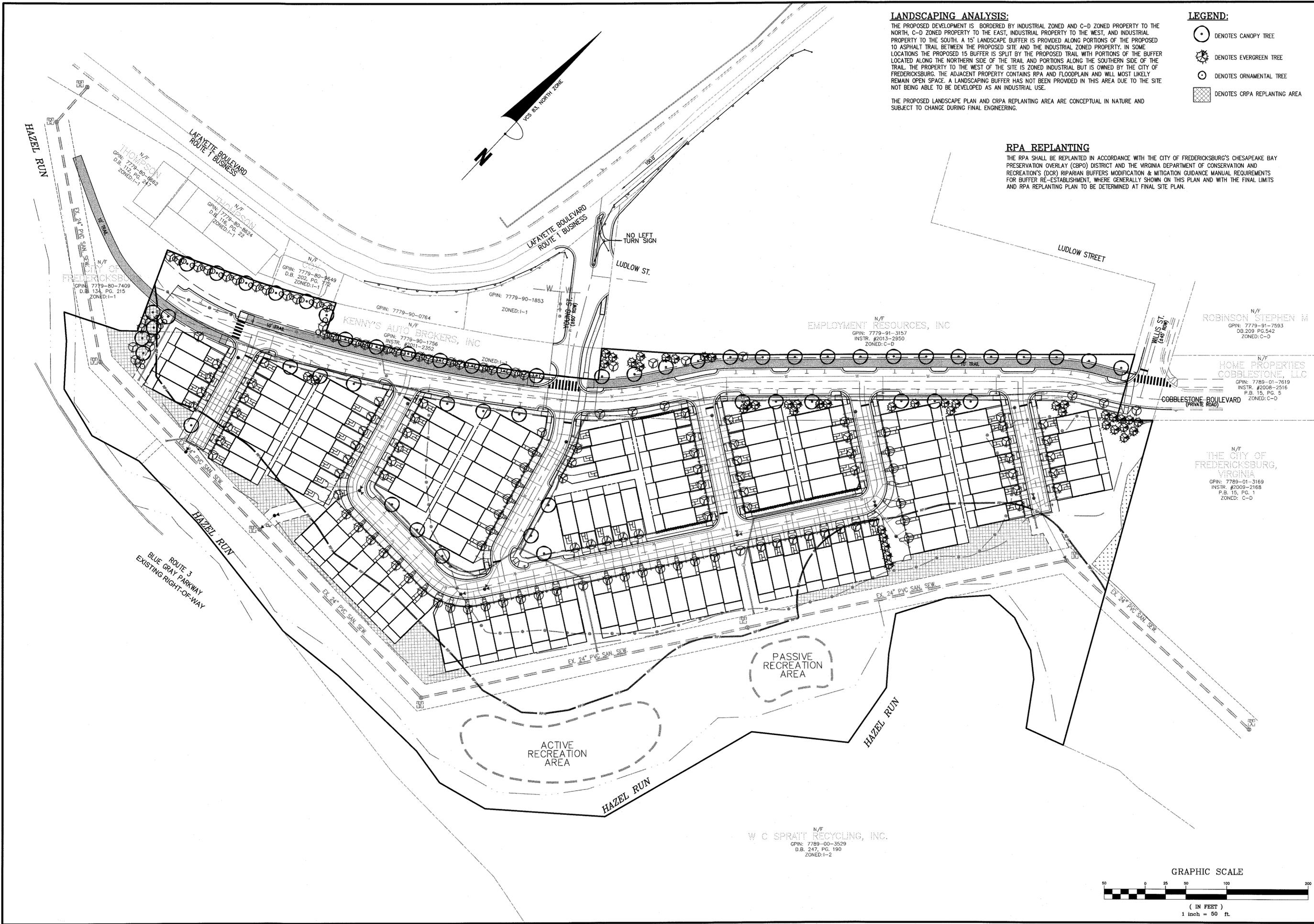


| DATE | DESCRIPTION |
|----------|--------------------|
| 02/13/15 | 1ST SUBMISSION |
| 02/09/16 | SUB. CITY OF FRED. |
| 05/01/16 | ADD. CITY COMMENTS |
| 08/11/16 | ADD. CITY COMMENTS |

| DATE | DESCRIPTION |
|--------|-------------|
| JRT | DJA |
| DESIGN | DRAWN |
| SCALE | H: 1"=50' |
| | V: |

JOB No. 5415-02-001
DATE : FEBRUARY 2016
FILE No. 5415-D-ZP-001





LANDSCAPING ANALYSIS:

THE PROPOSED DEVELOPMENT IS BORDERED BY INDUSTRIAL ZONED AND C-D ZONED PROPERTY TO THE NORTH, C-D ZONED PROPERTY TO THE EAST, INDUSTRIAL PROPERTY TO THE WEST, AND INDUSTRIAL PROPERTY TO THE SOUTH. A 15' LANDSCAPE BUFFER IS PROVIDED ALONG PORTIONS OF THE PROPOSED 10 ASPHALT TRAIL BETWEEN THE PROPOSED SITE AND THE INDUSTRIAL ZONED PROPERTY. IN SOME LOCATIONS THE PROPOSED 15 BUFFER IS SPLIT BY THE PROPOSED TRAIL WITH PORTIONS OF THE BUFFER LOCATED ALONG THE NORTHERN SIDE OF THE TRAIL AND PORTIONS ALONG THE SOUTHERN SIDE OF THE TRAIL. THE PROPERTY TO THE WEST OF THE SITE IS ZONED INDUSTRIAL BUT IS OWNED BY THE CITY OF FREDERICKSBURG. THE ADJACENT PROPERTY CONTAINS RPA AND FLOODPLAIN AND WILL MOST LIKELY REMAIN OPEN SPACE. A LANDSCAPING BUFFER HAS NOT BEEN PROVIDED IN THIS AREA DUE TO THE SITE NOT BEING ABLE TO BE DEVELOPED AS AN INDUSTRIAL USE.

THE PROPOSED LANDSCAPE PLAN AND CRPA REPLANTING AREA ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE DURING FINAL ENGINEERING.

LEGEND:

- DENOTES CANOPY TREE
- ⊗ DENOTES EVERGREEN TREE
- ⊙ DENOTES ORNAMENTAL TREE
- ▨ DENOTES CRPA REPLANTING AREA

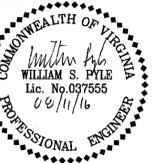
RPA REPLANTING

THE RPA SHALL BE REPLANTED IN ACCORDANCE WITH THE CITY OF FREDERICKSBURG'S CHESAPEAKE BAY PRESERVATION OVERLAY (CBPO) DISTRICT AND THE VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION'S (DCR) RIPARIAN BUFFERS MODIFICATION & MITIGATION GUIDANCE MANUAL REQUIREMENTS FOR BUFFER RE-ESTABLISHMENT, WHERE GENERALLY SHOWN ON THIS PLAN AND WITH THE FINAL LIMITS AND RPA REPLANTING PLAN TO BE DETERMINED AT FINAL SITE PLAN.

Bowman Consulting Group, Ltd.
650-A Weems Circle
Fredericksburg, Virginia 22406
Phone: (540) 371-0288
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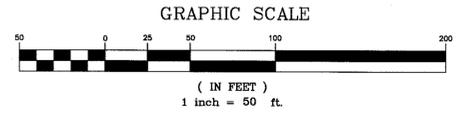
PRELIMINARY LANDSCAPING PLAN
HIGHLANDER PARK
CITY OF FREDERICKSBURG, VIRGINIA
WARD 4; PRECINCT 401

COUNTY PROJECT NUMBER



| PLAN STATUS | |
|-------------|--------------------|
| 02/13/15 | 1ST SUBMISSION |
| 02/09/16 | SUB. CITY OF FRED |
| 05/01/16 | ADD. CITY COMMENTS |
| 08/11/16 | ADD. CITY COMMENTS |

| DATE | DESCRIPTION |
|------------------------|-------------|
| JRT | DJA |
| DESIGN | DRAWN |
| SCALE | H: 1"=50' |
| | V: |
| JOB No. 5415-02-001 | |
| DATE : FEBRUARY 2016 | |
| FILE No. 5415-D-ZP-001 | |
| SHEET 7 OF 9 | |





RAMEY KEMP & ASSOCIATES, INC.
4343 Cox Road
Glen Allen, VA 23060
Phone: 804-217-8560 Fax: 804-217-8563
www.rameykemp.com

June 20, 2016

Mr. Doug Fawcett
City of Fredericksburg
715 Princess Anne Street
City Hall - Room L6
Fredericksburg, Virginia 22404-7447
Phone: (540) 372-1023

Subject: Highlander Park at Hazel Run – Traffic Signal Warrant Analysis

Dear Mr. Fawcett,

The proposed Highlander Park at Hazel Run townhome community is located on the south side of Lafayette Boulevard northeast of Route 3 (Blue and Gray Parkway). The proposed plan consists of up to 110 townhomes, and the access plan includes connecting to Young Street on the north side of the property, and connecting to Cobblestone Boulevard at the northeast corner of the property.

The purpose of this letter report is to provide the City with a trip generation calculation, traffic capacity analysis, and a signal warrant analysis for the intersection of Lafayette Boulevard at Willis Street. The scope of this study and the base assumptions used in the analysis are based on our meeting with the City on May 23.

Existing Roadway Conditions

Lafayette Boulevard is a two-lane minor arterial with an average daily traffic (ADT) volume of approximately 8,200 vehicles per day, and a posted speed limit of 25 mph in the vicinity of the property.

Willis Street is a two-lane collector with an ADT volume of approximately 800 vehicles per day, and a posted speed limit of 25 mph in the vicinity of the property.

Figure 1 shows the existing roadway laneage, and the existing (2016) AM and PM peak hour volumes, which were collected by Technical Traffic Services on June 8. The count data are enclosed for reference.

For the purpose of this analysis, it was assumed that the proposed townhomes will be built and occupied by 2021, so the existing peak hour traffic volumes were grown by 1% per year for five years.

Trip Generation

In September 2003, Kimley-Horn and Associates prepared the Traffic Impact Analysis (TIA) for the previous concept plan, which consisted of 103,000 s.f. of recreation facilities (including tennis courts and basketball courts), and 24,200 s.f. of medical office space.

Table 1 presents a trip generation comparison of the September 2003 TIA, and the current site plan.

**Table 1
ITE Trip Generation – 9th Edition – Typical Weekday**

| Land Use (ITE Land Use Code) | Size | Average Daily Traffic (vpd) | | AM Peak Hour (vph) | | PM Peak Hour (vph) | |
|---|--------------|-----------------------------------|-------|-----------------------|------|-----------------------|------|
| | | Enter | Exit | Enter | Exit | Enter | Exit |
| September 2003 TIA (Based on ITE Trip Generation – 6th Edition) | | | | | | | |
| Medical-Dental Office (720) | 24,200 s.f. | 437 | 437 | 47 | 12 | 24 | 65 |
| Recreation Community Center (495) | 103,000 s.f. | 1,177 | 1,177 | 90 | 46 | 62 | 118 |
| Internal Capture | | -- | -- | -16 | -8 | -10 | -15 |
| Total | | 1,614 | 1,614 | 121 | 50 | 76 | 168 |
| Current Plan (Based on ITE Trip Generation – 9th Edition) | | | | | | | |
| Townhomes (230) | 110 units | 350 | 350 | 10 | 46 | 44 | 21 |
| % Reduction in Trips | | -78% | | -67% | | -73% | |

The trip generation potential of the current site plan is approximately 70% lower than the trip potential analyzed in the September 2003 TIA.

Site Traffic Distribution

Based on discussion with you, the following distribution was applied to the townhome trips:

- 60% to / from the west on Lafayette Boulevard
- 40% to / from the east on Lafayette Boulevard

Figure 2 shows the distribution and assignment of the proposed site trips. Figure 3 shows the projected build-out (2021) AM and PM peak hour traffic volumes.

Capacity Analysis

Traffic capacity analysis for the study intersection was performed using Synchro 9, which is a comprehensive software package that allows the user to model signalized and unsignalized intersections to determine levels-of-service based on the thresholds specified in the 2010 Highway Capacity Manual (HCM).

Table 2 presents a summary of the capacity analysis results, and the Synchro output is included for reference.

Table 2
Analysis Summary of Lafayette Boulevard at Willis Street

| CONDITION | Lane Group | AM PEAK HOUR | | | PM PEAK HOUR | | |
|----------------------------|----------------------|--------------|-------------------|---------------------|--------------|-------------------|---------------------|
| | | Lane LOS | Queue Length (ft) | Overall LOS (Delay) | Lane LOS | Queue Length (ft) | Overall LOS (Delay) |
| Existing (2016) Conditions | EBL/T/R ² | A | -- | N/A ³ | A | -- | N/A ³ |
| | WBL/T/R ² | A | -- | | A | -- | |
| | NBL/T/R ¹ | C | 23 | | C | 10 | |
| | SBL/T/R ¹ | B | 3 | | C | 3 | |
| No-Build (2021) Conditions | EBL/T/R ² | A | -- | N/A ³ | A | -- | N/A ³ |
| | WBL/T/R ² | A | -- | | A | -- | |
| | NBL/T/R ¹ | C | 28 | | C | 10 | |
| | SBL/T/R ¹ | B | 3 | | C | 3 | |
| Build (2021) Conditions | EBL/T/R ² | A | -- | N/A ³ | A | -- | N/A ³ |
| | WBL/T/R ² | A | -- | | A | -- | |
| | NBL/T/R ¹ | C | 50 | | D | 22 | |
| | SBL/T/R ¹ | B | 3 | | C | 3 | |

1. Level-of-service for minor approach
2. Level-of-service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections

Capacity analysis indicates that all approaches currently operate with short delays (less than 25 seconds) during the AM and PM peak hours, and are expected to continue to operate with short delays for the no-build condition. At build-out of the proposed townhomes, the northbound Willis Street approach is projected to operate with short delays (less than 25 seconds) during the AM peak hour, and with moderate delays (between 25 and 50 seconds) during the PM peak hour.

Note that the existing peak hour factors (PHF) of 0.83 during the AM peak hour, and 0.88 during the PM peak hour were applied to the analysis, and a heavy vehicle percentage of 5% was assumed on northbound Willis Street to account for school bus traffic.

Traffic Signal Warrant Analysis

Traffic signal warrants were evaluated for the intersection of Lafayette Boulevard at Willis Street under build 2021 conditions. The traffic signal warrants are published by the Federal Highway Administration (FHWA) in the Manual on Uniform Traffic Control Devices (MUTCD), which includes five traffic signal warrants that are based on traffic volume:

- Warrant 1A – Eight-Hour Vehicular Volume – Minimum Vehicular Volume
- Warrant 1B – Eight-Hour Vehicular Volume – Interruption of Continuous Traffic
- Warrant 1C – Eight-Hour Vehicular Volume – Combination Warrant
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak-Hour Vehicular Volume

The projected hourly traffic volumes from 7:00 to 9:00 AM, and 4:00 to 6:00 PM were compared to the MUTCD traffic signal warrant thresholds. The projected traffic volumes during these four peak hours do not meet any traffic signal warrants, so the projected traffic volumes during the off-peak hours are not expected to meet any traffic signal warrants either.

Conclusion

The analysis shows that the intersection of Lafayette Boulevard at Willis Street currently operates at an acceptable level-of-service, and is expected to continue to operate at an acceptable level-of-service at build-out of the proposed townhomes. The projected build-out traffic volumes do not meet any traffic signal warrants. Therefore, no off-site roadway improvements are warranted or recommended.

We appreciate your attention to this matter. Please contact me at (804) 217-8560 if you have any questions about this report.

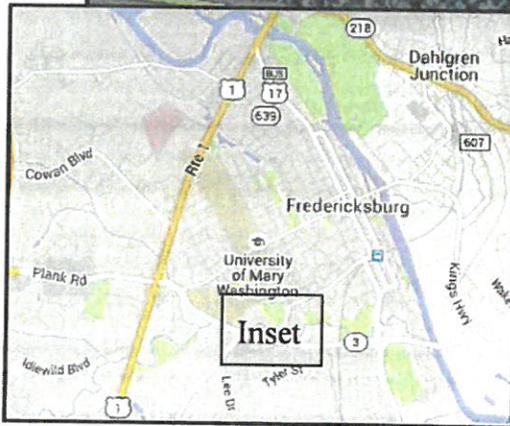
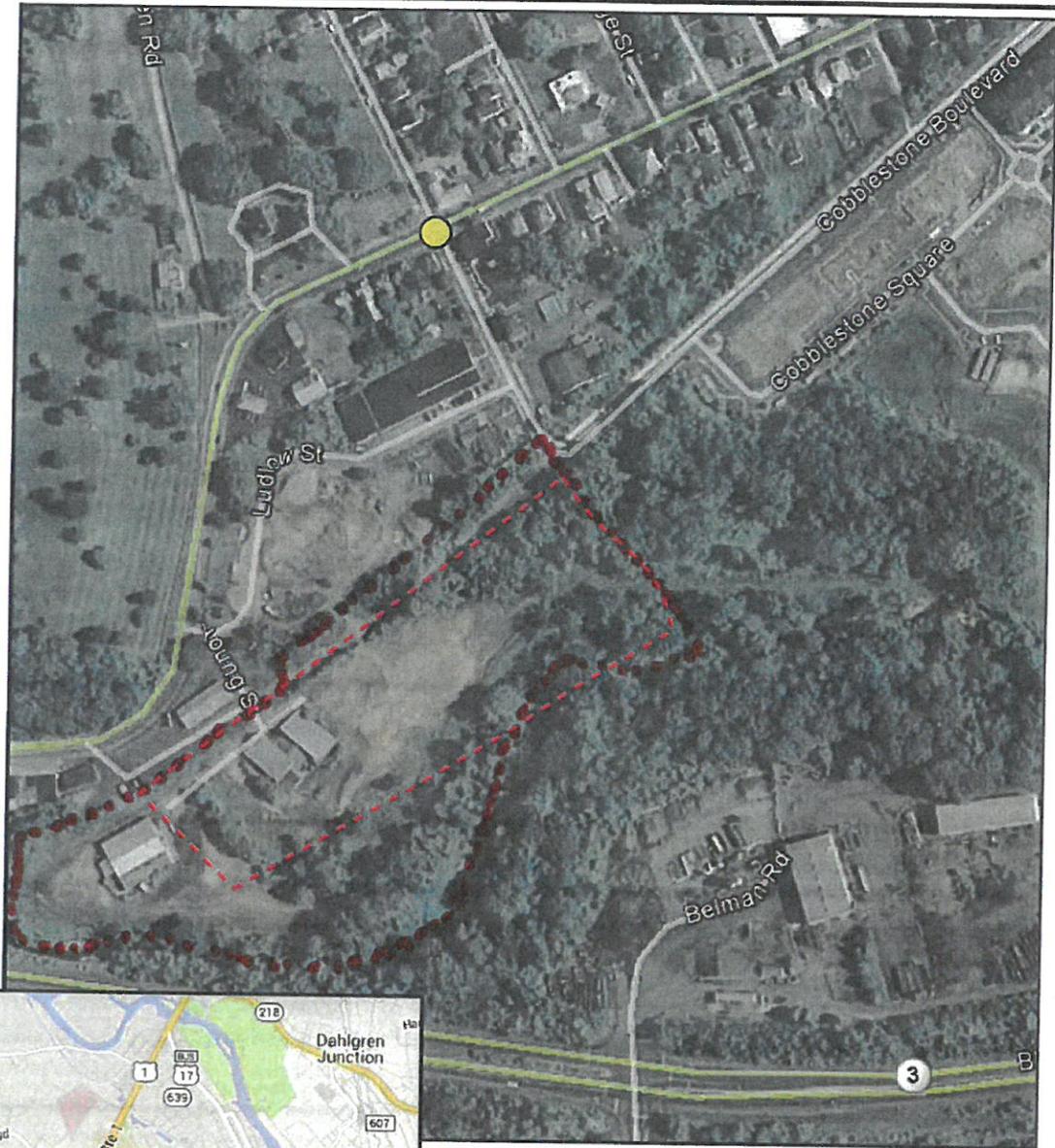
Sincerely yours,
Ramey Kemp & Associates, Inc.



Carl Hultgren, P.E., PTOE
Regional Manager

Enclosures: Figures, Traffic count data, Synchro output, PC Warrants output

Copy to: Mr. David King, City of Fredericksburg
Mr. Bassam Amin, City of Fredericksburg
Mr. Michael Craig, City of Fredericksburg
Mr. Carl Braun,



- LEGEND**
-  Site Boundary
 -  Study Intersection




**RAMEY KEMP
&
ASSOCIATES**
TRANSPORTATION ENGINEERS

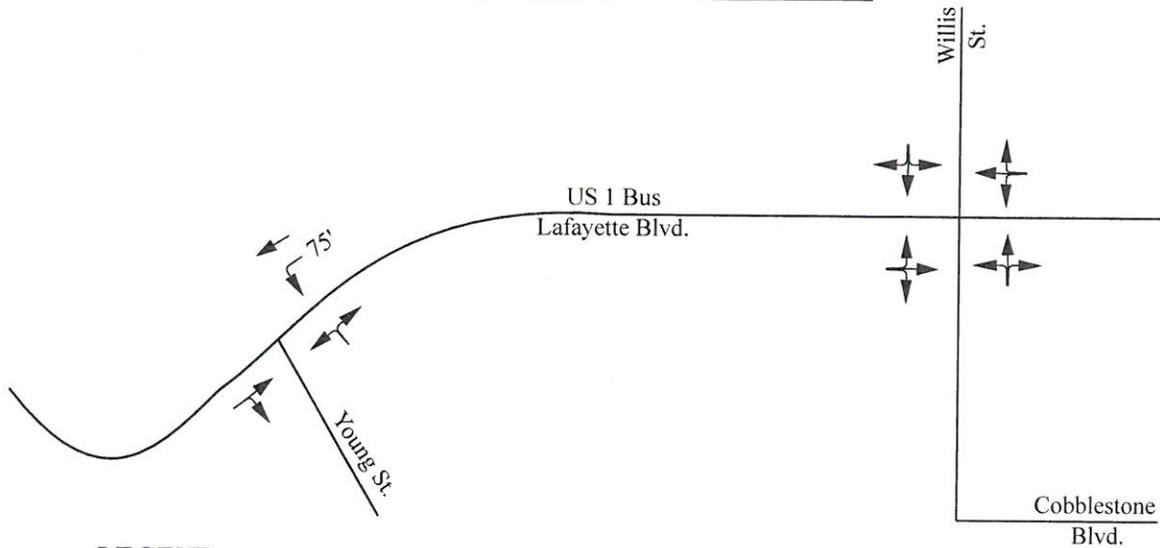
Highlander Park
Fredericksburg, Virginia

Site Location and
Study Intersection

Scale: Not to Scale

Figure 1

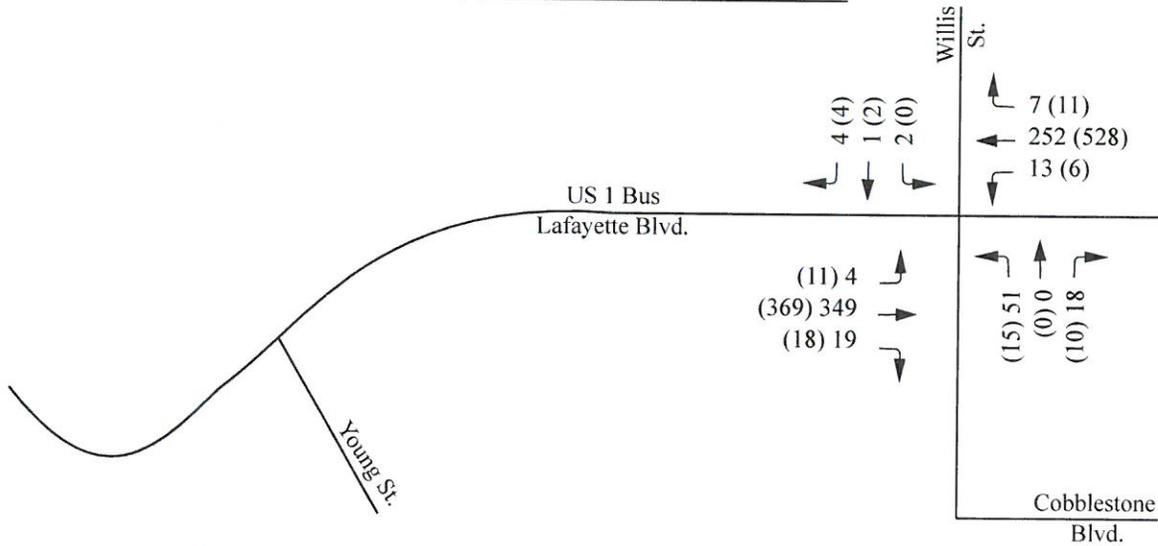
Existing Lane Configuration



LEGEND

- X' Storage (In Feet)
- ➔ Existing Lane

Existing (2016) Traffic Volumes



LEGEND

X (Y) AM (PM) Peak Hour



Highlander Park
Fredericksburg, Virginia

Existing Lane Configuration
and Existing (2016) Traffic
Volumes

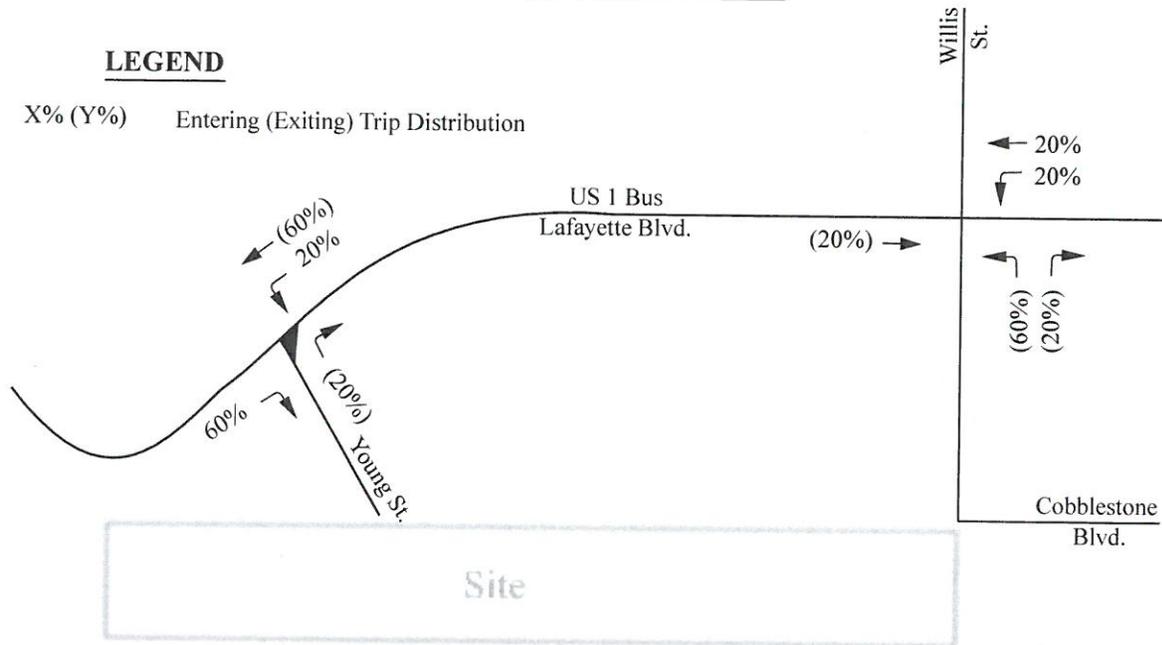
Scale: Not to Scale

Figure 1

Site Trip Distribution

LEGEND

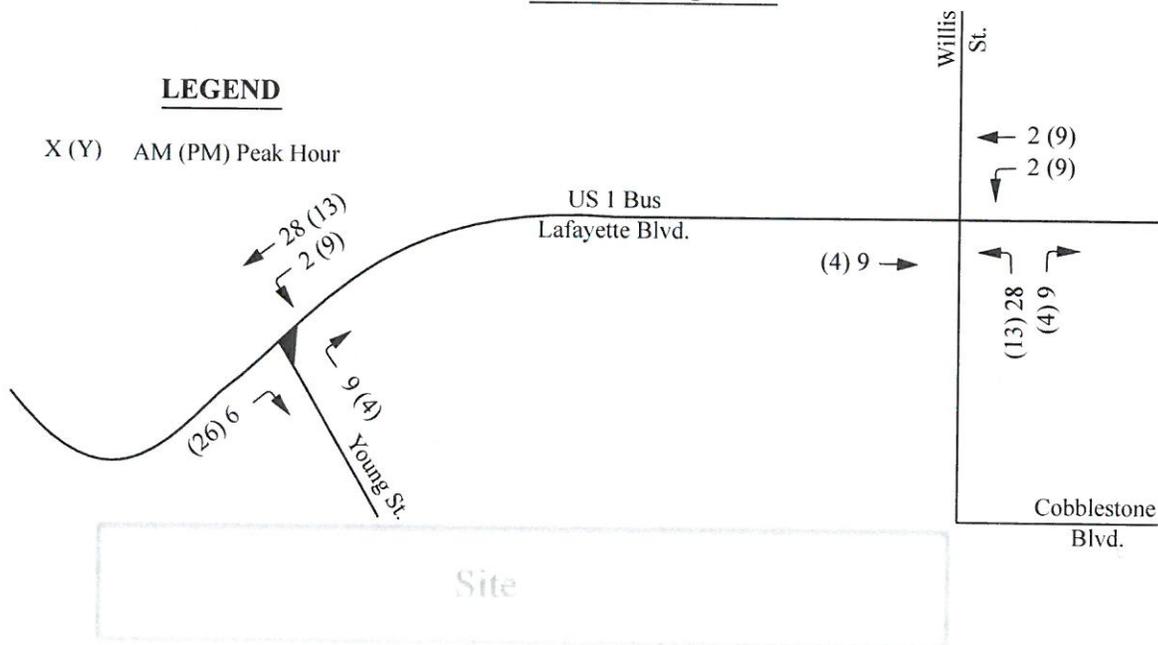
X% (Y%) Entering (Exiting) Trip Distribution



Site Trip Assignment

LEGEND

X (Y) AM (PM) Peak Hour



Highlander Park
Fredericksburg, Virginia

Site Trip Distribution and
Assignment

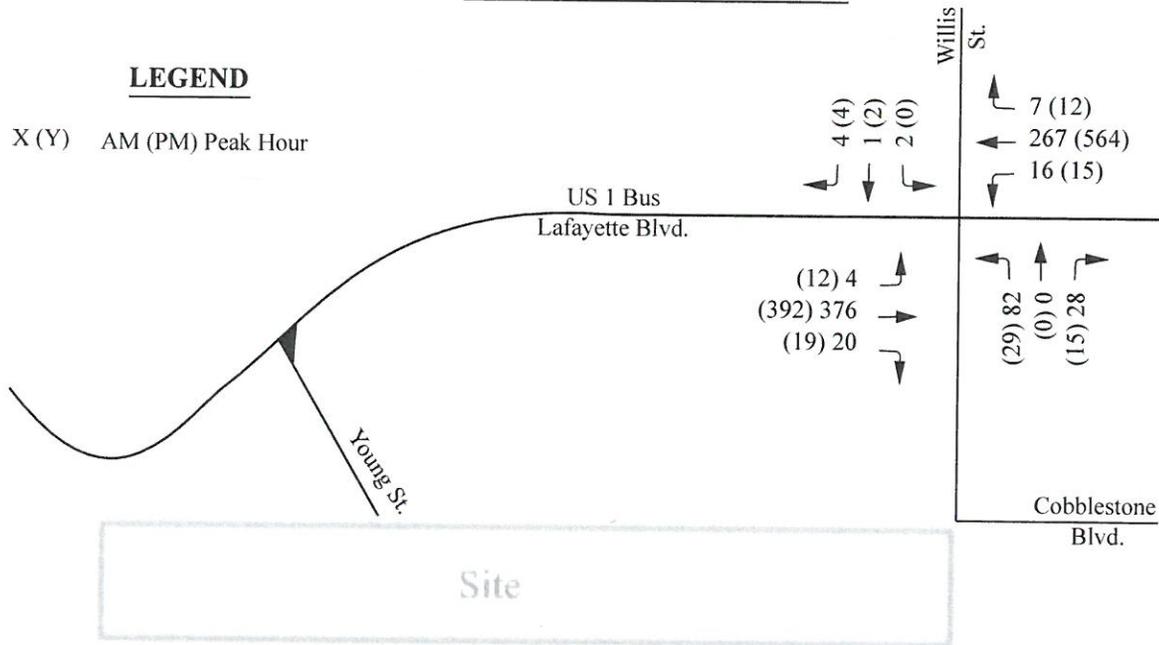
Scale: Not to Scale

Figure 2

Build (2021) Traffic Volumes

LEGEND

X (Y) AM (PM) Peak Hour



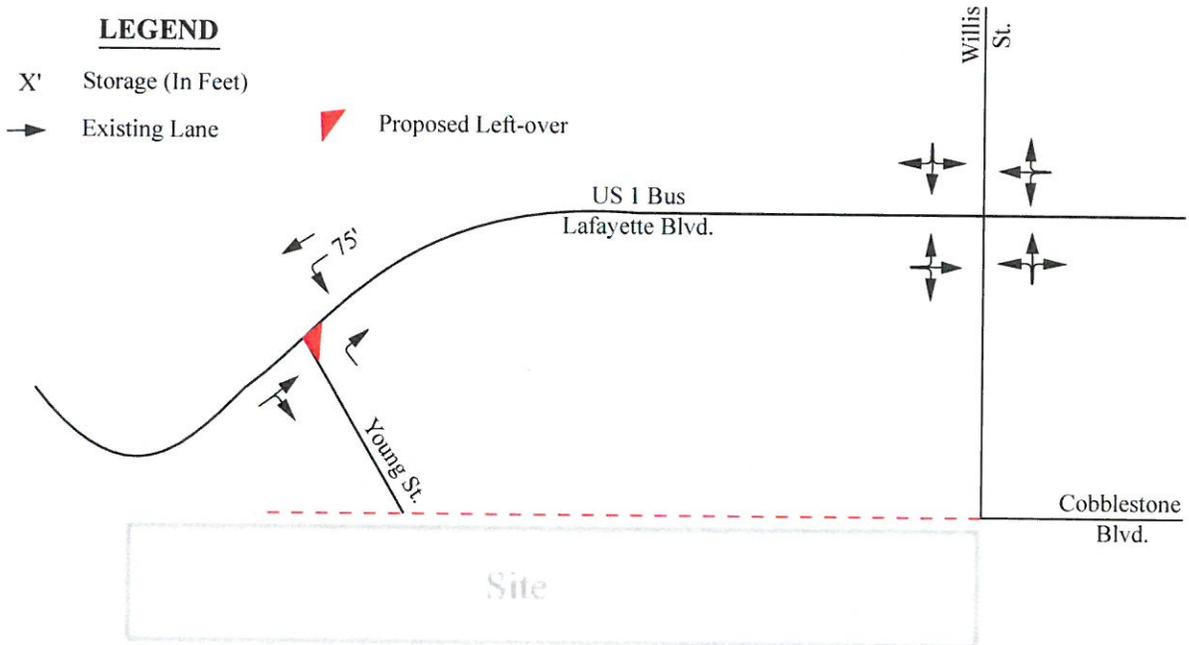
Recommended Lane Configuration

LEGEND

X' Storage (In Feet)

→ Existing Lane

▲ Proposed Left-over



Highlander Park
Fredericksburg, Virginia

Build (2021) Traffic Volumes
and Recommended Lane
Configurations

Scale: Not to Scale

Figure 3

Technical Traffic Services

Directional Turning Movement Study (7 AM - 9 AM)

Vehicles & Pedestrians

Location: US Route 1 Business (Lafayette Blvd.) & Willis St. City/Area: Fredericksburg
 Date Surveyed: June 8, 2016 Weather: Sunny/Dry

| End Time | US 1 Bus (Lafayette Blvd.) From North | | | | US 1 Bus (Lafayette Blvd.) From South | | | | Willis Street From East | | | | Willis Street From West | | | | Int. Total |
|------------------|--|------------|-----------|--------------------|--|------------|-----------|--------------------|----------------------------|----------|-----------|--------------------|----------------------------|----------|----------|--------------------|-------------|
| | Left | Thru | Right | Ped's Across N Leg | Left | Thru | Right | Ped's Across S Leg | Left | Thru | Right | Ped's Across E Leg | Left | Thru | Right | Ped's Across W Leg | |
| 7:15 | 0 | 37 | 1 | 0 | 0 | 67 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| 7:30 | 2 | 54 | 2 | 0 | 5 | 66 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 144 |
| 7:45 | 4 | 54 | 1 | 0 | 1 | 83 | 2 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 155 |
| 8:00 | 4 | 72 | 4 | 0 | 1 | 96 | 4 | 0 | 21 | 0 | 11 | 0 | 2 | 0 | 1 | 2 | 216 |
| 8:15 | 3 | 58 | 1 | 0 | 3 | 85 | 5 | 0 | 10 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 170 |
| 8:30 | 1 | 62 | 0 | 0 | 0 | 89 | 3 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 167 |
| 8:45 | 5 | 60 | 2 | 0 | 0 | 79 | 7 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 167 |
| 9:00 | 5 | 84 | 3 | 0 | 1 | 88 | 7 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 196 |
| Total | 24 | 481 | 14 | 0 | 11 | 653 | 31 | 0 | 84 | 0 | 24 | 1 | 2 | 1 | 7 | 9 | 1332 |
| % Appr Total | 4.6% | 92.7% | 2.7% | | 1.6% | 94.0% | 4.5% | | 77.8% | 0.0% | 22.2% | | 20.0% | 10.0% | 70.0% | | |
| Heavy Vehicles | 0 | 26 | 1 | | 0 | 22 | 0 | | 3 | 0 | 4 | | 0 | 0 | 0 | | 56 |
| % Heavy Vehicles | 0.0% | 5.4% | 7.1% | | 0.0% | 3.4% | 0.0% | | 3.6% | | 16.7% | | 0.0% | 0.0% | 0.0% | | 4.2% |

Heavy Vehicles (Trucks & Buses)

Location: US Route 1 Business (Lafayette Blvd.) & Willis St. City/Area: Fredericksburg
 Date Surveyed: June 8, 2016 Weather: Sunny/Dry

| End Time | US 1 Bus (Lafayette Blvd.) From North | | | | US 1 Bus (Lafayette Blvd.) From South | | | | Willis Street From East | | | | Willis Street From West | | | | Int. Total |
|--------------|--|-----------|----------|--|--|-----------|----------|--|----------------------------|----------|----------|--|----------------------------|----------|----------|--|------------|
| | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | |
| 7:15 | 0 | 2 | 1 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 8 |
| 7:30 | 0 | 4 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 6 |
| 7:45 | 0 | 3 | 0 | | 0 | 4 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | | 8 |
| 8:00 | 0 | 2 | 0 | | 0 | 2 | 0 | | 2 | 0 | 3 | | 0 | 0 | 0 | | 9 |
| 8:15 | 0 | 4 | 0 | | 0 | 1 | 0 | | 1 | 0 | 0 | | 0 | 0 | 0 | | 6 |
| 8:30 | 0 | 6 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 11 |
| 8:45 | 0 | 3 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 5 |
| 9:00 | 0 | 2 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 3 |
| Total | 0 | 26 | 1 | | 0 | 22 | 0 | | 3 | 0 | 4 | | 0 | 0 | 0 | | 56 |

Technical Traffic Services

| Directional Turning Movement Study (4 PM - 6 PM) | | | | | | | | | | | | | | | | | |
|--|--|------------|-----------|--------------------|--|------------|-----------|--------------------|----------------------------|---------------------------|-----------|--------------------|----------------------------|----------|----------|--------------------|-------------|
| Vehicles & Pedestrians | | | | | | | | | | | | | | | | | |
| Location: US Route 1 Business (Lafayette Blvd.) & Willis St. | | | | | | | | | | City/Area: Fredericksburg | | | | | | | |
| Date Surveyed: June 8, 2016 | | | | | | | | | | Weather: Sunny/Dry | | | | | | | |
| End Time | US 1 Bus (Lafayette Blvd.) From North | | | | US 1 Bus (Lafayette Blvd.) From South | | | | Willis Street From East | | | | Willis Street From West | | | | Int. Total |
| | Left | Thru | Right | Ped's Across N Leg | Left | Thru | Right | Ped's Across S Leg | Left | Thru | Right | Ped's Across E Leg | Left | Thru | Right | Ped's Across W Leg | |
| 16:15 | 0 | 96 | 1 | 0 | 0 | 66 | 3 | 0 | 7 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 177 |
| 16:30 | 1 | 112 | 4 | 0 | 3 | 87 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 218 |
| 16:45 | 1 | 116 | 3 | 1 | 3 | 92 | 6 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 231 |
| 17:00 | 3 | 140 | 3 | 0 | 2 | 90 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 249 |
| 17:15 | 1 | 160 | 1 | 2 | 3 | 100 | 5 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 276 |
| 17:30 | 3 | 103 | 2 | 0 | 3 | 74 | 3 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 193 |
| 17:45 | 4 | 91 | 1 | 1 | 3 | 78 | 4 | 0 | 5 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 190 |
| 18:00 | 1 | 126 | 0 | 1 | 2 | 92 | 11 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 241 |
| Total | 14 | 944 | 15 | 5 | 19 | 679 | 39 | 0 | 37 | 0 | 20 | 4 | 2 | 2 | 4 | 4 | 1775 |
| % Appr Total | 1.4% | 97.0% | 1.5% | | 2.6% | 92.1% | 5.3% | | 64.9% | 0.0% | 35.1% | | 25.0% | 25.0% | 50.0% | | |
| Heavy Vehicles | 0 | 12 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | | 25 |
| % Heavy Vehicles | 0.0% | 1.3% | 0.0% | | 0.0% | 1.8% | 0.0% | | 0.0% | | 0.0% | | 0.0% | 0.0% | 25.0% | | 1.4% |
| Heavy Vehicles (Trucks & Buses) | | | | | | | | | | | | | | | | | |
| Location: US Route 1 Business (Lafayette Blvd.) & Willis St. | | | | | | | | | | City/Area: Fredericksburg | | | | | | | |
| Date Surveyed: June 8, 2016 | | | | | | | | | | Weather: Sunny/Dry | | | | | | | |
| End Time | US 1 Bus (Lafayette Blvd.) From North | | | | US 1 Bus (Lafayette Blvd.) From South | | | | Willis Street From East | | | | Willis Street From West | | | | Int. Total |
| | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | Left | Thru | Right | | |
| 16:15 | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 3 |
| 16:30 | 0 | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 2 |
| 16:45 | 0 | 3 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | | 5 |
| 17:00 | 0 | 2 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 7 |
| 17:15 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| 17:30 | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 1 |
| 17:45 | 0 | 3 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 |
| 18:00 | 0 | 1 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 3 |
| Total | 0 | 12 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1 | | 25 |

Highlander Park - Fredericksburg, VA
 1: Willis Street & US Business 1 (Lafayette Blvd.)

Existing (2016) AM
 Timing Plan: Default

Intersection

Int Delay, s/veh 2.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h | 4 | 349 | 19 | 13 | 252 | 7 | 51 | 0 | 18 | 2 | 1 | 4 |
| Future Vol, veh/h | 4 | 349 | 19 | 13 | 252 | 7 | 51 | 0 | 18 | 2 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 420 | 23 | 16 | 304 | 8 | 61 | 0 | 22 | 2 | 1 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 312 | 0 | 0 | 443 | 0 | 0 | 784 | 785 | 432 | 791 | 792 | 308 |
| Stage 1 | - | - | - | - | - | - | 442 | 442 | - | 339 | 339 | - |
| Stage 2 | - | - | - | - | - | - | 342 | 343 | - | 452 | 453 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.15 | 6.55 | 6.25 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.545 | 4.045 | 3.345 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1248 | - | - | 1117 | - | - | 307 | 321 | 617 | 307 | 322 | 732 |
| Stage 1 | - | - | - | - | - | - | 589 | 571 | - | 676 | 640 | - |
| Stage 2 | - | - | - | - | - | - | 667 | 632 | - | 587 | 570 | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 1248 | - | - | 1117 | - | - | 299 | 314 | 617 | 291 | 315 | 732 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 299 | 314 | - | 291 | 315 | - |
| Stage 1 | - | - | - | - | - | - | 586 | 568 | - | 673 | 629 | - |
| Stage 2 | - | - | - | - | - | - | 650 | 621 | - | 564 | 567 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.1 | 0.4 | 18.7 | 13.1 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 345 | 1248 | - | - | 1117 | - | - | 451 |
| HCM Lane V/C Ratio | 0.241 | 0.004 | - | - | 0.014 | - | - | 0.019 |
| HCM Control Delay (s) | 18.7 | 7.9 | 0 | - | 8.3 | 0 | - | 13.1 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.9 | 0 | - | - | 0 | - | - | 0.1 |

Highlander Park - Fredericksburg, VA
 1: Willis Street & US Business 1 (Lafayette Blvd.)

Existing (2016) PM
 Timing Plan: Default

Intersection

Int Delay, s/veh 0.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h | 11 | 369 | 18 | 6 | 528 | 11 | 15 | 0 | 10 | 0 | 2 | 4 |
| Future Vol, veh/h | 11 | 369 | 18 | 6 | 528 | 11 | 15 | 0 | 10 | 0 | 2 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 419 | 20 | 7 | 600 | 13 | 17 | 0 | 11 | 0 | 2 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 613 | 0 | 0 | 440 | 0 | 0 | 1078 | 1081 | 430 | 1080 | 1085 | 606 |
| Stage 1 | - | - | - | - | - | - | 455 | 455 | - | 620 | 620 | - |
| Stage 2 | - | - | - | - | - | - | 623 | 626 | - | 460 | 465 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.15 | 6.55 | 6.25 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.545 | 4.045 | 3.345 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 966 | - | - | 1120 | - | - | 194 | 215 | 619 | 196 | 217 | 497 |
| Stage 1 | - | - | - | - | - | - | 579 | 564 | - | 476 | 480 | - |
| Stage 2 | - | - | - | - | - | - | 469 | 472 | - | 581 | 563 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 966 | - | - | 1120 | - | - | 187 | 209 | 619 | 188 | 211 | 497 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 187 | 209 | - | 188 | 211 | - |
| Stage 1 | - | - | - | - | - | - | 569 | 554 | - | 467 | 476 | - |
| Stage 2 | - | - | - | - | - | - | 458 | 468 | - | 560 | 553 | - |

| Approach | EB | | WB | | NB | | SB |
|----------------------|-----|--|-----|--|------|--|------|
| HCM Control Delay, s | 0.2 | | 0.1 | | 20.6 | | 15.7 |
| HCM LOS | | | | | C | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 259 | 966 | - | - | 1120 | - | - | 342 |
| HCM Lane V/C Ratio | 0.11 | 0.013 | - | - | 0.006 | - | - | 0.02 |
| HCM Control Delay (s) | 20.6 | 8.8 | 0 | - | 8.2 | 0 | - | 15.7 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

Highlander Park - Fredericksburg, VA
1: Willis Street & US Business 1 (Lafayette Blvd.)

No-Build (2021) AM
Timing Plan: Default

Intersection

Int Delay, s/veh 2.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h | 4 | 367 | 20 | 14 | 265 | 7 | 54 | 0 | 19 | 2 | 1 | 4 |
| Future Vol, veh/h | 4 | 367 | 20 | 14 | 265 | 7 | 54 | 0 | 19 | 2 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 442 | 24 | 17 | 319 | 8 | 65 | 0 | 23 | 2 | 1 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 328 | 0 | 0 | 466 | 0 | 0 | 824 | 825 | 454 | 832 | 833 | 323 |
| Stage 1 | - | - | - | - | - | - | 464 | 464 | - | 357 | 357 | - |
| Stage 2 | - | - | - | - | - | - | 360 | 361 | - | 475 | 476 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.15 | 6.55 | 6.25 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.545 | 4.045 | 3.345 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1232 | - | - | 1095 | - | - | 289 | 304 | 600 | 288 | 304 | 718 |
| Stage 1 | - | - | - | - | - | - | 573 | 558 | - | 661 | 628 | - |
| Stage 2 | - | - | - | - | - | - | 652 | 621 | - | 570 | 557 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1232 | - | - | 1095 | - | - | 281 | 297 | 600 | 272 | 297 | 718 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 281 | 297 | - | 272 | 297 | - |
| Stage 1 | - | - | - | - | - | - | 570 | 555 | - | 658 | 616 | - |
| Stage 2 | - | - | - | - | - | - | 634 | 609 | - | 546 | 554 | - |

| Approach | EB | | WB | | NB | | SB |
|----------------------|-----|--|-----|--|------|--|------|
| HCM Control Delay, s | 0.1 | | 0.4 | | 20.1 | | 13.5 |
| HCM LOS | | | | | C | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 326 | 1232 | - | - | 1095 | - | - | 430 |
| HCM Lane V/C Ratio | 0.27 | 0.004 | - | - | 0.015 | - | - | 0.02 |
| HCM Control Delay (s) | 20.1 | 7.9 | 0 | - | 8.3 | 0 | - | 13.5 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 1.1 | 0 | - | - | 0 | - | - | 0.1 |

Highlander Park - Fredericksburg, VA
 1: Willis Street & US Business 1 (Lafayette Blvd.)

No-Build (2021) PM
 Timing Plan: Default

Intersection

Int Delay, s/veh 0.9

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h | 12 | 388 | 19 | 6 | 555 | 12 | 16 | 0 | 11 | 0 | 2 | 4 |
| Future Vol, veh/h | 12 | 388 | 19 | 6 | 555 | 12 | 16 | 0 | 11 | 0 | 2 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 441 | 22 | 7 | 631 | 14 | 18 | 0 | 13 | 0 | 2 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 644 | 0 | 0 | 463 | 0 | 0 | 1134 | 1137 | 452 | 1136 | 1141 | 638 |
| Stage 1 | - | - | - | - | - | - | 479 | 479 | - | 651 | 651 | - |
| Stage 2 | - | - | - | - | - | - | 655 | 658 | - | 485 | 490 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.15 | 6.55 | 6.25 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.545 | 4.045 | 3.345 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 941 | - | - | 1098 | - | - | 177 | 199 | 601 | 179 | 201 | 477 |
| Stage 1 | - | - | - | - | - | - | 562 | 550 | - | 457 | 465 | - |
| Stage 2 | - | - | - | - | - | - | 450 | 457 | - | 563 | 549 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 941 | - | - | 1098 | - | - | 170 | 193 | 601 | 171 | 195 | 477 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 170 | 193 | - | 171 | 195 | - |
| Stage 1 | - | - | - | - | - | - | 551 | 539 | - | 448 | 460 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 452 | - | 540 | 538 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.3 | 0.1 | 22.2 | 16.4 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 240 | 941 | - | - | 1098 | - | - | 322 |
| HCM Lane V/C Ratio | 0.128 | 0.014 | - | - | 0.006 | - | - | 0.021 |
| HCM Control Delay (s) | 22.2 | 8.9 | 0 | - | 8.3 | 0 | - | 16.4 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

Highlander Park - Fredericksburg, VA
1: Willis Street & US Business 1 (Lafayette Blvd.)

Build (2021) AM
Timing Plan: Default

Intersection

Int Delay, s/veh 3.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h | 4 | 376 | 20 | 16 | 267 | 7 | 82 | 0 | 28 | 2 | 1 | 4 |
| Future Vol, veh/h | 4 | 376 | 20 | 16 | 267 | 7 | 82 | 0 | 28 | 2 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 453 | 24 | 19 | 322 | 8 | 99 | 0 | 34 | 2 | 1 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 330 | 0 | 0 | 477 | 0 | 0 | 842 | 844 | 465 | 856 | 851 | 326 |
| Stage 1 | - | - | - | - | - | - | 475 | 475 | - | 364 | 364 | - |
| Stage 2 | - | - | - | - | - | - | 367 | 369 | - | 492 | 487 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.15 | 6.55 | 6.25 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.545 | 4.045 | 3.345 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1229 | - | - | 1085 | - | - | 281 | 297 | 591 | 278 | 297 | 715 |
| Stage 1 | - | - | - | - | - | - | 565 | 552 | - | 655 | 624 | - |
| Stage 2 | - | - | - | - | - | - | 646 | 616 | - | 558 | 550 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1229 | - | - | 1085 | - | - | 273 | 289 | 591 | 257 | 289 | 715 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 273 | 289 | - | 257 | 289 | - |
| Stage 1 | - | - | - | - | - | - | 562 | 549 | - | 651 | 611 | - |
| Stage 2 | - | - | - | - | - | - | 627 | 603 | - | 523 | 547 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.1 | 0.5 | 24.4 | 13.8 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 316 | 1229 | - | - | 1085 | - | - | 416 |
| HCM Lane V/C Ratio | 0.419 | 0.004 | - | - | 0.018 | - | - | 0.02 |
| HCM Control Delay (s) | 24.4 | 7.9 | 0 | - | 8.4 | 0 | - | 13.8 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 2 | 0 | - | - | 0.1 | - | - | 0.1 |

Highlander Park - Fredericksburg, VA
 1: Willis Street & US Business 1 (Lafayette Blvd.)

Build (2021) PM
 Timing Plan: Default

Intersection

Int Delay, s/veh 1.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h | 12 | 392 | 19 | 15 | 564 | 12 | 29 | 0 | 15 | 0 | 2 | 4 |
| Future Vol, veh/h | 12 | 392 | 19 | 15 | 564 | 12 | 29 | 0 | 15 | 0 | 2 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 445 | 22 | 17 | 641 | 14 | 33 | 0 | 17 | 0 | 2 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 655 | 0 | 0 | 467 | 0 | 0 | 1169 | 1173 | 456 | 1174 | 1176 | 648 |
| Stage 1 | - | - | - | - | - | - | 484 | 484 | - | 682 | 682 | - |
| Stage 2 | - | - | - | - | - | - | 685 | 689 | - | 492 | 494 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.15 | 6.55 | 6.25 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.545 | 4.045 | 3.345 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 932 | - | - | 1094 | - | - | 168 | 190 | 598 | 169 | 191 | 470 |
| Stage 1 | - | - | - | - | - | - | 558 | 547 | - | 440 | 450 | - |
| Stage 2 | - | - | - | - | - | - | 433 | 442 | - | 558 | 546 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 932 | - | - | 1094 | - | - | 159 | 182 | 598 | 159 | 183 | 470 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 159 | 182 | - | 159 | 183 | - |
| Stage 1 | - | - | - | - | - | - | 547 | 536 | - | 431 | 439 | - |
| Stage 2 | - | - | - | - | - | - | 416 | 431 | - | 531 | 535 | - |

| Approach | EB | | WB | | NB | | SB |
|----------------------|-----|--|-----|--|------|--|------|
| HCM Control Delay, s | 0.3 | | 0.2 | | 27.1 | | 16.9 |
| HCM LOS | | | | | D | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 212 | 932 | - | - | 1094 | - | - | 309 |
| HCM Lane V/C Ratio | 0.236 | 0.015 | - | - | 0.016 | - | - | 0.022 |
| HCM Control Delay (s) | 27.1 | 8.9 | 0 | - | 8.3 | 0 | - | 16.9 |
| HCM Lane LOS | D | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.9 | 0 | - | - | 0 | - | - | 0.1 |

Ramey Kemp & Associates

4343 Cox Road
Glen Allen, Virginia 23060

Signal Warrants - Summary

Major Street Approaches

Eastbound: Willis Street

Number of Lanes: 1
Approach Speed: 25
Total Approach Volume: 1,504

Westbound: Willis Street

Number of Lanes: 1
Approach Speed: 25
Total Approach Volume: 1,612

Minor Street Approaches

Northbound: US Business 1

Number of Lanes: 1

Total Approach Volume: 290

Southbound: US Business 1

Number of Lanes: 1

Total Approach Volume: 18

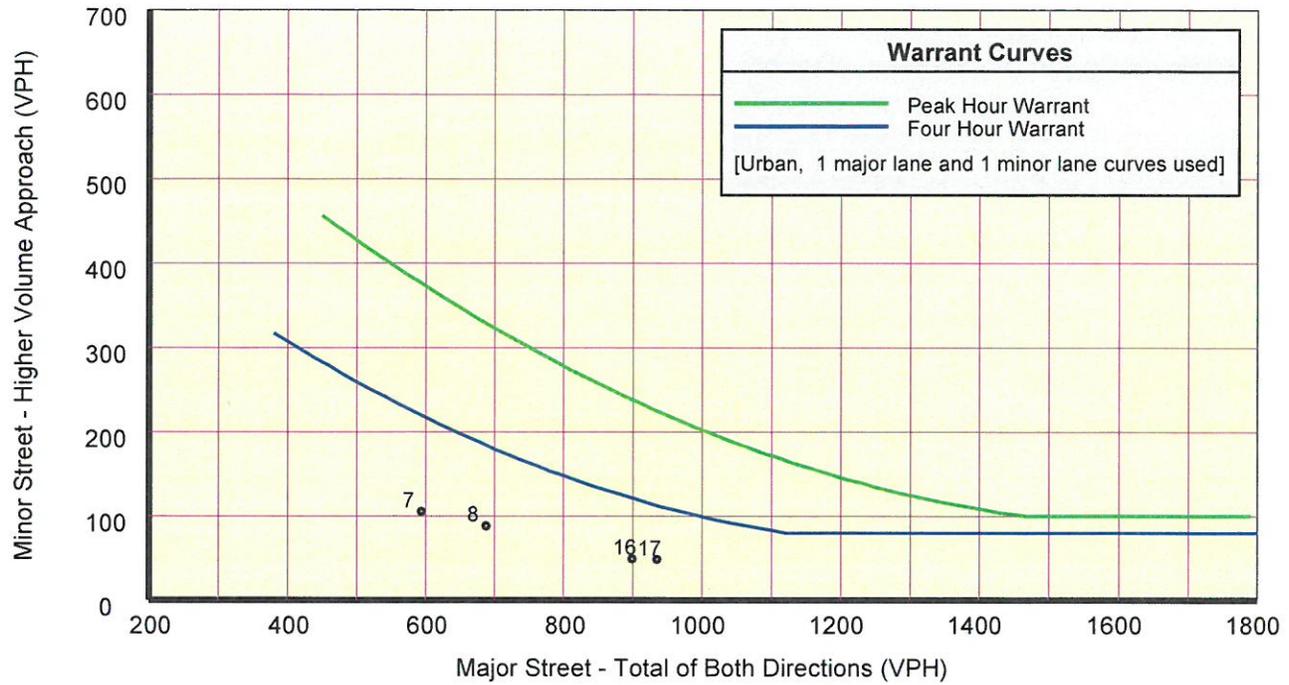
Warrant Summary (Urban values apply.)

| | |
|--|----------------------|
| Warrant 1 - Eight Hour Vehicular Volumes | Not Satisfied |
| Warrant 1A - Minimum Vehicular Volume | Not Satisfied |
| Required volumes reached for 0 hours, 8 are needed | |
| Warrant 1B - Interruption of Continuous Traffic | Not Satisfied |
| Required volumes reached for 0 hours, 8 are needed | |
| Warrant 1 A&B - Combination of Warrants | Not Satisfied |
| Required volumes reached for 0 hours, 8 are needed | |
| Warrant 2 - Four Hour Volumes | Not Satisfied |
| Number of hours (0) volumes exceed minimum < minimum required (4). | |
| Warrant 3 - Peak Hour | Not Satisfied |
| Warrant 3A - Peak Hour Delay | Not Satisfied |
| Total approach volumes and delays on minor street do not exceed minimums for any hour. | |
| Warrant 3B - Peak Hour Volumes | Not Satisfied |
| Volumes do not exceed minimums for any hour. | |
| Warrant 4 - Pedestrian Volumes | Not Evaluated |
| Warrant 5 - School Crossing | Not Evaluated |
| Warrant 6 - Coordinated Signal System | Not Evaluated |
| Warrant 7 - Crash Experience | Not Evaluated |
| Warrant 8 - Roadway Network | Not Evaluated |

Ramey Kemp & Associates

4343 Cox Road
Glen Allen, Virginia 23060

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

| Hour Begin | Major Total | Higher Minor Vol | Dir | War-1A | | | War-1B | | | War-1A&B | | |
|------------|-------------|------------------|-----|------------|------------|--------|------------|------------|--------|------------|------------|--------|
| | | | | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? |
| 00:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 01:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 02:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 03:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 04:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 05:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 06:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 07:00 | 594 | 105 | NB | 500-Yes | 150-No | Major | 750-No | 75-Yes | Minor | 600-No | 120-No | --- |
| 08:00 | 688 | 88 | NB | 500-Yes | 150-No | Major | 750-No | 75-Yes | Minor | 600-Yes | 120-No | Major |
| 09:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 10:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 11:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 12:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 13:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 14:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 15:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 16:00 | 899 | 49 | NB | 500-Yes | 150-No | Major | 750-Yes | 75-No | Major | 600-Yes | 120-No | Major |
| 17:00 | 935 | 48 | NB | 500-Yes | 150-No | Major | 750-Yes | 75-No | Major | 600-Yes | 120-No | Major |
| 18:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 19:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 20:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 21:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 22:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |
| 23:00 | 0 | 0 | NB | 500-No | 150-No | --- | 750-No | 75-No | --- | 600-No | 120-No | --- |

| Trip Distribution | | | | | | | | | | | | |
|-------------------|--------------------|------|-------|--------------------|------|-------|----------------------|------|-------|----------------------|------|-------|
| Start Time | SB (Willis Street) | | | NB (Willis Street) | | | EB (Lafayette Blvd.) | | | WB (Lafayette Blvd.) | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 8:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 9:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 10:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 11:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 12:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 13:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 14:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 15:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 16:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 17:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| 18:00 | | | | 60% | | 20% | | | | 20% | 20% | |
| Total | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

| Directional Distribution Factor | | | | | | | | | | | | |
|---------------------------------|--------------------|------|-------|--------------------|------|-------|----------------------|------|-------|----------------------|------|-------|
| Start Time | SB (Willis Street) | | | NB (Willis Street) | | | EB (Lafayette Blvd.) | | | WB (Lafayette Blvd.) | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 | | | | 1.50 | | 1.50 | | | | 0.30 | 0.30 | |
| 8:00 | | | | 1.50 | | 1.50 | | | | 0.30 | 0.30 | |
| 9:00 | | | | 1.40 | | 1.40 | | | | 0.45 | 0.45 | |
| 10:00 | | | | 1.30 | | 1.30 | | | | 0.60 | 0.60 | |
| 11:00 | | | | 1.20 | | 1.20 | | | | 0.75 | 0.75 | |
| 12:00 | | | | 1.10 | | 1.10 | | | | 0.90 | 0.90 | |
| 13:00 | | | | 1.00 | | 1.00 | | | | 1.05 | 1.05 | |
| 14:00 | | | | 0.90 | | 0.90 | | | | 1.20 | 1.20 | |
| 15:00 | | | | 0.80 | | 0.80 | | | | 1.30 | 1.30 | |
| 16:00 | | | | 0.70 | | 0.70 | | | | 1.40 | 1.40 | |
| 17:00 | | | | 0.70 | | 0.70 | | | | 1.40 | 1.40 | |
| 18:00 | | | | 0.80 | | 0.80 | | | | 1.30 | 1.30 | |
| Total | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

| Primary Trips | | | | | | | | | | | | |
|---------------|--------------------|------|-------|--------------------|------|-------|----------------------|------|-------|----------------------|------|-------|
| Start Time | SB (Willis Street) | | | NB (Willis Street) | | | EB (Lafayette Blvd.) | | | WB (Lafayette Blvd.) | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 | 0 | 0 | 0 | 28 | 0 | 9 | 0 | 0 | 0 | 2 | 2 | 0 |
| 8:00 | 0 | 0 | 0 | 32 | 0 | 11 | 0 | 0 | 0 | 2 | 2 | 0 |
| 9:00 | 0 | 0 | 0 | 21 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 0 |
| 10:00 | 0 | 0 | 0 | 14 | 0 | 5 | 0 | 0 | 0 | 2 | 2 | 0 |
| 11:00 | 0 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 3 | 3 | 0 |
| 12:00 | 0 | 0 | 0 | 16 | 0 | 5 | 0 | 0 | 0 | 4 | 4 | 0 |
| 13:00 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 |
| 14:00 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 4 | 4 | 0 |
| 15:00 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 6 | 6 | 0 |
| 16:00 | 0 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 9 | 9 | 0 |
| 17:00 | 0 | 0 | 0 | 15 | 0 | 5 | 0 | 0 | 0 | 10 | 10 | 0 |
| 18:00 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 6 | 6 | 0 |
| Total | 0 | 0 | 0 | 194 | 0 | 65 | 0 | 0 | 0 | 55 | 55 | 0 |

| Build 2021 Volumes | | | | | | | | | | | | |
|--------------------|--------------------|------|-------|--------------------|------|-------|----------------------|-------|-------|----------------------|-------|-------|
| Start Time | SB (Willis Street) | | | NB (Willis Street) | | | EB (Lafayette Blvd.) | | | WB (Lafayette Blvd.) | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 7:00 | 2 | 0 | 3 | 80 | 0 | 25 | 7 | 328 | 9 | 12 | 230 | 8 |
| 8:00 | 0 | 1 | 4 | 68 | 0 | 20 | 4 | 358 | 23 | 17 | 280 | 6 |
| 9:00 | | | | | | | | | | | | |
| 10:00 | | | | | | | | | | | | |
| 11:00 | | | | | | | | | | | | |
| 12:00 | | | | | | | | | | | | |
| 13:00 | | | | | | | | | | | | |
| 14:00 | | | | | | | | | | | | |
| 15:00 | | | | | | | | | | | | |
| 16:00 | 1 | 2 | 3 | 31 | 0 | 18 | 8 | 352 | 17 | 14 | 496 | 12 |
| 17:00 | 1 | 0 | 1 | 36 | 0 | 12 | 12 | 362 | 24 | 19 | 514 | 4 |
| 18:00 | | | | | | | | | | | | |
| Total | 4 | 3 | 12 | 215 | 0 | 76 | 32 | 1,400 | 74 | 63 | 1,520 | 30 |



Date: 9-6-2016
Scale: 1" = 120' (11x17)



July 25, 2016

Mike J. Craig
Zoning Administrator
City of Fredericksburg
715 Princess Anne St. Room 215
Fredericksburg, VA 22401

EXECUTIVE COMMITTEE

Jamie Scully
Chair

Lee Murray
Vice Chair

Chris Muldrow
Secretary

Sam Foltz
Treasurer

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Jay Holloway

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Kathleen Harrigan
Executive Director

Daria Christian
Asst. Director

Dear Mr. Craig,

Friends of the Rappahannock (FOR) is an environmental non-profit organization based in Fredericksburg, Virginia. Our mission is to be the voice and active force for a healthy and scenic Rappahannock River. We operate three programs in all 18 counties of the Rappahannock River watershed including Advocacy, Restoration, and Education programs.

Our staff provides a wide range of in house expertise which affords us the ability to provide technical assistance and recommendations on a variety of issues that impact the Rappahannock River, its tributaries, and the communities that use these resources.

FOR has reviewed the documents provided by the City of Fredericksburg zoning department and had the opportunity to discuss the proposed project with City staff and other stakeholders.

Hazel Run is among the most degraded and impacted streams in the entire Rappahannock River Watershed. It is currently listed on the 303 (d) Impaired Waterways list as required by the Clean Water Act. This data is

made available in the 2014 305 (b) report compiled by the Virginia Department of Environmental Quality (DEQ)¹. DEQ first took water quality samples in 2009 and subsequently in 2012 Hazel Run was listed as impaired for Benthic-Macroinvertebrates in 2012. FOR also published a water quality report on Hazel Run in October 2012 using a variety of water quality indicators from 2011-2012.²

This and other reports show that Hazel Run is situated in the highest concentration of impervious surfaces and development in the entire Rappahannock River watershed. It has high concentrations of bacteria which make it unsafe for a variety of designated uses. The sources of impairment come from several sources but predominantly from polluted stormwater runoff originating from impervious surfaces.

Any opportunity The City of Fredericksburg (City) has to protect and restore this stream, which drains directly into the Rappahannock River, needs to be taken advantage of.

On behalf of our board, members, and volunteers, please accept the following comments in reference to the Highlander Park Rezoning Application and General Development Plan (GDP).

1. The Highlander Park project was previously zoned for development with an overlay of an “Intensely Developed Area” in 2004. This designation supersedes the requirements of the Chesapeake Bay Preservation Act prohibiting development within the 100’ resource protection area (RPA) along Hazel Run. This allows for the consideration of development that encroaches on the 100’ RPA. FOR does not dispute this fact.

¹ Final 2014 305(b)/303(d) Water Quality Assessment Integrated Report. Virginia Department of Environmental Quality. April 21, 2016.

[http://www.deq.virginia.gov/Programs/Water/WaterQualityInformationTMDLs/WaterQualityAssessments/2014305\(b\)303\(d\)IntegratedReport.aspx](http://www.deq.virginia.gov/Programs/Water/WaterQualityInformationTMDLs/WaterQualityAssessments/2014305(b)303(d)IntegratedReport.aspx)

² 2011-2012 Hazel Run Report Card. Friends of the Rappahannock. October 2012.

http://www.riverfriends.org/sites/default/files/Hazel%20Run%20Report%20Card_0.pdf

2. The developer should strive to avoid encroachment into the RPA to the maximum extent practicable. One of the most cost-efficient ways to protect water quality is to work around existing vegetation and preserve open spaces.
3. Page 7 of the GDP provided by the City outlines the preliminary landscape plan. New vegetation should be incorporated into the plan as much as possible to maximize water quality benefits. The current plan only shows re-vegetation of the RPA to the utility line. We would request the City require the developer to fully vegetate the RPA as a condition of approval of this plan. This allows for the needed encroachment of the 100' RPA but also replaces and enhances vegetation in a highly sensitive area.
4. The developer is required by DEQ to meet mandatory nutrient reductions through on-site stormwater best management practices (bmps). The City also has additional regulations that encourage the use of low impact development (LID) design strategies to mimic the pre-development hydrology of a site. The GDP does not adequately show proposed stormwater bmps in the plans. FOR would like to see the developer incorporate and show how they will meet the requirements of the state and local stormwater regulations. We would further ask that the methods used to treat stormwater include (LID) design strategies such as bio-retention, rainwater harvesting, green roofs, porous pavement, and other bmps outlined in the Virginia Stormwater BMP Clearinghouse.³
5. Proffer #2 provided by the developer refers to “funding for” interpretive signage for significant historic and environmental elements of the general area of Hazel Run. FOR asks that this signage include information about Hazel Run, the Rappahannock River, and water quality to provide information to the residents of the new development and users of the Heritage Trail. This is consistent with the minimum control measures outlined in the City Municipal Separate Storm Sewer System (MS4) permit conditions and FOR would offer assistance with the content.
6. Proffer #3 provided by the developer provides for a contribution of \$25,000 to the City to be used for site improvements on a 10 acre property adjacent to the development currently owned

³ Virginia Stormwater BMP Clearinghouse. <http://www.vwrrc.vt.edu/swc/>

by the City. The proffer identifies this property as “yet to be improved”. This property currently has a passive trail and a sitting bench and is open to the public. This property is also well vegetated and has pocket wetlands which protect and enhance adjacent Hazel Run. FOR contends that further development or “improvement on this property could negatively impact the existing ecosystem services being provided which protect Hazel Run. We ask that the \$25,000 be provided to the City to maintain the existing recreation facilities at the adjacent property and all unused funds to be allocated for similar recreation improvements on other City owned park facilities.

Thank you for the opportunity to provide comment on the Highlander Park Re-zoning Application and associated documents. We are pleased to work with the City and our partners to ensure the long term health and scenic nature of the Rappahannock River and the natural resources of our region. Please let me know if you have any additional questions.

With appreciation,

A handwritten signature in black ink that reads "Bryan Hofmann". The signature is fluid and cursive, with the first name being larger and more prominent than the last name.

Bryan Hofmann
Programs Manager
Friends of the Rappahannock

cc

Kevin Utt, City of Fredericksburg
Kathleen Harrigan, Friends of the Rappahannock



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
Fredericksburg and Spotsylvania
National Military Park
120 Chatham Lane
Fredericksburg, Virginia 22405

February 12, 2016

Mr. Chuck Johnston
Director of Planning
City of Fredericksburg
715 Princess Anne Street
Fredericksburg, VA 22401

Dear Mr. Johnston:

The National Park Service offers the following comments on the Highlander Park project, along Lafayette Boulevard. We understand that this review does not address the underlying zoning but rather a reconsideration of the proffers for the project and a review of the preliminary subdivision plat.

The proposed project sits directly opposite and below the Fredericksburg National Cemetery, perhaps the most profoundly sensitive (and most visited) historic site in Fredericksburg—the burial place for more than 15,000 U.S. soldiers. Visitors access the graves across the entirety of the cemetery's slope, via long parallel terraces facing the site of the proposed project.

In an era when the NPS has consistently worked closely and successfully with local communities and developers to put in place strategies that at least mitigate the impact of a development on NPS lands and visitors, this project stands as an anachronism for its commitment to the maximum use of space with virtually no consideration for the sensitive and important resources that surround it.

- This project would constitute by far the densest residential development ever located near or adjacent to the park's 102 miles of boundary. The nearly 1,000 vehicle trips per day put onto a road network that fronts the National Cemetery and the NPS Visitor Center will have serious implications for visitors to the Fredericksburg community, will congest one of the major gateways into town, and will perhaps force additions to the landscape, like a traffic light, that will further degrade the area.
- Moreover, this is the first significant development on or near the park boundary in at least the last two decades that includes *no* provision for screening or mitigating the visual impact of the development on the National Park. The layout of the development in its present form is so dense that there appears to be no room allowed for any kind of meaningful vegetative buffer.

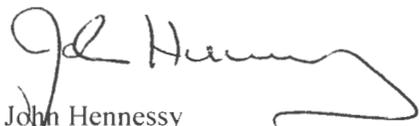
More specifically, we offer the following comments and suggestions:

- The proposed Young Street entrance stands directly below and opposite the National Cemetery. It is not difficult to foresee that the hundreds of vehicles per day that will exit and enter the development via this access may trigger the need for a traffic light at this location. The presence of a traffic light and, more importantly, the unending cacophony of trucks, motorcycles, and cars accelerating, decelerating, and idling there will intrude significantly on the solemnity of the National Cemetery. We strongly recommend against the development of a major access at the Young Street entrance. At the absolute maximum, Young Street ought to be designated as only right-turn-in, right-turn-out.
- This proposed development also raises the possibility of generating traffic enough to require a stoplight at Willis Street, which in turn will vastly increase congestion in front of the National Park Visitor Center. We think that would be yet another unfortunate impact of the project, and would oppose it.
- Should the project go forward, we recommend the city and developer consider using the proposed new entrance west/south of Young Street as its primary access. This would seem to make sense with respect to both the presence of the National Cemetery and the sightlines along Lafayette Boulevard. The distance of this new access from Willis Street will also tend to encourage residents driving southbound on Lafayette Boulevard to use Willis Street to access the development rather than continuing on in front of the National Park Visitor Center and National Cemetery.
- Every reasonable effort should be made to mitigate the visual impact of the development on the National Cemetery. While a strong, planted vegetative buffer will take years to mature, one should be included in the development plan. The 115 rooftops included in the development—most of them clearly visible from the National Cemetery—should be designed to be as neutral as possible. Whatever design measures are available to render the elevations facing the park neutral should be put in place.
- While we have no deeded interest in the bed of the Virginia Central Railroad and the trail that runs through it, we do have a strong historical interest in the remnants of the railroad bed, which played a key role in both battles fought at Fredericksburg. Our granting of a permit for the construction of the trail across NPS lands was inspired in part by our shared commitment to the preservation and interpretation of the Virginia Central Railroad bed. This project would result in the leveling of a long stretch of the cuts and fills of the original bed—the destruction of an essential battlefield landmark, one mentioned in numerous histories.

We understand that the underlying zoning is in place for this project—it often is when communities consider development projects on or near the park boundary. Even in those cases, almost unfailingly developers have worked with the localities and the NPS to mitigate the impact of a development on the park. The examples are many, and some of them reflect a deep shared commitment to the protection of the park and the quality of life of local residents. We hope that in its final form, the plan for Highlander Park can likewise reflect that shared commitment to those things that matter most to the community and, indeed, the nation.

We urge the City to use every tool at its disposal to address these concerns, and we stand ready to join those discussions in any way that might be helpful.

Sincerely,



John Hennessy
Acting Superintendent