



October 1, 2021

TO: Jessica Pfeiffer
Walsh, Colucci, Lubeley, & Walsh, PC
4310 Prince William Parkway, Suite 300
Prince William, VA 22192

FROM: Christopher Perez, Principal Planner (Current Planning)
Alex Vanegas, Principal Planner (Long-Range Planning)

Email: cperez@pwcgov.org 703-792-8050
AVanegas@pwcgov.org 703-792-8127

**RE: Proffer Amendment and Rezoning #REZ2022-00001, Belmont Bay
Special Use Permit #SUP2022-00002, Belmont Bay - (1st Submission)
(Woodbridge Magisterial District)**

The 1st submission for the above-referenced case has been reviewed with the following comments. These comments are being provided in preparation for our WebEx post-submission review meeting.

Summary/Background/Location

- Request – This is a request to amend the proffers associated with Rezoning #REZ1999-0022 to amend the land bay designations associated with the existing PMD, Planned Mixed Use District to be in alignment with the North Woodbridge Small Area Plan. The subject property of the proffer amendment is ± 170.91 acres and consists of GPINs 8492-43-5597, 8492-44-0370, 8492-44-5722, 8492-44-1022, 8492-53-7716, 8492-32-4965, 8492-34-3596, 8492-33-1450, 8492-04-7238, 8492-04-4258, 8492-05-6910, 8492-06-9238 and 8492-25-9095 and the property is zoned PMD, Planned Mixed Use District. The Applicant is proposing to convert 411 previously approved age-restricted residential units to market rate units and add 979 residential units. In addition, the Applicant is proposing to provide two mixed-use commercial districts – the Transit District and the Marina District. This application is also proposing a reduction in the approved commercial uses to ±65,000 sq. ft. of nonresidential uses of commercial, exclusive of a potential hotel and a continuing care retirement community. Associated with the request are numerous waivers and modifications. The Special Use Permit is amending SUP1999-0014 for ±27.04 acres consisting of GPINS 8492-43-5597, 8492-44-0370, 8492-44-5722, 8492-44-1022 and 8492-53-7716 to support the Town Center of the development and associated modifications and waivers. The site is located east of Route 1 and northeast of the intersection of Route 1 and Dawsons Beach Road. The site is designated SRL, Suburban Residential Low, POSA, Parks & Open Space Active, POSP, Parks and Open Space Passive, and UN, Urban Neighborhood in the

Comprehensive Plan and is located in the North Woodbridge Small Area Plan.

- Comprehensive Plan – The site is located in the North Woodbridge Small Area Plan, which was adopted by the BOCS on October 8, 2019. The site is also located in the Potomac Communities Revitalization Plan. The site is comprised of numerous large land bays which make up the nine proposed PCA area designations. Each contains various Comprehensive plan designations. Staff requests the applicant revise the MZP to depict and label the current Comprehensive Plan Long Range planning designations for each Land Bay/proposed PCA area. Currently the MZP only lists the projected land bay designations. Revise.
- Zoning – The site is zoned PMD, Planned Mixed District.
- Surrounding Land Use – Staff requests the applicant revise the MZP to depict and label all abutting zoning designations and existing land uses.
- Area Characteristics – The following table summarizes the area characteristics:

Direction	Land Use	Long Range Land Use Designation	Zoning
North	Occoquan River and residential units	ER (the River), POSA, CHRS, PL	A-1 (the River), R-4, M-1
South	Occoquan Bay National Wildlife Refuge	FED	PL
East	Occoquan River	ER	A-1
West	Industrial Uses	TF, UN	M-1
Central to the Site	Residential Units	SRL, UN, SRH, POSA, POSP	R-4, R-6, PMD

Review Comments

- 1) **Critical Issue:** The minimum open space provided, 51.03 acres, is 30% of the rezoning’s 170 acres being modified with this proposal; however, the proposed rezoning utilizes and affects the open space also associated with the existing portions of the Belmont Bay development that are not part of this rezoning. On the MZP provide calculations that include the existing acreage of all built portions of Belmont Bay and those proposed with this rezoning. The open space provided with the proposal should be a minimum of 30% of that total acreage. Revise accordingly.
- 2) The original development relied on a golf course to fulfill some of the amenity requirements of the development, with the loss of the golf course staff is concerned that the entire Belmont Bay

development will be underserved in active recreational and open space amenities for the community as a whole. Provide an analysis on this subject discussing what is proposed and how it is adequate to serve the entire development. The proposed public parks shall be planned in coordination with Parks and Recreation through a Park's Plan approved by Parks and Recreation which shall be seated in the design guidelines. As such the design guidelines shall be revised to be less conceptual in the Public Parks and more fixed in the minimum elements being depicted and required.

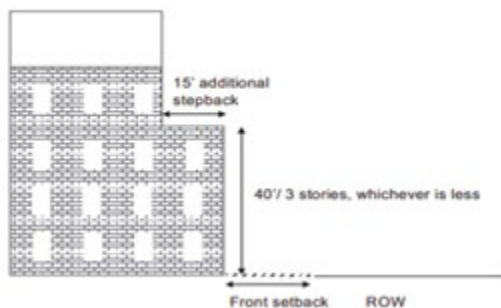
- 3) What amenities will be provided in the proposed clubhouse? What amenities are being omitted and not replaced with the demolition of the existing clubhouse? Who will have access to the clubhouse, will it be all residents of Belmont Bay or merely those associated with this new proposed portion? The proffers should provide something to this effect. Consequently, who will have access to the existing amenities in Belmont Bay, will it only be the existing residents, or will the new units associated with this proposal also get to utilize the existing amenities? The issue of existing two Belmont Bay HOAs and the new proposed Belmont Bay HOA is a very big issue that needs to be worked out prior to moving forward with this development. The segregation of amenities may cause duplication efforts to be required to serve each portion of the development.
- 4) The timing of the open space dedications at 1,100th residential occupancy permit is overly distant. Open space and recreational amenities are typically required by 50% buildout; however, because this open space and recreational space is also for the already built portions of Belmont Bay, provisions should be made to increase the timing of these dedications and the offerings of usable open space for the Belmont Bay development as a whole. Planning staff feels this needs to be a priority in the early phases of the development. Please work with Parks and Recreation staff and Planning staff to come to agreement on the timing of the dedications.
- 5) **Critical Issue:** Staff requests the concept plan for the Marina District be less conceptual and more fixed in the elements being depicted in the design guidelines. Many of the sheets in the design guidelines provide verbiage "*for illustrative purposes only, building footprints, architecture, design features, amenities, and phasing to be determined per site plan.*"; however, this does not ensure any of what the public or the County is being shown at the rezoning stage will actually come to fruition. It is also appropriate to designate the minimum items provided and those which are optional. It appears the Applicant seeks to do this through the verbiage on a couple sheets, such as sheet 13, by using "potential" in front of the various features. Please clarify with a note on the design guidelines. Revise accordingly.
- 6) Staff is concerned with the Beacon Building clubhouse and how it will fit into the commercial and public space programming that is the Marina District. The idea of an exclusive area for residents and members of the Belmont Bay Conservancy and the Marina in the middle of the commercial and the public space area will create an us versus them mentality among the residents of Belmont Bay and the public at large. This will disinvite the public and reduce energy in the area. The Marina District is the commercial center of this development with a main focus on public space to activate the area. This district should not have private areas for members only. If the gym and clubhouse facilities are provided in this area they should be open

to the public for a daily user fee and free to residents and members of all of Belmont Bay.

- 7) **Critical Issue:** Staff requests elevations for all sides of the two large buildings proposed in the Marina District. Please label the views, building materials, and maximum heights. Ensure elevations are provided for the proposed new development along Harborside Street to see how the new development ties in with the exiting development based on scale and character.

- 8) **Critical Issue:** Staff is concerned with the height difference of the proposed buildings in the Marina District and their relation to the adjacent existing townhomes. The district is being proposed a maximum height of 100' tall; however, the existing three-story townhomes which abut this section are presumably between 33' and 40' tall. Where the proposed buildings are adjacent to the townhomes the proposed buildings shall be stepped back to reduce the visual impacts of the building and help soften the appearance with the surrounding neighborhood. Staff offers the following step back standards as an example to consider: *For each story that begins above 40 feet in height, or for each story above the third story, whichever is less, the minimum stepback shall be 15 feet.* See diagram below to help visualize the standard. Staff requests this standard or a comparable stepback standard be provided on sheet 3 of the MZP and in the design guidelines.

Front Stepback (side view)



- 9) Staff suggests the commercial buildings in the Marina District not be designed solely with traditional solid front walls/windows that define the indoor and outdoor space. Rather these buildings should be design with numerous open fronts that utilize garage door facades or sliding walls/windows. These sections of the building will provide proper street activation and be ideal in provided numerous outdoor dining and seating options for open restaurant concepts, coffee shops, and ice cream parlors. This will help generate foot traffic and activate the areas adjacent to the public spaces. These uses should be incorporated into the public realm along the pedestrian network, while maintain the pedestrian streetscape.

- 10) **Critical Issue:** For each land bay provide elevations of the residential dwelling units being proposed and provide elevations of the adjacent existing architecture. This will be used to demonstrate compatibility with building form and materials between the proposed and the existing structures. Also, a major element that should be focused on is consistency in streetscape and setbacks to all streets between what is existing and what is proposed.



- 12) **Critical Issue:** Provide parking calculations associated with all proposed uses. Also, provide parking calculations for existing uses to ensure they are adequately parked, as this rezoning proposes to omit existing surface parking. On the MZP provide “required” and “provided” parking counts for proposed and existing development. This is a dense activated area that will bring the general public into the area for shopping, recreation, outdoor events, etc...Please explain why a parking reduction is needed and how the required numbers of parking spaces will be met through alternative means. In general staff does not support parking reductions for this development. Please work with PWC DOT, Planning, and Parks and Recreation to determine if the appropriate parking parameters are met.
- 13) Has the developer considered adding 2 or 3 additional levels of parking to the existing Mason parking garage as a way to park the area in addition to the 100 spaces being obtained through a shared use parking agreement from the deck?
- 14) Sheet 46 of the Design Guidelines depicts the continuation of the Heritage Trail across the waterfront of the Potomac Science Center – GMU. Does the Applicant have an easement to

continue this trail in the depicted location? If not, a proffer covering this item may be appropriate.

- 15) **Critical Public Issue:** The “*public water access and paddle craft launch*” feature is depicted on sheet 13 of the design guidelines. This location is not accessible by car and paddle craft users will have a hard time carrying their crafts to the water this distance. The feature shall be relocated and provided drive up accessibility that provides a vehicle pickup and drop off location. Revise accordingly.
- 16) Throughout the Belmont Bay community there are existing signs on all the trails and paths which state that this is private property and that you must be a member of the HOA to use the facility. Many of the public furniture has signage posted with similar verbiage. This is a major deterrent for the proposed trail networks to be continuous and usable by the general public. How does the development plan to address this issue?
- 17) Provide a proffer that covers temporary use parameters. The existing residents and HOA who are adjacent to the public activation areas for these temporary uses should be consulted and involved with setting the appropriate parameters of outdoor popup temporary events.
- 18) **Critical Issue/Needed for Further Review:** As stated in the *Land Use Impact Analysis Report*, once staff comments are received a phase II analysis will be provided with the resubmittal. Provide this document upon resubmittal.
- 19) **Critical Issue:** Staff has heard from many residents of Belmont Bay who are concerned with the density being proposed in the development. Staff also has concerns and suggests the applicant reduce the number of units being proposed in the development. Merely omitting density from the Transit District will not address this concern. Staff suggests the developer shift some of the density within the project to the Transit District to support the VRE station. Multifamily and apartment buildings seem appropriate for this location.
- 20) Staff requests the MZP be revised to list the amount of affordable dwelling units in each district. Also, provide a proffer that accounts for them and provides a trigger for them to be provided. The County is currently working on an affordable housing ordinance that should be adopted before this project moves forward for action. As the project proceeds more guidance on the required affordable unit requirements will be provided.
- 21) The dog park shall be provided with a fence and 15’ wide Type A DCSM buffer around the fence line to ensure dogs do not venture into the SWM pond and help reduce noise for existing residents of the condo units.
- 22) Staff suggests the applicant work on messaging in the next submittal with an emphasis on what is currently already approved and can be built on this project and what is being proposed with this rezoning. An exhibit will go a long way to help educate residents in the positive redevelopment this rezoning will have on the community. It will also help educate residents

that not all the existing undeveloped portion of the community that they believe were to remain natural were intended to be as such based on the last approved rezoning and SUP.

- 23) Staff requests the applicant advertise and hold a community meeting to discuss the project once it is revised and resubmitted. The developer will lead this meeting and discuss the proposal, the major issues they have heard and addressed in the revision, and which issues cannot be addressed and why. At a minimum ensure the following stakeholders are invited: all existing residents of Belmont Bay, both HOAs shall be notified, property owners within 500' of the proposal, all County review staff, the BOCS member and PC member of the district. Staff requests the developer hold a community meeting of this magnitude after each revision of the proposal.
- 24) Pursuant to Section 32-405.04(3) in nonresidential areas, maximum lot coverage shall not exceed 80 percent, with a minimum of 20 percent maintained as open space. In the Marina District the B-1 designation proposes a max lot coverage of 85%; however, this percentage shall be reduced to 80% maximum to conform to the zoning ordinance requirements.
- 25) **Critical Issue/Conformance with the Plan?** Pursuant to Section 32-405.04(7), residential when proposed, shall not exceed 35 percent of the gross land area of the PMD. On the MZP provide a calculation which ensures this percentage is not being surpassed when taking into consideration the existing residential sections of Belmont Bay and the proposed.
- 26) Staff requests the applicant revise the MZP to provide a sheet that depicts and label the current Comprehensive Plan Long Range planning designations for each Land Bay/proposed PCA area. Currently the MZP only lists the projected land bay designations. Revise.
- 27) On sheet 3 of the MZP the maximum residential dwelling unit totals and the maximum non-residential SF totals of all proposed PCA area designations do not add up to the totals in the chart. For example, 1,390 units are listed in the maximum residential dwelling units for all areas but when you add each PCA area's max you get 1,599 units. Staff believes this lower number is a cap of the maximum and that each PCA area will be limited to what the other PCA area's build while approaching the maximum. If this is the case, provide a note on the MZP to this effect. Otherwise, revise the calculations appropriately.
- 28) **Critical Issue:** The Development Code on sheet 3 of the MZP is confusing as to what is being proposed. For instance, the Marina District proposes four zoning designations with proposed uses listed (in addition to all by-right uses permitted by the Zoning regulations); however, for O(H) the FAR is provided and a maximum residential SF is provided. Why is the FAR designated if there is a maximum nonresidential square footage? Additionally, for the O(H) the FAR is provided and a maximum slip #, but no maximum nonresidential square feet is listed. Please clarify.
- 29) The Development Code on sheet 3 of the MZP, for The Retreat, provides a maximum non-residential 20,000 SF, which is an existing interim use and doesn't count towards the maximum

non-residential SF for the development. Is this specifically for the existing community center that will eventually be torn down and replaced with some other use? If so, please revise note #4 which call out the 20,000 as "Existing community center that will be torn down in phase ___".

- 30) **Critical Issue:** Staff requests the Development Code list the maximum nonresidential square footages possible in each district with all uses including hotel and the continuing care retirement community. With these uses being omitted from the nonresidential calculations the true nonresidential square footage potential of the development is hidden. This masks the true development potential of the area and makes determining the infrastructure needs and parking needs of the development extremely difficult, if not impossible. On the MZP clearly list the maximum nonresidential square footages possible in each district with all uses, including hotel and the continuing care retirement community.
- 31) **Critical Issue:** Staff requests the MZP be revised to provide buffers **that exceed the minimum requirements that are** planted to Type C standards on each portion of the Maywood, Beacon Park, and the Transit District, which abuts existing residential areas. The reason for this request is that these homeowners purchased their homes on these lots intending to have open space and golf course amenities behind their lot; however, with this proposal the open space behind these homes is being converted to residential units, because of this a substantial buffer shall be provided between the two uses. Applicable sheets to revise are sheet 3 and 4 of the MZP. Also, in the design standards provide the proposed layout of the roads to serve the homes and possibly layouts of these new homes.
- 32) **Critical Issue:** For all areas that are currently open space/golf course that are proposed to be converted to residential areas provide a chart which lists the existing residential building heights and the adjacent maximum proposed residential building heights. The heights of the adjacent proposed residential units shall be no taller than the existing units to **ensure compatibility**.
- 33) On the MZP establish and label reforestation areas.
- 34) On the MZP staff requests the B-1 zoning designation and 15,000 SF nonresidential in the Transit District be clarified to only be permitted as a first-floor retail associated with a multistory residential building atop.
- 35) The design guidelines reference phasing of the development through the proffers. Which proffers guide the phasing of the development? Staff requests a phasing plan be provided on the MZP that ties various land bays and public improvements to one another.
- 36) Staff requests sheet 58 of the design guidelines be revised to eliminate "glass" as a viable finish for Neighborhood signage.

- 37) Staff requests sheet 58 of the design guidelines be revised to provide an example of Maywood's "Traditional aesthetic" sign feature.
- 38) Staff requests the applicant revise the MZP to label the current zoning designation of the property.
- 39) Staff requests the applicant revise the MZP to depict and label all abutting zoning designations and existing land uses.
- 40) On the MZP indicate the Planning case number/name: REZ2022-00001, Belmont Bay and Special Use Permit #SUP2022-00002.
- 41) On sheet 1 of the MZP, note #2, revise the note to reference the correct title of the "design guidelines".
- 42) On sheet 1 of the MZP, note #5, staff does not support this allowance and requests it be removed from the MZP. This note provides too much leeway at the site plan and subdivision stage of the development to shift densities.
- 43) On sheet 1 of the MZP, note #13, staff does not support this allowance and requests it be removed from the MZP. This note seeks to circumvent the subdivision ordinance.
- 44) **Critical Issue:** Section 32-700.51(12) requires a schematic land use plan for the SUP that depicts land bays and blocks prescribing minimum to maximum ranges: uses, yard dimensions and building setbacks, block size, pedestrian access including sidewalks and paths, heights of buildings and structures, lot coverage, density and FAR, recreation spaces, open space and areas intended for tree preservation, watercourses, lakes, resource protection areas, wetlands, floodplains, steep slopes (25 percent or more) and cemeteries. While such information is provided on the MZP it is not provided on the SUP plan. Revise.

Comments on Waivers

As a general guide staff is in support of most of the proposed waivers that were previously approved with the existing Belmont Bay rezoning and SUP, with the main reasoning being for consistency purposes between the existing portions of the development and the proposed portions. However, if during the review of the proposal any health, safety, or general welfare issues are raised or any sound planning practices or staff concerns are raised for specific waivers, those identified individual waivers will be more closely evaluated and analyzed. Also, where the ordinance standards have changed from the 1999 County Code or instances of additional standards being requested to be waived that were not part of the original rezoning and SUP approval those identified individual waivers will be more closely evaluated and analyzed. In these specific cases more detailed justifications shall be provided by the Applicant for the requested waiver(s) and examples of the required regulations vs the proposed regulations shall be provided. At this time, staff cannot support the following waivers and requests additional justification for reconsideration.

- 45) Waivers of Section 32-210.12(1), (2), (5), (10), and (11) are not supported by staff. The justification provided does not align with the ordinance requirements being requested to be waived. Additionally, while these sections of the regulations were originally waived with the last SUP those sections are not exactly the same as they are today. Staff feels the majority of these requirements should be met as they utilize sound planning and zoning practices and are for the health, safety, and general welfare of the public.
- 46) Modification of Section 32-700.51.2 is not supported by staff. This information is useful for the public and the County to understand the areas of tree preservation. Notably, this section was never previously modified with the SUP.
- 47) Waivers of Section 32-250.21 et seq. are not supported by staff. While the previous SUP waived this section, the standards waived were different than they are today. Today's ordinance contemplates Town Centers, and the development shall comply with the sign regulations. If the applicant insists on seeking this waiver, please provide a couple examples of situations associated with the regulations where the regulations prohibit what is sought.
- 48) Waivers of Section 32-280.01 – 32-280.24 are not supported by staff. While the previous SUP waived these sections, the standards waived were different than they are today. While some of these sections match the code in effect in 1999 many have changed. Revise the waiver request to break out each section being requested a waiver and provide a justification for each.
- 49) Waiver of Section 32-280.71(2)e is not outright supported by staff as it appears to omit standardized front setbacks for single-family dwellings. Uniform front setbacks are crucial to tie a neighborhood together and ensure uniformity. This waiver was not previously approved; rather, the last SUP approved (waiver 17(d)) *a reduction in setbacks in select locations as appropriate in the Town Center. Single family homes have a reduced setback subject to Fire and Rescue approval.* Please elaborate on this waiver and provide an example of why it is necessary and how it maintains uniformity within the new portion and any existing portions of the development it abuts.
- 50) Staff is unclear why the proposal seeks waivers to ordinance requirements of PMR performance standards, such as Section 32-306.12, Section 32-306.12.6(B), Section 32-306.12.6(C), and Section 32-306.12.06(G). Please explain why this waiver is truly needed and elaborate on it. Additionally, the justifications provided in the application are non-descript and should be elaborated on. An example of why it is necessary would be helpful.
- 51) Staff is unclear why the proposal seeks to waive all of Section 32-300.06 on sheet 13 of the waiver request but then on sheets 14 and 15 the Applicant requests a modification to some of the individual standards of Section 32-300.06. Also, the justifications provided in the application for these waivers is non-descript. Please explain why this waiver is truly needed and elaborate on it. An example of why it is necessary would be helpful. Revise the request appropriately.

- 52) Waiver of Section 32-405.03.02(a) is requested; however, in the section row of the waiver request form it lists Section 32-400.03.02(a). Please explain this, if it is a typographical error, correct it.
- 53) Staff is unable to verify previous approvals of waivers to Sections 32-700.51.1, 32-700.51.3, 32-700.51.4, and 32-700.51.7. Regardless, these waivers are not supported by staff as they seem crucial to sound planning practices and are for town center developments. Provide additional justification why these waivers are needed and why staff should recommend approval of them in the context of this project. An example of why each is necessary would be helpful for further analysis.
- 54) Waiver of Section 32-700.55(1) is not supported by staff. While this section of the regulations was originally waived with the last SUP the ordinance section is not exactly the same as it is today. Staff feels this requirement should be met as it utilize sound planning and zoning practices.
- 55) Blanket waivers of Section 32-250.31 and 32-250.32 are not supported by staff. While these sections of the regulations were originally waived with the last SUP, the ordinance sections previously waived are not the same as they are today. At a minimum the applicant shall revise the request in the form of a modification and explain the required and proposed standards and provide justifications for each portion of the request. Additionally, staff understands citizen concerns of buying into lots which abut the golf course or other open space areas and with this proposal they are now being encroached by new development that was not proposed or considered in this development when they purchased their homes. At a minimum they should be provided the required buffers associated with these standards. In some of these instances it may be appropriate to increase the buffers beyond these standards. For these reasons I do not support approval of this waiver.
- 56) Section 32-250.33 and Section 32-280.14 were repealed. Waivers are not required. Omit them from the request.
- 57) Blanket waivers of DCSM standards 802.11, 802.12, and Table 8-1 are not supported by staff. After reviewing the approved SUP conditions, it appears these waivers were only for the buffers required between uses and housing types within the Town Center and buffers otherwise required at the perimeter of the Town Center, adjacent to other uses. Additionally, staff understands citizen concerns of buying into lots which abut the golf course or other open space areas and now with this proposal they are being encroached by new development that was not proposed or considered with this development when they purchased their homes. At a minimum they should be provided the required buffers associated with the DCSM. In some of these instances it may be appropriate to increase the buffers beyond the DCSM standards. For these reasons I do not support approval of this waiver.

- 58) Waiver of Section 32-405.04(4) is not supported by staff; however, a modification may be appropriate in certain instances.
- 59) Provide more justification for the waiver request of Section 802.47 of the DCSM. Staff feels this requirement should be met as it utilize sound planning and zoning practices.
- 60) Staff is unable to verify previous approvals of waivers to Sections 32-750.07 DCSM 720.04(A). Provide the waiver approval for staff review. Watershed and Public Works shall review and approve these waivers prior to moving forward.

Proffer Comments

- 61) Proffer statement (A) shall be revised to match the correct sheet names of sheets 7 of 8, which is "ROAD DIET".
- 62) Proffer 5, staff does not support this allowance and requests it be removed from the plan. This proffer provides too much leeway and flexibility at the site plan and subdivision stage of the development to shift densities.
- 63) Proffer 7(b), staff does not understand what this proffer means nor how this will be implemented. Revise the proffer to be clearer. Provide an example of this proffer in effect.
- 64) Proffer 10(b) and 10(c) shall be provided with acreages of the dedication.
- 65) **Critical Issue:** Proffer 11, the timing of the open space dedications at 1,100th residential occupancy permit is overly distant. Open space and recreational amenities are typically required by 50% buildout; however, because this open space and recreational space is also for the already built portions of Belmont Bay, provisions should be made to increase the timing of these dedications and the offerings of usable open space for the Belmont Bay development as a whole. Planning staff feels this needs to be a priority in the early phases of the development. Please work with Parks and Recreation staff and Planning staff to come to agreement on the timing of the dedications. Also, Proffer 11(d) and 11(e) are vague and unclear, these shall be revised through work with Parks and Recreation staff.
- 66) The original proffer 6a was removed; however, this proffer seems appropriate to remain based on the increase in residential units. Please work with PWC DOT and VDOT to determine if this proffer is appropriate to remain.
- 67) The original proffer 22 was removed citing the amenities were provided. Revise the analysis to describe where the amenities were provided and to what extent. Provide the approved site plan number that provided each improvement.

- 68) The original proffer 41 was removed with no explanation; however, staff feels it should remain. Please work with Watershed to determine if this proffer is appropriate to remain.
- 69) The original proffer 42 was removed referencing a waiver from 1994 granted by the Department of Public Works; however, staff has concerns as to whether the waiver is still valid and applicable to the current proposal as it is being modified from what the original waiver was predicated on. Provide written approval from the Department of Public Works and or Watershed stating that this waiver is still valid and that this proffer is appropriate to remove.

LONG-RANGE PLANNING COMMENTS

Belmont Bay Proffer Amendment Master Zoning Plan

General Notes

- 70) Under Note: 13. Please clarify the intent of the language about subdivision or consolidating parcels so that they are consistent with the proffers dated June 30, 2021. "ALL RESULTANT AREAS OF RECORDED PARCELS, FIVE (5) ACRES OR GREATER IN SIZE, ARE CONSIDERED AS RESIDUE; THEREFORE, THE APPLICANT RESERVES THE RIGHT TO SUBDIVIDE/CONSOLIDATE SAID PARCELS WITHIN THE PROJECT WITHOUT SUBMISSION AND REVIEW BY THE COUNTY."
- 71) Under Note 17 last sentence change the "may" to "will" . "ADDITIONAL SITE FEATURES NOT DEPICTED IN THE DESIGN GUIDELINES SUCH AS GAZEBOS, FENCING, BALCONIES, RETAINING AND SEAT WALLS, TRELLISES, SIGNAGE, FOUNTAINS, LANTERNS, TRELLISES, PERGOLAS, OUTDOOR FIREPLACES, FIRE PITS, DROP STRING LIGHTS, TABLE OR CANTILEVERED UMBRELLAS, WATER FEATURES, AWNINGS, BENCHES, PATIOS, PLANTERS, ART, FENCES, LANDSCAPE LIGHTING, ROOF-TOP PLANTING AREAS, SPECIAL AND/OR PAVING ~~MAY~~ "WILL" BE PROVIDED."

Sheet 3 of 8 - Development Code

- 72) **Critical Issue:** While the Retreat, Marina and Transit districts are in alignment with the North Woodbridge Small Area Plan Land Use maps, two of the districts are not in alignment with the Land Use or Transect Maps of the small area plan. Both the Maywood and Beacon Park districts have a Long Range Land Use of SRL, Suburban Residential Low and a T-2 transect. The SRL designation and T-2 transect allows for 1 to 4 dwelling units per acre (du/acre). The MZP is showing 8-16 du/acre. In addition, the maximum residential unit's column sum of all the districts equals 1,500 du but the sum cap states 1,390 du. Please either adjust the maximums for each district so that the figure aligns with the sum maximum for the project or adjust the sum to reflect 1,500 du. Also make sure the building height maximums are aligned with the Small Area Plan. The County's Comprehensive Plan Land Use Policy #12 has an action strategy that states LU12.2-Encourage development densities at the low end of the range of the land use classifications near areas identified as Environmental Resource (ER) and Parks and Open Space (POS) with sensitive features, as reflected on the Long-Range Land Use Plan Map. How will the Retreat and Beacon Park districts address this action strategy? How will Maywood and Beacon

Park address the transects difference between what is being proposed and what is shown in the North Woodbridge Small Area Plan?

Sheet 4 of 8 - Open Space & Buffer Plan

- 73) **Critical Issue:** On page 88 of the North Woodbridge Small Area Plan, the plan mentions maintaining a variable 75' – 100' buffer along the southern boundary adjacent to the Occoquan Bay National Wildlife Refuge. The Beacon Park and the Retreat districts are showing only 20' buffers. In addition, the Transit district is showing 25' buffers although the DCSM section 800, Table 8-1, requires a minimum of 30' buffers. How will the applicant address the inconsistency with the DCSM section 800, Table 8-1 and the North Woodbridge Small Area Plan? Staff is recommending buffers that meet or exceed the minimum requirements between the new higher density development and the existing residential areas in the Maywood, Beacon Park, and the Transit Districts,

Sheet 7 of 8 - Road Diet

Under Notes section,

- 74) **Critical Issue:** Item #2 states that a crossing guard may be used at the intersection with Norwood Lane in lieu of installing a roundabout. Staff does not support this alternative and has clarification questions regarding this non design approach. Does the applicant intend to fund the crossing guard position? If so what would the hours of operation be for the crossing guard? If the roundabout is installed, what materials will be utilized. Will pavers be added to match the existing design of the community, or will another material be used?
- 75) Item # 3 provides the tally for parallel parking spaces. Is it the applicant's intent to use these spaces as credit or to reduce parking spaces requirements associated with other areas of the development or will be strictly used for Parks and events? How can the applicant ensure that the parking space will not be used for overnight or long term parking?

ECA- Environmental Constraints Analysis

Sheet 1 of 1

- 76) **Critical Issue:** The County Mapper shows the area that is identified as the Transit district in the MZP has SWMP-Storm Water Management Facility and has steep slopes 15% or greater. Please provide a layout of where the buildings and stormwater facility will exist. Several areas are showing limits of clearing including existing forest. Ensure that these areas are consistent with the Comprehensive Plan **EN-POLICY 10:** Preserve natural vegetation – especially existing and mature trees and provide for the replacement and management of urban forest resources.

Critical Issue: Design Guidelines

- 77) General comment: Staff would like to see continuity or smooth transition between the

design and materials of the new development and the existing community to ensure visual quality, sense of place while maintaining the character of Belmont Bay.

- 78) The North Woodbridge Small Area Plan adopted elements of the Potomac Communities Design Guidelines. The Design Guidelines are to be used as the minimum expectations for design approaches, and practices that should be applied in the design and development of new projects in the U.S. Route 1 Corridor of Prince William County. In addition, the County's Comprehensive Plan states under DES-POLICY 1: Encourage site, architectural, signage, and landscape designs that complement the scale and character of existing and planned development in the Development Area and in the Rural Area. Please explain how the application design guidelines are consistent with the DES-Policy 1 and the Potomac Communities Design Guidelines?
- 79) Marina District- Staff would like elevations for the proposed new development along Harbor Street to see how the new development ties in with the exiting Development based on scale and character. Use of step backs should be incorporated for buildings over 4 stories.
- 80) Retreat District-- Staff would like to see how the new development ties in with the exiting development along Belmont Bay Drive and Harbor Side Street based on the existing character.

Waivers & Modifications

- 81) On page 7, Waiver of Sections 32-210.12(1), (2), (5), (10) and (11), the justification based on previous approval two decades ago is not a good explanation as most of the current regulations have evolved over the years to address best practices and federal/state requirements.
- 82) On page 8, Modification of Sections 32-210.01 and 32-210.02 to eliminate any restrictions on the number, types, days of separation and length of temporary commercial activity permits authorized under Justification, it states "The Applicant, or upon transfer of authority, the Umbrella Association **JAY DO YOU WANT THIS TO BE THE CONSERVANCY INSTEAD** will approve all application for such permits prior to the issuance of a permit from the County." Please remove the bold sentence.
- 83) On page 9, Waiver of Section 32-250.21 et. seq. of the Zoning Ordinance and applicable sections of the Design and Construction Standards Manual to the extent necessary to implement the standards and parameters for signage as set forth in the Design Guidelines. The justification that "The sign ordinance does not contemplate a Town Center development and, therefore, greater flexibility is needed to allow for appropriate signage for this type of development concept is not fully accurate. The sign regulation ordinance No.19-68 adopted in December 2019 does provide flexibility in planned and mixed use zoning districts.
- 84) On page 13, Modification of Sections 32- 300.03.1(a)(4), 32-306.12.6.B. and 32-306.12.6.C of the Zoning Ordinance to allow detached garages or utility rooms to be setback two (2) feet from the rear and side property line. Under Justification, please remove comment in bold, "**Jay are detached garages proposed in the Town Center.**"

Proffer Amendment Statement

- 85) On page 2 of 15: References in this Proffer Statement to plans and exhibits shall include the following: add ECA dated June 30, 2021. Remove Belmont Bay Drive and exhibit from Road Diet for consistency with sheet 7 of the MZP.

- 86) On page 6 of 15, add the acreages to be conveyed for The Education & Fitness Park and the Nature Preserve. Also add correct title of trail: Potomac Heritage National Scenic Trail.

- 87) On page 7 of 15, last sentence: The specific location(s) of said portion of the trail shall be determined by the Applicant at the time of site/subdivision plan for each mixed use building in Marina District, .add in consultation with the County's DRPT after the word Applicant.

Resubmission Guidance

Based on the scale and scope of this project please take your time while revising this proposal and all associated documents and ensure all comments are adequately addressed. The standard resubmittal time frame usually mentioned in review letters is not applicable to this project. We acknowledge the applicant's request to meet with the review agencies to discuss their respective comments prior to resubmission. Planning staff requests that any follow up meetings that the applicant schedules with the aforementioned review agencies include the case planners assigned to this project.



CURRENT PLANNING CASE INFORMATION

Plan/Case Information:

Print Date: September 17, 2021

Case Type :	Proffer Amendment and Special Use Permit
Plan/Case#:	REZ2022-00001 and SUP2022-00002
Plan/Case Name:	Belmont Bay
Plan/Case Address:	1000 EXPRESS DR WOODBIDGE VA 22191
Location:	The site is located east of Route 1 and northeast of the intersection of Route 1 and Dawsons Beach Road. The site is designated SRL, Suburban Residential Low, POSA, Parks & Open Space Active, POSP, Parks and Open Space Passive, and UN, Urban Neighborhood in the Comprehensive Plan and is located in the North Woodbridge Small Area Plan. Woodbridge Magisterial District
Request:	This is a request to amend the proffers associated with Rezoning #REZ1999-0022 to amend the land bay designations associated with the existing PMD, Planned Mixed Use District to be in alignment with the North Woodbridge Small Area Plan. The subject property of the proffer amendment is ± 170.91 acres and consists of GPINS 8492-43-5597, 8492-44-0370, 8492-44-5722, 8492-44-1022, 8492-53-7716, 8492-32-4965, 8492-34-3596, 8492-33-1450, 8492-04-7238, 8492-04-4258, 8492-05-6910, 8492-06-9238 and 8492-25-9095 and the property is zoned PMD, Planned Mixed Use District. The Applicant is proposing to convert 411 previously approved age-restricted residential units to market rate units and add 979 residential units. In addition, the Applicant is proposing to provide two mixed-use commercial districts – the Transit District and the Marina District. This application is also proposing a reduction in the approved commercial uses to ±65,000 sq. ft. of nonresidential uses of commercial, exclusive of a potential hotel and a continuing care retirement community. Associated with the request are numerous waivers and modifications. The Special Use Permit is amending SUP1999-0014 for ±27.04 acres consisting of GPINS 8492-43-5597, 8492-44-0370, 8492-44-5722, 8492-44-1022 and 8492-53-7716 to support the Town Center of the development and associated modifications and waivers.

Submission #: 1
Submission Acceptance Date: August 06, 2021

Applicant Information:

Applicant/Agent: BELMONT BAY LC
4600 FAIRFAX DR
1000
ARLINGTON, VA 22203-1553
Phone: **E-mail:**

Case Planner Information:

Case Planner: VANEGAS, ALEXANDER
Phone: 703-792-8127 **E-mail:** avanegas@pwcgov.org

Plan Comments Report Building Official Review Completed

Plan/Case #:	REZ2022-00001 and SUP2022-00002	Date: 08/11/2021
Plan/Case Name:	Belmont Bay	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Ghimire, Sarmin	
	703-792-5631	SGhimire@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

NO COMMENTS

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Crime Prevention Police Review Completed

Plan/Case #:	REZ2022-00001	Date: 08/19/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Alicie, Jason	
	703-792-4425	jalicie@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE BELOW

Section II - Questions/General Information:

The Crime Prevention Unit has reviewed REZ2022-00001, Belmont Bay. This is a request to amend the proffers associated with Rezoning #REZ1999-0022 to amend the land bay designations associated with the existing PMD, Planned Mixed Use District. The Applicant proposes converting 411 previously approved age-restricted residential units to market-rate units and adding 979 residential units. In addition, the Applicant is proposing to provide two mixed-use commercial districts – the Transit District and the Marina District. This application is also proposing a reduction in the approved commercial uses to ±65,000 sq. ft. of nonresidential uses of commercial, exclusive of a potential hotel and a continuing care retirement community.

The Applicants packet appropriately integrates Crime Prevention Through Environmental Design (CPTED) principles such as territoriality, natural surveillance, access control, and activity support. We would encourage the Applicant to remain vigilant on the maintenance concept of CPTED.

A copy of this memo will remain on file for future reference. If there are any questions or

comments, please contact the Prince William County Police Crime Prevention Unit at 703-792-7270.



Plan Comments Report Crime Prevention Police Review Completed

Plan/Case #:	SUP2022-00002	Date: 08/19/2021
Plan/Case Name:	Belmont Bay SUP	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Alicie, Jason	
	703-792-4425	jalicie@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

NO COMMENTS

Section II - Questions/General Information:

The Crime Prevention Unit has reviewed SUP2022-00002, Belmont Bay. The Special Use Permit is amending SUP1999-0014 for ±27.04 acres to support the Town Center of the development. The Applicants packet appropriately integrates Crime Prevention Through Environmental Design (CPTED) principles such as territoriality, natural surveillance, access control, and activity support. We would encourage the Applicant to remain vigilant on the maintenance concept of CPTED.

A copy of this memo will remain on file for future reference. If there are any questions or comments, please contact the Prince William County Police Crime Prevention Unit at 703-792-7270.



Plan Comments Report

Fairfax County

Reviewed w/Comments

Plan/Case #:	REZ2022-00001 and SUP2022-00002	Date: 09/24/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Vanegas, Alexander	
	703-792-8127	avanegas@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED COMMENTS

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

September 24, 2021

Randy Thornton
Prince William County Planning Office
5 County Complex Court
Prince William County, Virginia 22192-9201

Dear Ms. Thornton:

Thank you for the opportunity to comment on the 1st Submission of Special Use Permit SUP#2022-00002 and Proffer Amendment REZ2022-00001 for Belmont Bay. The Proffer Amendment application proposes to amend the proffers associated with REZ1999-0022 to amend the land bay designations on approximately 170.91 acres associated with the existing Planned Mixed Use District (PMD) in alignment with the North Woodbridge Small Area Plan. A concurrent Special Use Permit has also been filed on a portion of the Proffer Amendment land area to amend SUP1999-0014 to support the Town Center development and associated modifications and waivers. The existing and proposed zoning for the property is Planned Mixed Use District (PMD). The Proffer Amendment has been filed on GPINs 8492-05-6910, 8492-04-7238, 8492-04-4258, 8492-06-9238, 8492-32-4965 (portion), 8492-25-9095, 8492-34-3596, 8492-44-0370, 8492-44-1022, 8492-43-5597, 8492-44-5722, 8492-53-7716, and 8492-33-1450 (collectively the Property) and the Special Use Permit has been filed on GPINs 8492-43-5597, 8492-44-0370, 8492-44-5722, 8492-44-1022, 8492-53-7716 and 8492-32-4965 (the SUP Property).

As part of the Proffer Amendment, the applicant proposes to convert 411 previously approved and unbuilt age-restricted residential units to market rate units and add 979 residential units for a total of 1,390 units. In addition, the applicant had proposed to provide two mixed-use commercial districts – the Transit District and the Marina District. However, with this recent submission, the applicant now proposes a reduction in the approved commercial uses to 65,000 sq. ft., exclusive of a potential hotel and a continuing care retirement community.

Since the 1999 approval of REZ1999-0022 and SUP1999-0014, 1,092 residential units (of the 1,873 originally approved) have been completed and approximately 219 residential units are considered in progress; 67,100 sq. ft. of nonresidential uses (of the 1,555,000 square feet ultimately approved) have been constructed, including the golf course clubhouse, the harbor master building, the marina, the George Mason University Science Tech Campus, and the golf course. In 2015, the golf course closed. The closure of the golf course created the opportunity to establish an interconnected network of trails and green spaces and a connection of this newly created network to the Occoquan Bay National Wildlife Refuge and surrounding neighborhood.



PLANNING & DEVELOPMENT

Department of Planning and Development

Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5507
Phone 703-324-1380
Fax 703-653-9447

www.fairfaxcounty.gov/planning-development

The proposed development related to this REZ is concentrated in the Transit District, Marina District, The Retreat, Beacon Park, and Maywood areas of the larger Belmont Bay development. Within these five areas, the development proposes a maximum of 1,390 new residential units, 65,000 square feet of non-residential uses and 158 boat slips. A breakdown of the type of new residential units is shown below:

Residential Type	1,092 Existing Units	1,390 New Units
Multi-family Units	539	966
Single Family Attached	500	404
Single Family Detached	53	20

The proposed development related to the SUP appears to be concentrated in the Marina, which proposes 50,000 square feet of mixed-use development (of the total 65,000 square feet proposed) to include a marina, office, parking, hotel, 158 boat slips, along with 473 residential units (of the total 1,390 units proposed).

On October 8, 2019, the Prince William Board of County Supervisor's approved the North Woodbridge Small Area Plan (SAP) that included the redevelopment of the Belmont Bay development and the golf course *"to help the Belmont Bay community complete its planned development with more vibrant uses in its town center and the consideration of both public and private investment in more active recreational uses for the golf course."* These applications would implement this plan.

In collaboration with the Fairfax County Department of Transportation (FCDOT), the Department of Public Works and Environmental Services (DPWES) and the Fairfax County Park Authority (FCPA), the Fairfax County Department of Planning and Development (DPD) has reviewed the proposal and offers the following comments.

Site Design/Open Space

The highest development intensity (exceeding 30 dwelling units per acre) is depicted in the Transit and Marina Districts and consists primarily of mid-rise multifamily and single-family attached units. Approximately 30.5% of the Transit District will consist of open space; no open space is proposed in the Marina District; however, it is adjacent to Riverfront Park which is anticipated to provide nearly 40 acres of open space. Staff encourages the site design for the Marina District include pedestrian and natural landscaping connections to Riverfront Park.

Development within The Retreat, Beacon Park, and Maywood consists of medium development intensity of approximately 16 dwelling units per acre and consists primarily of mid-rise multifamily, multifamily, multifamily stacked townhomes, single-family attached, and single family detached units. Open space in these areas ranges from 4 to 7%. Belmont Bay, as a whole, provides multiple areas of open space to include active and passive recreational elements; however, details regarding how access would be provided to these areas has not been provided.

Staff notes that the proposed REZ and SUP plans are high level plans which could benefit from providing additional information and details about which land bays and buildings would be impacted by the change of units (to include a depiction of the proposed buildings), and include phasing, transportation, pedestrian, open space and landscaping plans. Many of these details are included in the Design Guidelines; however, staff would better be able to review the impact of the proposed development against these features had they been included on the REZ and SUP plans.

Stormwater Management and Floodplain Considerations

In general, Fairfax County staff has concerns about higher density developments within the Occoquan watershed, where the proposed development is located, due to cumulative impacts on the Occoquan Reservoir, which provides drinking water to a large portion of the population in Northern Virginia. Fairfax County and Prince William County have designated expansive areas of the Occoquan watershed for agricultural or low-density residential uses to protect this valuable resource. The Fairfax County Comprehensive Plan recommends low-density development and environmental preservation through private open space, public parks, and densities of 0.1 to 0.2 dwelling units per acre for parcels located across the Occoquan River from Belmont Bay.

The Lower Occoquan watershed lies on the Fairfax County side of the Occoquan River. Historically, the Lower Occoquan watershed has experienced relatively minimal development, which has resulted in a low overall impervious area. A major reason for the minimal development is due to the fact that a majority of the northern portion of the Lower Occoquan lies in the Residential-Estate (R-E) zoning district, which was established to protect streams, ecological areas and minimize impervious surfaces to protect water quality. The R-E district restricts development to single-family detached dwellings on large lots and allows other uses that are compatible with the open and rural character of the district. Consequently, the Lower Occoquan is one of the least developed watersheds in the county. In general, the Lower Occoquan watershed is to have very minimal new development. As a result of minimal development, large parks and open space have been provided and the overall stream habitat condition of the watershed is considered good to excellent. The Lower Occoquan watershed contains some of the highest stream quality in Fairfax County.

As part of the proposed Special Use Permit and Proffer Amendment, the following comments should be considered due to location within the Occoquan watershed:

- The footprint of the proposed development appears to include a significant amount of impervious area. Fairfax County data shows that when impervious area reaches 7.5%, there is a significant impact on the stream biological community. For example, 40% of the benthic taxa become “uncommon,” meaning there is a 25% or less chance of finding

them in the stream. To mitigate for the conversion of forested and open space to impervious cover, Fairfax County often requests that rezoning applicants provide stormwater quality and quantity controls above the minimum requirements to include Low Impact Development techniques, where feasible.

- Since the proposed development has large portions within the FEMA 100-year floodplain, preservation and restoration considerations are recommended. For example, buffer restoration projects that consist of practices such as the re-planting of upland buffer areas and providing riparian reforestation (re-establishing additional streamside buffers), which helps filter pollutants while reducing runoff by intercepting the water and increasing surface storage and infiltration, are encouraged.
- The proposed development at the Marina District should consider implementing a ‘living shoreline’ concept for shoreline stabilization as part of this development as it relates to any projects within the Mean Low Water (MLW) and Mean High Water (MHW), specifically the proposed elevated boardwalk. Per Virginia Senate Bill 776 in 2020 that amended §§ 28.2-104.1, 28.2-1301, 28.2-1302, and 28.2-1308 of the Code of Virginia, *“only living shoreline approaches should be permitted unless the best available science shows that such approaches are not suitable”*. Any future shoreline stabilization projects should also consider expanding along the entire shoreline of the Belmont Bay development area, and not include fragmented sections. Contiguous living shoreline stabilization projects allow for the highest likelihood of continued longevity and benefits to the local subaqueous ecosystems.
- In the Marina District, there is a proposed dog park depicted; Fairfax County would strongly recommend that the applicant consider stormwater management run-off from this dog park and ask the applicant to provide a waste management plan. Specifically, the proposed dog park location is adjacent to the Environmental Resources (ER) area and FEMA 100-year floodplain, so mitigating liquid and solid waste products to limit both surface and ground water pollution is critical.

Landscaping and Tree Canopy

The property is proposed for highly impervious uses. The proposal would be enhanced with an increased tree canopy which would also serve to mitigate the heat island effect. Fairfax County recommends provision of the highest number of trees feasible to assist with improving air quality. Staff offers the following comments:

- The viability of the proposed planting areas would be improved through robust commitments to ensuring adequate sunlight and soil preparation for all planting areas, to include: the removal of rubble, aeration of the soil to a depth of 24 inches, the incorporation of compost into the soil profile, covering of the soil with additional compost, protection of all planting areas from compaction, and supervision of all plantings by a qualified individual, such as a landscape architect or forester.

- The applicant should also confirm that the type of proposed native tree plantings will thrive by ensuring that adequate sunlight will reach the plantings, with special consideration given to the changes in solar access due to building heights.
- The applicant could also consider focusing on energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings during the summer months.

Green Building and EV Charging Spaces

Fairfax County encourages new residential and non-residential development to design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants. Staff offers the following comments to be considered:

- This project provides several opportunities to incorporate green building practices, therefore it is recommended that the applicant incorporate green building practices sufficient to attain certification under an established residential green building rating system that incorporates multiple green building concepts and that includes an ENERGY STAR Qualified Homes designation or a comparable level of energy performance for single family homes and Leadership in Energy and Environmental Design for New Construction [LEED-NC®] or the U.S. Green Building Council's Leadership in Energy and Environmental Design for Core and Shell [LEED-CS®] program or other equivalent programs with third party certification for multifamily and nonresidential buildings
- Fairfax County also recommends the consideration of other environmentally friendly approaches, such as bird-friendly glass, non-transparent glass and high reflectivity roofing materials, green roofs, and green walls.
- Fairfax County encourages the provision of or readiness for charging stations and related infrastructure for electric vehicles within all new development proposals. Fairfax County recommends that the applicant provide an option for installing electric vehicle charging stations for future home purchasers.
- It is also encouraged that the applicant provides electric vehicle charging parking spaces for at least 2-percent of the parking spaces within the multi-family parking structure. Staff recommends the inclusion of a proffer which offers the option of electric vehicle charging infrastructure for universal charging stations.

Heritage Resources

The two properties and structures in Fairfax County that could be most affected by the proposal are Fairfax Arms (10712 Old Colchester Road) and Arch Hall (10814 Belmont Boulevard). Fairfax Arms was constructed in about 1756 and is the only remaining original

structure from the former port town of Colchester. The site is listed on the National Register of Historic Places as well on the Virginia Landmarks Register. The building served as the county court of Fairfax County, possibly a meeting place of the Vestry of the Truro Parish, and a tavern (see Attachment A for map of additional information). Arch Hall was constructed in 1796 and is listed on the Virginia Landmarks Register. The house was once owned by Lawrence Lewis, who married George Washington's stepdaughter Nellie Custis. The house was originally built in the City of Alexandria and transferred to its current location in Mason Neck, Virginia in 1949. Furthermore, the Northern Virginia Conservation Trust holds an easement on the property, established in 2004 (see Attachment A for map of additional information).

Both properties are listed on the Fairfax County Inventory of Historic Sites and are within viewshed of the Occoquan River. Any development on the western side of the river could negatively affect the quality of their historic viewshed. While Fairfax County staff acknowledges there are already developments in place across the river, heritage resources staff requests the consideration of the viewshed of these historic sites during review of the applications.

Parks

Based on the information provided in the application, the proposed development is estimated to increase the local population by about 2,000 residents, all or some of whom may require capacity for parkland, recreational facilities, and trails. Existing nearby parks (Old Colchester, Mason Neck West, Lorton, and Laurel Hill) meet only a portion of the current demand for parkland generated by existing residential development in the southern portion of the Mount Vernon District of Fairfax County. Additionally, a significant portion of the nearby parkland is resource based. The recreational facilities in greatest need in this area of Fairfax County include rectangle fields, adult softball fields, sport courts, playgrounds, and trails. The addition of about 2,000 new residents in the Belmont Bay area of Prince William County is expected to create new need for public parks and recreational facilities, which may impact service levels at Fairfax County parks.

Fairfax County Park Authority staff recommends that Prince William County encourage the applicant to provide new onsite parks or contribute funds towards development of new parks and recreational facilities in the service area of the subject property. The Fairfax County Park Authority also recommends any undisturbed and/or previously not surveyed property in the proposed area undergo Phase I archaeological survey to determine the presence or absence of archaeological sites. If any sites are found that are potentially significant or eligible for inclusion onto the National Register of Historic Places, they would be recommended for Phase II archaeological testing. If sites are found eligible or significant, avoidance or Phase III data recovery would be recommended. If the project receives federal funds or requires a federal permit under Section 404 of the Clean Water Act or any other Federal Legislation, any work done will trigger Section 106 of the National Historic Preservation Act and will require archaeological survey under guidance from the Virginia Department of Historic Resources (VDHR). If these criteria are involved, the contractor should contact the VDHR as soon as possible to initiate consultation. Due to the proximity of the subject property to Fairfax County, for any archaeological work done, please forward reports to the Archaeology and Collections

Branch of the Fairfax County Park Authority at 2855 Annandale Road, Falls Church, VA 22042 for review and concurrence.

Transportation

Staff recommends that the Traffic Impact Analysis (TIA) include an inventory/map of the existing and missing pedestrian network and pedestrian delay/crossing distances at the signalized intersections. The TIA should also include in the analysis the planned Phase 3 Richmond Hwy Bus Rapid Transit (BRT) from Fort Belvoir to Woodbridge as part of the transit discussion.

Fairfax County Department of Planning and Development staff provides comments on Prince William County applications solely for the purpose of identifying issues that we believe should be resolved. A recommendation for either approval or denial should not be inferred. These concerns represent staff analysis and do not reflect the opinion of the Fairfax County Board of Supervisors. Thank you in advance for consideration of our comments. If you have any questions about the comments, please contact Katie Hermann with the Department of Planning and Development at katherine.hermann@fairfaxcounty.gov or 703-324-1369.

Sincerely,



Leanna H. O'Donnell, AICP, Director, Planning Division
Department of Planning and Development

KA: KH

Attachments:

Attachment A – Map of Heritage Resources in Fairfax County
Attachment B – Memo from Fairfax County Park Authority

cc: Board of Supervisors

Bryan J. Hill, County Executive
Rachel O'Dwyer Flynn, AIA, Deputy County Executive
Barbara Byron, Director, DPD
Kelly Atkinson, AICP, Branch Chief, Environment & Development Review Branch,
Planning Division, DPD
Michael Garcia, Chief, Transportation Planning, FCDOT
Catherine Torgersen, Planner IV, DPWES
Andrea Dorlester, Planner IV, FCPA
Laura Arseneau, Chief, Heritage Resources and Plan Development Branch, DPD



FAIRFAX COUNTY PARK AUTHORITY



----- MEMORANDUM -----

TO: Katherine Hermann, Environmental Planner
Environment and Development Review Branch
Department of Planning and Development

FROM: Andrea L. Dorlester, Development Review Section Chief
Park Planning Branch, PDD *ADD*

DATE: September 20, 2021

SUBJECT: Interjurisdictional Review – Belmont Bay (Prince William County)

BACKGROUND

The Fairfax County Park Authority staff has reviewed the proposed Special Use Permit application dated June 30, 2021, for the above referenced application. The application seeks to add 979 new multi-family dwelling units to the Belmont Bay Planned Mixed Use District. Assuming an average multi-family household size of 2.00, the development could add about 1,958 new residents to Prince William County.

ANALYSIS AND RECOMMENDATIONS

Park Needs:

Based on the information provided in the application, the proposed development is estimated to increase the local population by about 2,000 residents, all or some of whom may require capacity for parkland, recreational facilities, and trails. Fairfax County, just across the Occoquan River from Belmont Bay, is already deficient in parkland and recreational facilities. Existing nearby parks (Old Colchester, Mason Neck West, Lorton, and Laurel Hill) meet only a portion of the current demand for parkland generated by existing residential development in the southern portion of the Mount Vernon District of Fairfax County. Additionally, a significant portion of the nearby parkland is resource based. The recreational facilities in greatest need in this area of Fairfax County include rectangle fields, adult softball fields, sport courts, playgrounds, and trails.

The addition of about 2,000 new residents in the Belmont Bay area of Prince William County is expected to create more new need for public parks and recreational facilities, which may impact service levels at Fairfax County parks. Park Authority staff recommends that Prince William County encourage the applicant to provide new onsite parks or contribute funds towards development of new parks and recreational facilities in the service area of the subject property.



Cultural Resources Impact:

The Fairfax County Park Authority recommends any undisturbed and/or previously not surveyed property in the application area undergo Phase I archaeological survey to determine the presence or absence of archaeological sites. If any sites are found that are potentially significant or eligible for inclusion onto the National Register of Historic Places, they would be recommended for Phase II archaeological testing. If sites are found eligible or significant, avoidance or Phase III data recovery would be recommended.

If the project receives federal funds or requires a federal permit under Section 404 of the Clean Water Act or any other Federal Legislation, any work done will trigger Section 106 of the National Historic Preservation Act and will require archaeological survey under guidance from the Virginia Department of Historic Resources (VDHR). If these criteria are involved, the contractor should contact the VDHR as soon as possible to initiate consultation.

For any archaeological work done, please forward reports to the Archaeology and Collections Branch of the Fairfax County Park Authority at 2855 Annandale Road Falls Church, VA 22042 for review and concurrence. The Applicant should submit one hard copy report as well as a digital copy on disc. The applicant should also provide individual shape files for any cultural resources found during the survey, including archaeological sites and significant architectural sites. For artifact catalogues, please include the data base in Access TM format, as well as digital photography and architectural assessments, including line drawings.

eCopy: Aimee Vosper, Deputy Director/CBD

Stephanie Leedom, Director, Park Planning & Development Division

Anna Bentley, Manager, Park Planning Branch

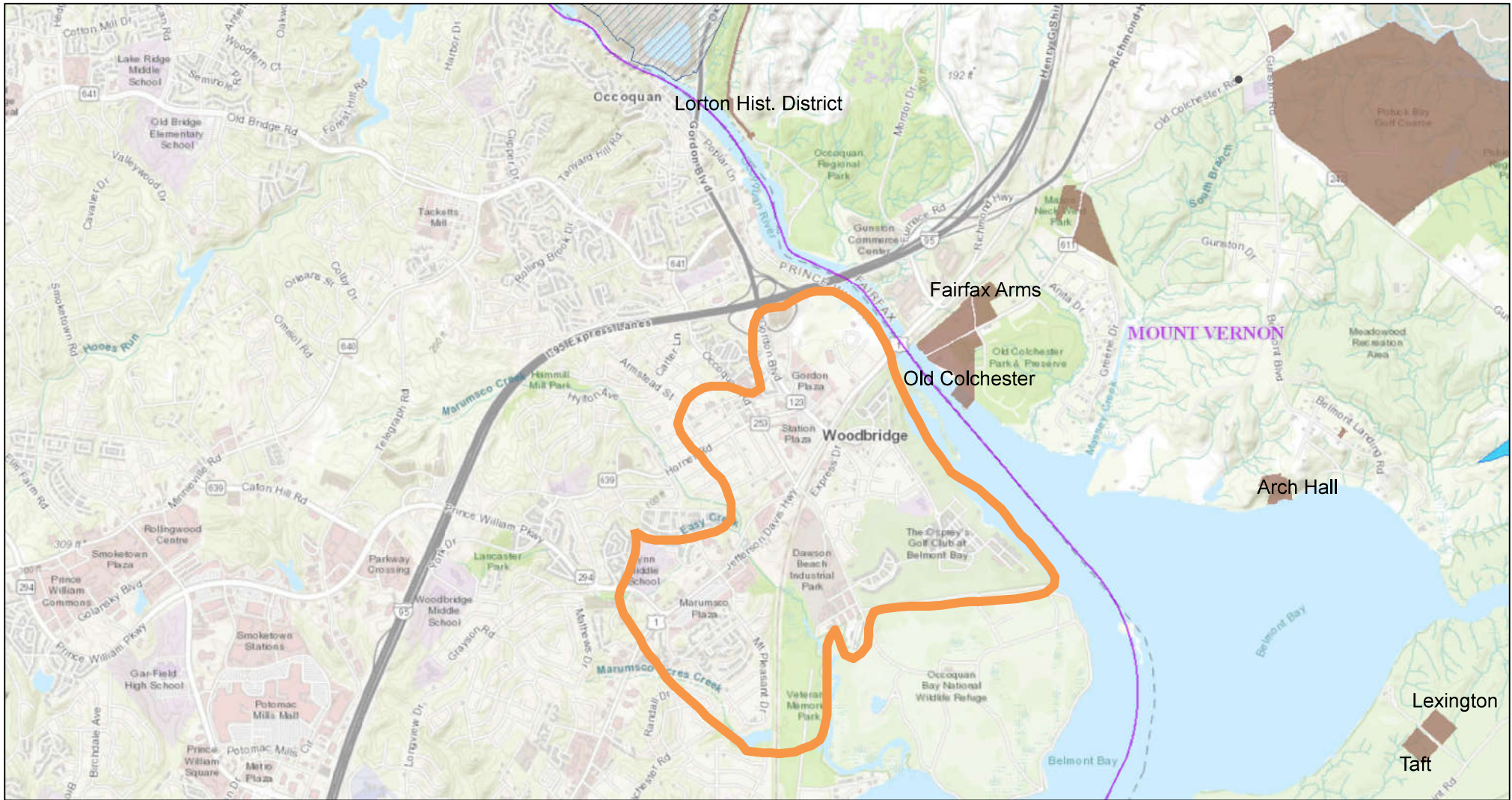
Kelly Atkinson, Chief, Environment and Development Review Branch, DPD

Lynne Johnson, Planning Tech, Park Planning Branch

File Copy

P:\Park Planning\Development Plan Review\Prince William County\Belmont Bay\SUP-2021-0806 FCPA.docx

Heritage Resources Location Map



3/26/2019 10:39:53 AM

1:36,112

Overlay Districts

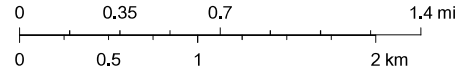
- COMMERCIAL AREA
- COMMERCIAL DEVELOPMENT
- HERITAGE PROTECTION

- HIGHWAY CORRIDOR
- HISTORIC
- NATURAL RESOURCE
- SIGN CONTROL

- WATER SUPPLY PROTECTION
- Inventory of Historic Sites
- Pending Zoning Applications
- Supervisor Districts

- Future Metrorail
- Future Metrorail Stations
- Metrorail
- Silver

- Orange
- Blue
- Yellow
- Metrorail Stations



County of Fairfax, County of Prince William, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



Plan Comments Report Fire Marshal's Office Reviewed w/Comments

Plan/Case #:	REZ2022-00001	Date: 08/10/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Little, Ernest	
	703-792-6883	elittle@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

- 1.01- Fire/Rescue Station 2 is the first due fire/rescue resource.
- 1.02- The facility is within the required 4 minute travel time for Basic Life Support and Fire.
- 1.03- The facility is within the required 8 minute travel time for Advanced Life Support.
- 1.04- Fire/Rescue Station 2 responded to 4,187 incidents in FY 21.
- 1.05- The workload capacity for Fire/Rescue Station 2 is 4,000 incidents per year.



August 10, 2021

TO: Randy Thornton
Office of Planning

FROM: Ernest H. Little, Fire Plans Reviewer
Fire Marshal's Office

SUBJECT: REZ2022-00001 – Belmont Bay PRA – 500 Harborside Street, Special Use Permit - submission 1

As requested, the Prince William County Department of Fire and Rescue has reviewed a copy of the subject application, proposed proffers, and site plan, and offers the following comments:

Conditions:

None

Corrections:

None

Recommendations:

- 1.01- Fire/Rescue Station 2 is the first due fire/rescue resource.
- 1.02- The facility is within the required 4 minute travel time for Basic Life Support and Fire.
- 1.03- The facility is within the required 8 minute travel time for Advanced Life Support.
- 1.04- Fire/Rescue Station 2 responded to 4,187 incidents in FY 21.
- 1.05- The workload capacity for Fire/Rescue Station 2 is 4,000 incidents per year.



Plan Comments Report Fire Marshal's Office Reviewed w/Comments

Plan/Case #:	SUP2022-00002	Date: 08/10/2021
Plan/Case Name:	Belmont Bay SUP	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Little, Ernest	
	703-792-6883	elittle@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

- 1.01- Fire/Rescue Station 2 is the first due fire/rescue resource.
- 1.02- The facility is within the required 4 minute travel time for Basic Life Support and Fire.
- 1.03- The facility is within the required 8 minute travel time for Advanced Life Support.
- 1.04- Fire/Rescue Station 2 responded to 4,187 incidents in FY 21.
- 1.05- The workload capacity for Fire/Rescue Station 2 is 4,000 incidents per year.



August 10, 2021

TO: Randy Thornton
Office of Planning

FROM: Ernest H. Little, Fire Plans Reviewer
Fire Marshal's Office

SUBJECT: SUP2022-00002 – Belmont Bay SUP – 500 Harborside Street, Special Use Permit - submission 1

As requested, the Prince William County Department of Fire and Rescue has reviewed a copy of the subject application, proposed proffers, and site plan, and offers the following comments:

Conditions:

None

Corrections:

None

Recommendations:

- 1.01- Fire/Rescue Station 2 is the first due fire/rescue resource.
- 1.02- The facility is within the required 4 minute travel time for Basic Life Support and Fire.
- 1.03- The facility is within the required 8 minute travel time for Advanced Life Support.
- 1.04- Fire/Rescue Station 2 responded to 4,187 incidents in FY 21.
- 1.05- The workload capacity for Fire/Rescue Station 2 is 4,000 incidents per year.



Plan Comments Report Land Dev Case Manager Review Completed

Plan/Case #:	REZ2022-00001 and SUP2022-00002	Date: 09/17/2021
Plan/Case Name:	Belmont Bay	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Otis, Brian	
	703-792-4121	botis@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Library Systems Review Completed

Plan/Case #:	REZ2022-00001 and SUP2022-00002	Date: 09/02/2021
Plan/Case Name:	Belmont Bay	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Vanegas, Alexander	
	703-792-8127	avanegas@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

Debra Wright from Libraries had no comments at this time.

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Long Range Planning Reviewed w/Comments

Plan/Case #:	REZ2022-00001	Date: 09/13/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Vanegas, Alexander	
	703-792-8127	avanegas@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

NO COMMENTS

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Parks and Recreation Reviewed w/Comments

Plan/Case #:	REZ2022-00001 and SUP2022-00022	Date: 09/17/2021
Plan/Case Name:	Belmont Bay	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Pakkala, Patti	
	703-792-8004	PPakkala@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



September 3, 2021

TO: Alexander Vanegas
Planning Office

FROM: Patti Pakkala
PWC Department of Parks, Recreation & Tourism

RE: REZ2022-00001 and SUP2022-00002, Belmont Bay
Woodbridge Magisterial District

The Prince William County Department of Parks, Recreation & Tourism (DPRT) has reviewed a copy of the subject application and offers the following comments, relevant to the level of service (LOS) standards contained in the Parks, Open Space and Trails Chapter of the Prince William County Comprehensive Plan (adopted March 10, 2020), the Parks, Recreation and Open Space Master Plan (adopted October 6, 2020), and the North Woodbridge Small Area Plan (adopted October 8, 2019).

APPLICATION SUMMARY

This is a request to amend the proffers associated with Rezoning #REZ1999-0022 to amend the land bay designations associated with the existing PMD, Planned Mixed Use District to be in alignment with the North Woodbridge Small Area Plan. The subject property of the proffer amendment is ±170.91 acres. The Applicant is proposing to convert 411 previously approved age-restricted residential units to market rate units and add 979 new residential units. In addition, the Applicant is proposing to provide two mixed-use commercial districts – the Transit District and the Marina District. This application is also proposing a reduction in the approved commercial uses to ±65,000 sq. ft. of nonresidential uses of commercial, exclusive of a potential hotel and a continuing care retirement community. Associated with the request are numerous waivers and modifications. The Special Use Permit is amending SUP1999-0014 for ±27.04 acres, to support the Town Center of the development and associated modifications and waivers.

DPRT COMMENTS

Given that this application is requesting to amend previous proffers and includes specific proposals for parks that are to be dedicated to DPRT for ownership, management, and maintenance, DPRT has elected to simplify its response with bulleted comments. The following bullet headers therefore identify the specific section of the application to which the comments pertain.

Narrative Comments

- The Parks and Open Space overview on Page 5 of the Narrative Statement does not identify the acreage for each of the proposed park areas to be dedicated to the County, or the total overall acreage that will be conveyed to the County. DPRT staff would prefer that the application identify either the minimum number of acres to be provided with each park node, or a total minimum number of acres to be dedicated to the County for park use in conjunction with this application. The applicant should also work with DPRT staff to identify a suitable mix of features/amenities to be

provided in each park area, as some of the listed amenities are not suitable from DPRT's perspective, particularly with regard to location and DPRT's future maintenance/management thereof.

Waivers & Modifications Comments

- The justification provided for Modification of Section 32-700.51.2 (Page 1, line 2 of the Waivers and Modifications Table) states that “three parks and open space land bays will be dedicated to the County for its preferred parks and recreation use”, yet in discussions, the applicant has identified that there may also be restrictive covenants on these parcels. The proffers also include reference to the design guidelines, but there is an unclear correlation between what is proposed in the design guidelines and what is to be provided by the applicant in each of these three park areas prior to their conveyance to the County. The applicant should continue to work with DPRT to clarify this waiver request and related proffer language, and to the extent possible, identify in all documents an agreed upon mix of amenities to be constructed by the applicant in each park node, prior to transfer to the County.
- DPRT has concerns with the minimum 5' building separation requested on Page 12 of the Waivers and Modifications Table. If this area is to be used as a pedestrian corridor rather than a residential side lot, DPRT recommends that this width be no narrower than a shared use path, which is typically a minimum of 8 feet. Because this waiver request is outside the typical purview of DPRT, we defer to other County staff/agencies for a final determination.
- DPRT has concerns with the minimum 4' sidewalk width requested on Page 27 of the Waivers and Modifications Table. This sidewalk width is too narrow for two people to pass each other or walk side by side comfortably and is narrower than the ADA recommended sidewalk width of 5 feet minimum. This narrow sidewalk width would severely limit accessibility and should not be allowed in new construction. Because this waiver request is outside the typical purview of DPRT, we defer to other County staff/agencies for a final determination.
- DPRT has concerns with the minimum 7' wide parallel parking spaces requested on Page 28 of the Waivers and Modifications Table. We believe this parallel parking space width is too narrow for most modern vehicle types and could potentially create problems for adjacent bicycle or vehicle lanes if cars are not parked perfectly within such narrow spaces. Because this waiver request is outside the typical purview of DPRT, we defer to other County staff/agencies for a final determination.

Proffer Statement Comments

- Proffer II (5): DPRT has concerns with the proposed language as it could potentially result in smaller park nodes than what is shown in the Design Guidelines. DPRT would prefer that the Applicant identify within the application, the minimum number of acres to be dedicated for each park node. Identifying the minimum acres to be dedicated establishes measurable parameters for proffer compliance yet allows for potentially larger park land dedication(s), should future development choices warrant.
- Proffer III(10)(a): Paragraph should identify the park node (Riverfront Park), minimum acreage to be conveyed, and the specific type and mix of amenities to be constructed by the applicant within this park node prior to conveyance to the County. Additional comments regarding the design and amenity mix within Riverfront Park are provided in the Design Guidelines comments.
- Proffer III(10)(b): Paragraph should identify the park node (Education & Fitness Park), minimum acreage to be conveyed, and the specific type and mix of amenities to be constructed by the applicant within this park node prior to conveyance to the county. DPRT also does not agree with dedicating any portion of this park node to Schools for what are essentially park activities. In

addition, the proposed School dedication would bisect the Exercise & Fitness Park and that is not only undesirable but could create access issues should Schools forego the uses proposed in this location. DPRT and Schools can address programming of the park space through the existing Cooperative Use Agreement. The area identified for dedication to Schools should instead be included and conveyed to the County as part of the Exercise & Fitness Park. Additional comments regarding the design and amenity mix within the Education & Fitness Park are provided in the Design Guidelines comments.

- Proffer III(10)(c): Paragraph should identify the park node (Nature Preserve), minimum acreage to be conveyed, and the specific type and mix of amenities to be constructed by the applicant within this park node prior to conveyance to the County. Additional comments regarding the design and amenity mix within the Nature Preserve are provided in the Design Guidelines comments.
- Proffer III(11): DPRT does not agree with several of the restrictions identified in this proffer and will need to discuss with the Applicant in more detail.
- Proffer III(12): DPRT requests clarification of this proffer. The text seems to imply that Applicant will construct amenities in just one of the three park nodes to be dedicated to the County. As identified previously, DPRT would prefer that the proffers specify the type and mix of amenities to be constructed by the applicant within park each node prior to conveyance to the County.
- Proffer III(13)(a): This appears to be a carryover from the previous proffers, but the current intent is unclear given that the Riverfront Park area is now to be dedicated to the County for park purposes. With this, the need for an easement is no longer relevant in this area.
- Proffer III(13)(b): DPRT would prefer to work with the applicant to identify the final route and width of the PHNST within the Marina District as part of this application rather than at site plan.
- Proffer III(13)(c): The location of the vistas, signage, benches, and trash receptacles identified in this proffer should be “determined in coordination with DPRT at the time of site/subdivision plan for pertinent sections of the Marina District.”
- Proffer III(13)(d): This proffer is no longer considered applicable given the requested changes and DPRT believe it could/should be deleted.
- Proffer VI(23): As noted previously, DPRT does not agree with the land dedication to Schools which would essentially bisect the proposed Exercise & Fitness Park. This area should instead be included within the proposed Exercise & Fitness Park and be dedicated to the County for park use, of which can potentially be programmed by Parks and/or Schools through the Cooperative Use Agreement between Schools and DPRT.

Design Guidelines Comments

DPRT would like to request additional discussions with the applicant regarding the type and mix of facilities/amenities to be provided within each of the park nodes, and after those facilities/amenities are identified, we would like to work with the applicant ensure that they are properly shown in the Design Guidelines and suitably referenced in the proffer statement. Prior to any additional discussions, however, DPRT offers the following comments and requests for consideration with regard to the proposed design and layout of each node/district, as shown in the Design Guidelines.

Marina District

- DPRT would prefer to establish a formal/final alignment for the pedestrian portion of the PHNST through the Marina District, within the parameters of the proffers rather than solely at site plan. We would also like to identify a suitable bicycle route which utilizes streets or sidewalks where the pedestrian route is consider inappropriate for bicycles. The pedestrian route should be located through this District, preferably within a public egress easement, if necessary. DPRT

does not intend to assume maintenance responsibilities for the trail within this District given the overlapping uses that could occur. DPRT and the applicant will need to determine the extent to which previous agreements may need to be redone or cancelled as a result of this proposal.

- DPRT recommends that the applicant make the “Beacon Club” paddle craft launch a public paddle craft launch, available to residents and the general public, with boat drop-offs in the nearby cul-de-sac and parking in either the phased surface parking lots or future garages. The proposed separate beach launch for the public is not appropriate from an accessibility standpoint, particularly given the distance to parking and current design constraints with the proposed location. As appropriate, public access to a paddle craft launch in the Beacon Club location will also need to be ensured, given that the application indicates “private residential streets are not to be used by visitors to access the Marina District or public parks”.

Transit District

- As permissible, consider providing improvements along Regency Road in the older Belmont neighborhood, to improve bike and ped connectivity between the Transit District development and Belmont Park, which will provide access to all park and development nodes identified in this application – and which will provide an equity of access for residents within the older portions of Belmont Bay.
- Ensure appropriate sidewalk widths along Express Drive to get residents from residential units to VRE station (i.e., narrow sidewalks, less than 6 or 8 feet, would not be appropriate in this location)
- Provide bicycle lockers/storage for residents (particularly if car ownership is not anticipated)
- Work with VRE to provide bicycle lockers and a bicycle repair station at the VRE facility across from this district.

Maywood

- Clarify whether the stormwater management pond for this section is being located within the Education & Fitness Park area that is to be dedicated to the County. If so, DPRT will need to review this proposal in more detail and discuss/clarify maintenance responsibilities for this facility with the applicant and/or other County departments.
- DPRT would prefer a larger buffer between the proposed trail in the Education & Fitness Park and the adjoining property line with this section of the development.
- As mentioned previously, DPRT would prefer that the applicant eliminate the 10% area increase/decrease language from the proffer and/or identify a minimum number of acres to be dedicated to the County for the adjacent Education & Fitness Park.

Beacon Park

- As mentioned previously, DPRT would prefer that the applicant eliminate the 10% area increase/decrease language from the proffer statement and/or identify a minimum number of acres to be dedicated to the County for the adjacent Nature Preserve.

The Retreat

- As appropriate, include in the proffers and/or Design Guidelines, assurances that the PHNST will remain in its current location between this section of the development and the Occoquan River, and that appropriate buffers will be provided between the PHNST trail and any adjoining residences.

Riverfront Park

- Clarify in the proffers the specific amenities that will be constructed by the Applicant within Riverfront Park, prior to dedication to the County. The final alignment for the trail can be determined at site plan, but it is unclear from the schematic if the applicant is constructing any new trail segments, or only utilizing existing cart paths. DPRT would like to clarify all construction/development expectations during this review process.
- DPRT needs additional clarification regarding the lines shown on design schematic – will new trail segments be built for the Potomac Heritage National Scenic Trail? What will the surface type be for the identified ‘Nature Trail’?
- As identified in the Marina District comments, the Natural Beach Boat Launch is not in an appropriate location for DPRT and should be removed from the Riverfront Park design schematic.
- The Dog Park location is not appropriate to DPRT from a maintenance and management perspective and should be removed from Riverfront Park design schematic. DPRT will determine at a later date whether a dog park is an appropriate use for this park, or one of the other park nodes.
- DPRT asks that the applicant consider installing small/mini picnic shelters in the open space areas of this park, prior to dedicating the property to the County.
- Maintenance access for DPRT vehicles needs to be identified for this park node.
- The Applicant needs to clarify what is intended and/or provide a definition for the Meadow Restoration and Reforestation areas identified on the schematic; what plants will be used? When will this be done? Is this to be completed by the Applicant prior to dedicating the property? The final locations and extent of such restoration/reforestation areas could be determined at site plan and/or a proffer could be included that requires County approval of a Restoration & Reforestation Plan for the park nodes.
- Clarify if the ‘Osprey Nests’ are existing and/or will be constructed by the Applicant.

Education & Fitness Park

- Clarify in the proffers the specific amenities that will be constructed by the Applicant in the Education & Fitness Park, prior to dedication to the County.
- DPRT does not agree with dedicating any portion of the Education & Fitness Park to PWCS; DPRT can coordinate programming opportunities with Schools; The proposed School “parcel” also bisects the park parcel, which is not desirable and could prove problematic from a programming and use standpoint.
- DPRT staff would prefer that the applicant remove community garden area from plan. DPRT does not currently host community gardens on its properties. This use can be reconsidered/re-evaluated at a future date, after the property is conveyed to the County.
- DPRT asks that the applicant consider installing small/mini picnic shelters in the open space areas of this park, prior to dedicating the property to the County.
- It appears the stormwater management pond for the Maywood neighborhood is being located on the Education & Fitness Park parcel and this requires clarification. The location of this pond creates several concerns for the trail system and potentially places the maintenance burden of this pond on DPRT. Additional discussions are required.
- Any existing playground equipment between Alexis Road and Totten Road should be removed and the playground should be relocated to a more interior within the Education & Fitness Park. This ‘new’ playground should be designed in accordance with DPRTs Design and Construction

Standards and provide features for ages 2-12, and the proffers should specifically reference the construction of this playground within this park node.

- DPRT suggests adding additional inter-parcel trail connections to form a looped trail system within this park node (schematic to be provided by DPRT).
- DPRT would like to work with the applicant to create a parking lot on the existing Belmont Park parcel to serve both the Education & Fitness Park and nearby Riverbend Park. DPRT also needs to ensure that appropriate maintenance access is provided to the Education & Fitness Park and the amenities proposed therein.
- DPRT would prefer that any fitness stations provided in this park area be grouped in the area currently identified as the Butterfly Garden and that a picnic pavilion be added for use as an outdoor classroom. In conjunction with this request, DPRT recommends that the Butterfly Garden be relocated to meadow restoration area nearer the pond behind the Belmont Elementary school ball fields and that the applicant provide an appropriate pedestrian connection from Belmont ES to the trails within the Education & Fitness Park, not only for purposes of the outdoor classroom concept, but to also promote Safe Routes to Schools.
- The Applicant needs to clarify what is intended and/or provide a definition for the Meadow Restoration and Reforestation areas identified on the schematic; what plants will be used? When will this be done? Is this to be completed by the Applicant prior to dedicating the property? The final locations and extent of such restoration/reforestation areas should be determined at site plan, if appropriate.

Nature Preserve

- Clarify in the proffers the specific amenities that will be constructed by the Applicant in the Nature Preserve, prior to dedication to the County.
- DPRT asks that the applicant consider installing small/mini picnic shelters in the open space areas of this park, prior to dedicating the property to the County.
- DPRT suggests adding additional inter-parcel trail connections to form a looped trail system within this park node (schematic to be provided by DPRT).
- DPRT would like the applicant to consider providing one or two small parking lots within this park node, prior to dedication to the County, so that there is clearly delineated public parking, for what is to be a public park.
- As with the other park nodes, the applicant should clarify what is intended and/or provide a definition for the Meadow Restoration and Reforestation areas identified on the schematic; what plants will be used? When will this be done? Is this to be completed by the Applicant prior to dedicating the property? A proffer requiring County staff approval of a 'Restoration Plan' prior to site plan submission for each of the three park nodes could potentially be a way to address this concern.

SUP Application Comments

The cover sheet of the Special Use Permit drawings states that "off-street parking spaces for outside seating areas are not required". DPRT has concerns that this application is not providing parking suitable to serve the various park nodes, other public venues in the Marina District, as well as the increased number of residents. Overall, DPRT would like to discuss parking and maintenance access, for each of the park nodes, in more detail with the applicant.

DPRT has scheduled a meeting with the applicant to discuss the above concerns and is continuing to review the applicant's proposal. We will continue to coordinate with Planning staff and update our comments as the above matters are addressed and/or as the type, orientation, and mix of on-site features is finalized in the referenced discussions and/or future submittals.

If there are any questions regarding the above, please contact Patti Pakkala via email at ppakkala@pwcgov.org. Thank you.



Plan Comments Report Planning GIS Specialist Review Completed

Plan/Case #:	REZ2022-00001 and SUP2022-00002	Date: 08/27/2021
Plan/Case Name:	Belmont Bay	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Mccleary, John	
	703-792-6859	JMcCleary@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

MAPPED TO GIS

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Service Authority (PLN) Review Completed

Plan/Case #:	REZ2022-00001	Date: 09/02/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Vanegas, Alexander	
	703-792-8127	avanegas@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.

September 2, 2021

MEMORANDUM

To: Randy Thornton
PWC Office of Planning

From: David L. Guerra, P.E.

Re: **REZ2022-00001, Belmont Bay PRA**

GPIN (s): 8492-44-5722, 8492-44-0370, 8492-44-1022, 8492-43-5597, 8492-53-7716
8492-33-1450, 8492-34-3596, 8492-04-4258, 8492-05-6910, 8492-06-9238
8492-32-4965, 8492-04-7238, 8492-25-9095

The subject property is within the Development Area of the County and is thereby required to utilize public water and sewer to develop.

The Service Authority's comments regarding this application are as follows:

1. No oils, fuels, anti-freeze, solvents or other pollutants or flammable substances shall be discharged into the public sewer system.
2. Applicant shall size, design and install a Service Authority (or PWC) approved grease trap on-site, if required by the Service Authority. The applicant shall properly maintain the grease trap to prevent grease build-up in the force main or gravity sewer.
3. Fire sprinkler systems shall incorporate a county approved backflow prevention device and be designed to eliminate water hammer.
4. Grinder pumps in the sanitary sewer system may be required.
5. The applicant shall install a county approved, adequately sized backflow prevention device on the water service line. This device shall be on the customer side of the water meter and before any point of use fixture of the on-site plumbing system.
6. For any proposed landscape irrigation system, the applicant shall demonstrate to the Service Authority that there is no detrimental effect on the Service Authority's water distribution system and service pressure to the community. Irrigation systems shall be represented as a collective maximum hour demand for the hydraulic modeling of the proposed water system, both with and without a simultaneous fire flow event.

7. All on-site and off-site water system improvements necessary to mitigate the impact of the proposed irrigation system demands shall be the responsibility of the applicant.
8. The Service Authority has existing 12-inch and 8-inch water mains located throughout the Belmont Bay development, with availability of capacity determined in conjunction with plan submission. All connections to the public water system shall be in accordance with the Service Authority's USM requirements and restrictions.
9. The Service Authority has existing 10-inch and 8-inch gravity sewer mains located throughout the Belmont Bay development. The developer will be required to provide a sewer study to determine if there is adequate capacity in the existing collection system and receiving sewage pumping station to accommodate the projected peak flows of the proposed development. If the existing system is inadequate, the developer will be required to design and construct all new offsite improvements necessary for their development, except for Service Authority responsibility to right size existing assets in accordance with the Development Review Process and System Improvement Policy as described in the USM. The Service Authority may enter into a MPOA Agreement with the applicant to right size existing assets. All connections to the public sewer system shall be in accordance with the Service Authority's USM requirements and restrictions.
10. Depending on the final configuration of any proposed on-site water mains, additional water main extensions may be required by the Service Authority to provide adequate fire protection or satisfy water quality requirements.
11. The applicant shall design and construct all new on-site and off-site water and sanitary sewer utility improvements necessary to develop the subject property and the above listed requirements in accordance with the Service Authority's USM, and County and State requirements, standards and regulations. The sizing and configuration of on-site and off-site utility system improvements will be determined during the preliminary and final plan review process, based on existing and proposed zonings of surrounding properties and the policies of the County Comprehensive Plan and Service Authority planning documents. The design shall be supported by appropriate engineering analysis/modeling of affected existing utility systems and the proposed new facilities.
12. Approval of a Special Use Permit or the rezoning of a property does not guarantee or assure water and sanitary sewer capacity availability for development of said property. Available utility system capacities are allocated on a first-come-first-served basis to zoned properties having approved final site/subdivision plans upon filing the required application and full payment of all associated utility fees/charges.



Plan Comments Report Service Authority (PLN) Reviewed w/Comments

Plan/Case #:	SUP2022-00002	Date: 09/17/2021
Plan/Case Name:	Belmont Bay SUP	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Vanegas, Alexander	
	703-792-8127	avanegas@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.

September 2, 2021

MEMORANDUM

To: Randy Thornton
PWC Office of Planning

From: David L. Guerra, P.E.

Re: **SUP2022-00002, Belmont Bay SUP**

GPIN (s): 8492-44-5722, 8492-44-0370, 8492-44-1022, 8492-43-5597, 8492-53-7716

The subject property is within the Development Area of the County and is thereby required to utilize public water and sewer to develop.

The Service Authority's comments regarding this application are as follows:

1. No oils, fuels, anti-freeze, solvents or other pollutants or flammable substances shall be discharged into the public sewer system.
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7. All on-site and off-site water system improvements necessary to mitigate the impact of the proposed irrigation system demands shall be the responsibility of the applicant.
8. The Service Authority has existing 12-inch water mains located in Harbor Side Street, Palisades Street, Mason Ferry Avenue and Belmont Bay Drive. All connections to the public water system shall be in accordance with the Service Authority's USM requirements and restrictions.
9. The Service Authority has existing 8-inch gravity sewer mains located in Harbor Side Street and Palisades Street, with availability of capacity determined in conjunction with plan submission. All connections to the public sewer system shall be in accordance with the Service Authority's USM requirements and restrictions.
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Plan Comments Report School Board Reviewed w/Comments

Plan/Case #:	REZ2022-00001 and SUP2022-00002	Date: 10/07/2021
Plan/Case Name:	Belmont Bay	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Vanegas, Alexander	
	703-792-8127	avanegas@pwcgov.org

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Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Prince William County School Board – Impact Statement

Date:	October 6, 2021		
Case Number:	REZ2022-00001		
Case Name:	BELMONT BAY		
Magisterial District:	Woodbridge		
Description:	Amend proffers associated with 170.91 acres of REZ1999-0022 to convert 411 previously approved age-restricted residential units to market rate units and add 979 residential units		
Proffer Evaluation Category:	<input type="checkbox"/> Pre-2016	<input type="checkbox"/> 2016-2019	<input checked="" type="checkbox"/> Post-2019

Proposed Residential Rezoning (number of units)	Student Generation for Proposed Rezoning																				
<table border="1"> <thead> <tr> <th colspan="2">Housing Units Proposed</th> </tr> </thead> <tbody> <tr> <td>Single-Family</td> <td style="text-align: right;">20</td> </tr> <tr> <td>Townhouse</td> <td style="text-align: right;">404</td> </tr> <tr> <td>Multi-family</td> <td style="text-align: right;">966</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">1,390</td> </tr> </tbody> </table>	Housing Units Proposed		Single-Family	20	Townhouse	404	Multi-family	966	Total	1,390	<table border="1"> <thead> <tr> <th colspan="2">Students Generated</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td style="text-align: right;">272</td> </tr> <tr> <td>Middle</td> <td style="text-align: right;">132</td> </tr> <tr> <td>High</td> <td style="text-align: right;">165</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">569</td> </tr> </tbody> </table>	Students Generated		Elementary	272	Middle	132	High	165	Total	569
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Developer Proposed Mitigation			
Monetary proffers are consistent with Monetary Policy Guide (for cases prior to July 1, 2016)?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
School site, if offered, addresses a need identified in the School Division’s CIP?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
The location and size of the school site, if offered, is acceptable to the School Division?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
For cases July 1, 2016 to present			
The student generation methodology in the developer's impact analysis is acceptable?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No*	<input type="checkbox"/> N/A
*If No, what is the correct student generation?	Elementary School	272	Total Students 569
	Middle School	132	
	High School	165	
Monetary proffers, if offered, are based on adopted CIP projects, in terms of cost and in the geographic area of the rezoning, in the developer impact statement?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A

Developer Proposed Mitigation

- The developer’s Land Use Impact Analysis Report dated June 30, 2021, indicates student generation rates that are not consistent with the PWCS student generation rates calculated for the 2020-21 school year.
- The developer’s proposed student generation is 44 elementary school students, 21 middle school students, and 25 high school students for a total of 90 students, whereas the PWCS proposed student generation is 272 elementary school students, 132 middle school students, and 165 high school students for a total of 569 students.
- The developer’s Proffer Amendment Statement dated June 30, 2021, does not indicate a monetary contribution amount.
- The Proffer Amendment Statement also indicates the applicant shall dedicate, to the Board of County Supervisors, undetermined acreage of the Education & Fitness Park for use by Belmont Elementary School. PWCS would prefer the park land be dedicated to Prince William County Department of Parks, Recreation and Tourism in its entirety for public park purposes with pedestrian access between the park and Belmont Elementary School.

Countywide Current and Projected Student Enrollment & Capacity Utilization

School Level	Available Space		2020–21			2025–26			2030–31		
	Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Elementary School	43,053	66	38,390	4,663	89.2%	40,118	2,935	93.2%	41,740	-1,313	96.9%
Middle School	20,949 ¹	58	20,978	-29	100.1%	21,805	459	97.9%	21,832	432	98.1%
	22,264 ²										
High School	26,197 ³	67	28,343	-2,146	108.2%	30,136	-1,382	104.8%	31,609	-2,855	109.9%
	28,754 ⁴										

¹ (MS) Planning Capacity is used for the 2020-21 school year.

² (MS) Program Capacity will be replacing Planning Capacity in the 2021-22 school year. The numbers in the table reflect the change starting in 2021-22.

³ (HS) Capacity on which available space is calculated for the 2020–21 school year.

⁴ (HS) Capacity on which available space is calculated for the 2021–22 through 2030–31 school years.

Current and Projected Student Enrollment & Capacity Utilization - Schools in same attendance area as Proposed Rezoning

Under the School Division’s 2021-22 school attendance area assignments, students generated from the Proposed Rezoning will attend the following schools:

School Level	Available Space			2020-21			2025-26			2030-31		
	Planning Capacity	Program Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Belmont ES	536	--	0	499	37	93.1%	517	19	96.5%	546	-10	101.9%
Fred Lynn MS	1,170	1,139	14	1,366	-196	116.8%	1,287	-148	113.0%	1,238	-99	108.7%
Freedom HS	2,053	---	8	2,168	-115	105.6%	2,517	-464	122.6%	2,848	-795	138.7%

Current and Projected Student Enrollment
– Schools in same attendance area as Proposed Rezoning, including the effect of students generated from Proposed Rezoning

School Level	Available Space			2020-21			2025-26			2030-31		
	Planning Capacity	Program Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Belmont ES	536	--	0	499	37	93.1%	789	-253	147.2%	818	-282	152.6%
Fred Lynn MS	1,170	1,139	14	1,366	-196	116.8%	1,419	-280	124.5%	1,370	-231	120.2%
Freedom HS	2,053	---	8	2,168	-115	105.6%	2,682	-629	130.6%	3,013	-960	146.7%

Schools Capital Improvements Program (CIP) Projects
that may impact schools in attendance areas of the Proposed Rezoning (with year anticipated)

Elementary School	Occoquan Elementary School Replacement (2025); Elementary School - Woodbridge Area (2024)
Middle School	
High School	14 th High School (2026)

Note: The capacity utilization of an individual school due to the impact of future Schools CIP projects will vary based upon the attendance area modifications approved by the School Board.

School Board Comments and Concerns

- The School Board is opposed to any rezoning application that causes student enrollment, either Division-wide, by school level, or by student enrollment at any assigned school, to exceed 100 percent of capacity.
- Current enrollment exceeds capacity at the assigned middle school (Fred Lynn) and assigned high school (Freedom).
- As indicated above, the assigned elementary, middle, and high schools are expected to exceed capacity by 24.5 to 47.2 percent with the additional students under this application. The anticipated additional students will further strain the operational and capital resources of the assigned schools and add to the School Division’s need to create new space for students.
- Transferring or reassigning students to other PWCS schools to relieve the additional overcapacity created by this application is not a solution acceptable to the School Board, nor likely to be well received by the school community. While the School Board must adjust school boundaries upon the opening of new schools or additions to existing schools, and does so only with community input and recommendations, it is opposed to boundary changes precipitated by the approval of individual residential developments.
- For these reasons, the School Board is opposed to the subject application.



Plan Comments Report Transportation Dept Reviewed w/Comments

Plan/Case #:	REZ2022-00001	Date: 09/16/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Phillips, George	
	703-792-8094	GPhillips@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

The Prince William County Department of Transportation cannot recommend approval of the the Belmont Bay applications under REZ 2022-00001 and SUP 2022-00002 until the following issues are adequately addressed:

1.01- General - The Applicant, must identify public roads vs. private roads and designate new roads with letters. Also, Section A and Section B of Street Sections on the Plan must be identified on the roadway development maps.

1.02- General -The Applicant's traffic study (TIA), on page 10, assumes signal timing adjustments for 2030 future conditions with the proposed development in order for the study intersections to operate similar to 2030 future without development. Note that VDOT does not allow signal timing modifications as mitigation measures for intersections with failing levels of service.

1.03- DCSM 602.07 G- The Applicant's TIA, page 49, notes that the eastbound left turn bay on Dawson Beach Road onto Express Way will exceed capacity with a queue length of 698 feet during the PM peak hour in the 2030 future condition with the proposed development. The existing left turn bay is 275 feet. The Applicant must address how this overflow will be accommodated including the possibility of adding a second left turn lane. In addition, the TIA notes on page 48 that the eastbound approach of the Route 1/Occoquan Road/Dawson Beach Road intersection will operate at LOS F. The Applicant must indicate how this failing LOS will be addressed.

1.04- DCSM 620.02 -The Applicant's traffic study, page 9, notes that the Route 1/Route 123 interchange was not considered as part of the analysis as agreed to in the scoping document. Given that the interchange is not funded, it is not certain that the interchange will be in place by 2030. Therefore, transportation staff recommends the Applicant provide an addendum to the TIA with a phasing plan to show how much development can be accommodated with the existing road network.

1.05- DCSM 602.18 F- The proposed 4' wide sidewalk width is unacceptable. A sidewalk width of 5' is required and ADA standards must be met.

1.06 DCSM 602.03 C- The latest VDOT annual average daily traffic count must be shown on all public roads. Also, average daily vehicle trips for the site entrances must be labeled on the relevant road segments on the GDP.

1.07- DCSM 603.02 - All streets must be labelled on the Plan.

1.08- General-Road Diet Issues-

-The designated bike lanes do not carry through the roundabout. This will force car and bicycle traffic to mix within the roundabout. The bike lanes would also conflict with parked vehicles and the potential hazard of car doors opening into the bike lane. The bike lanes must be relocated adjacent to each side of the road as shared use paths.

- If the bike lanes are removed, the median could be wider and should be landscaped to achieve the look and feel of a boulevard.

-There are two pedestrian crossing refuge islands at the Belmont Bay Drive/Norwood Lane roundabout. The narrow refuge island north of the roundabout must be expanded to the same (wider) width as the pedestrian island south of the roundabout.

-The Palisades Street roundabout must be labeled on the Plan.

-The right turn bypass lane at the Palisades Street roundabout should be eliminated for better channelization of traffic.

-The Belmont Bay Drive Road Diet study is under review by VDOT as a separate submission. Additional comments will be forthcoming once VDOT's review is completed.

1.09- General, DCSM 610.06, Table 6-11- Drivers parking and exiting vehicles at the proposed parallel parking spaces on Belmont Bay Drive will interfere with through traffic flow on Belmont Bay Drive. This is one method of reducing speeds on Belmont Bay Drive. However, VDOT doesn't endorse marked spaces because of the maintenance issue of repainting the lines. Parallel parking spaces must be 9' wide.

1.10- DCSM 610.01-Table 6-8 On Sheet 3 of the development plan, the Applicant proposes a 30% reduction of the DCSM parking requirements for Land Bays 22-25 with no justification. The proposed reduction will not be allowed without adequate justification. While a shared parking study was submitted with the original rezoning in 1999, it assumed a significant amount of commercial development that is not being considered with this application. The County has received numerous complaints that enough parking is not being provided for all housing types.

1.11- DCSM 603.20- In order to provide safe access for pedestrians, lighting must be provided at

all designated crossings on Belmont Bay Drive.

1.12 -DCSM Table 6-13 /Comp Plan NM Policy 7- The Applicant must provide a minimum of one (1) inverted-U bicycle parking on-site for every ten multi-family units, built to APBP standards. (Association of Pedestrian and Bicycle Professionals, Essentials of Bike Parking). In addition, one bike parking space is required per 10,000 square feet of proposed office and retail space in the development and recommended for the proposed assisted living facility and marina. Given the proximity to the Woodbridge VRE station, the Applicant should also consider proffering funds to provide additional bike parking at the VRE station to accommodate the additional demand from the proposed development.

1.13- DCSM 601.04 C,E,F, 602.14 H, Table 6-8, 650.06, 650.07, Table 6-10/ Table 6-11 -The Applicant proposes several transportation related waivers including allowing single family homes on private streets, private street carrying in excess of 1,000 vpd, waiving the cul-de-sac requirement, reduced sidewalk width, parking space and driveway width reductions and modifications. Each proposed waiver must be submitted separately to Land Development for DOT review. It is recommended that the Applicant discuss these waivers and justifications with PWCDOT before submitting them to determine if they will be supported. In addition, the Applicant must get permission from the Planning Office to submit the waivers during the rezoning case rather than at site/subdivision plan.

If you have any questions regarding these comments, please contact George Phillips at gphillips@pwcgov.org.



Plan Comments Report Transportation Dept Reviewed w/Comments

Plan/Case #:	SUP2022-00002	Date: 09/16/2021
Plan/Case Name:	Belmont Bay SUP	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Phillips, George	
	703-792-8094	GPhillips@pwcgov.org

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		PRINCE WILLIAM COUNTY DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET		TIA Required	COMMENT CATEGORIES: 1. CORRECTIONS 2. RECOMMENDATIONS
COUNTY PROJECT NUMBER: REZ2022-00001 SUP2022-00002		DEVELOPER/ENGINEER: DEWBERRY ENGINEERS, INC. 13575 HEATHCOTE BOULEVARD SUITE 130, GAINESVILLE, VA		REVIEWER(S): GEORGE PHILLIPS GPHILLIPS@PWCGOV.ORG	DATE: 9/16/2021
TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.01	General	The Applicant, must identify public roads vs. private roads and designate new roads with letters. Also, Section A and Section B of Street Sections on the Plan must be identified on the roadway development maps.	1		
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REZ 2020-00024 and SUP 2020-00037 First Submission Comments

(1) To be filled out by Applicant/Engineer. Date of Response is required. (2) The PWC reviewer is responsible for the final disposition of all comments.	Note: This form is to be used by the PWC Transportation Planning to provide comments or concerns associated with the rezoning applications, site plans, special use permit applications or any other plans when requested by the applicants. REVISED: MAY, 2017
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		PRINCE WILLIAM COUNTY DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET		TIA Required	COMMENT CATEGORIES: 1. CORRECTIONS 2. RECOMMENDATIONS
COUNTY PROJECT NUMBER: REZ2022-00001 SUP2022-00002		DEVELOPER/ENGINEER: DEWBERRY ENGINEERS, INC. 13575 HEATHCOTE BOULEVARD SUITE 130, GAINESVILLE, VA		REVIEWER(S): GEORGE PHILLIPS GPHILLIPS@PWCGOV.ORG	DATE: 9/16/2021
TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.03	DCSM 602.07 G	The Applicant's TIA, page 49, notes that the eastbound left turn bay on Dawson Beach Road onto Express Way will exceed capacity with a queue length of 698 feet during the PM peak hour in the 2030 future condition with the proposed development. The existing left turn bay is 275 feet. The Applicant must address how this overflow will be accommodated including the possibility of adding a second left turn lane. In addition, the TIA notes on page 48 that the eastbound approach of the Route 1/Occoquan Road/Dawson Beach Road intersection will operate at LOS F. The Applicant must indicate how this failing LOS will be addressed.	1		


REZ 2020-00024 and SUP 2020-00037 First Submission Comments

(1) To be filled out by Applicant/Engineer. Date of Response is required. (2) The PWC reviewer is responsible for the final disposition of all comments.	Note: This form is to be used by the PWC Transportation Planning to provide comments or concerns associated with the rezoning applications, site plans, special use permit applications or any other plans when requested by the applicants. REVISED: MAY, 2017
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TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.04	DCSM 620.02	The Applicant's traffic study, page 9, notes that the Route 1/Route 123 interchange was not considered as part of the analysis as agreed to in the scoping document. Given that the interchange is not funded, it is not certain that the interchange will be in place by 2030. Therefore, transportation staff recommends the Applicant provide an addendum to the TIA with a phasing plan to show how much development can be accommodated with the existing road network.	2		
1.05	DCSM 602.18 F	The proposed 4' wide sidewalk width is unacceptable. A sidewalk width of 5' is required and ADA standards must be met.	1		


REZ 2020-00024 and SUP 2020-00037 First Submission Comments

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TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.06	DCSM 602.03 C	The latest VDOT annual average daily traffic count must be shown on all public roads. Also, average daily vehicle trips for the site entrances must be labeled on the relevant road segments on the GDP.	1		
1.07	DCSM 603.02	All streets must be labelled on the Plan.	1		


REZ 2020-00024 and SUP 2020-00037 First Submission Comments

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COUNTY PROJECT NUMBER: REZ2022-00001 SUP2022-00002		DEVELOPER/ENGINEER: DEWBERRY ENGINEERS, INC. 13575 HEATHCOTE BOULEVARD SUITE 130, GAINESVILLE, VA		REVIEWER(S): GEORGE PHILLIPS GPHILLIPS@PWCGOV.ORG	DATE: 9/16/2021
TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.08	General-Road Diet Issues	<p>-The designated bike lanes do not carry through the roundabout. This will force car and bicycle traffic to mix within the roundabout. The bike lanes would also conflict with parked vehicles and the potential hazard of car doors opening into the bike lane. The bike lanes must be relocated adjacent to each side of the road as shared use paths.</p> <p>- If the bike lanes are removed, the median could be wider and should be landscaped to achieve the look and feel of a boulevard.</p> <p>-There are two pedestrian crossing refuge islands at the Belmont Bay Drive/Norwood Lane roundabout. The narrow refuge island north of the roundabout must be expanded to the same (wider) width as the pedestrian island south of the roundabout.</p>	1		


REZ 2020-00024 and SUP 2020-00037 First Submission Comments

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COUNTY PROJECT NUMBER: REZ2022-00001 SUP2022-00002		DEVELOPER/ENGINEER: DEWBERRY ENGINEERS, INC. 13575 HEATHCOTE BOULEVARD SUITE 130, GAINESVILLE, VA		REVIEWER(S): GEORGE PHILLIPS GPHILLIPS@PWCGOV.ORG	DATE: 9/16/2021
TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
		<p>-The Palisades Street roundabout must be labeled on the Plan.</p> <p>-The right turn bypass lane at the Palisades Street roundabout should be eliminated for better channelization of traffic.</p> <p>-The Belmont Bay Drive Road Diet study is under review by VDOT as a separate submission. Additional comments will be forthcoming once VDOT's review is completed.</p>			


REZ 2020-00024 and SUP 2020-00037 First Submission Comments

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TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.09	General, DCSM 610.06, Table 6-11	Drivers parking and exiting vehicles at the proposed parallel parking spaces on Belmont Bay Drive will interfere with through traffic flow on Belmont Bay Drive. This is one method of reducing speeds on Belmont Bay Drive. However, VDOT doesn't endorse marked spaces because of the maintenance issue of repainting the lines. Parallel parking spaces must be 9' wide.	1		


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ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.10	DCSM 610.01 Table 6-8	On Sheet 3 of the development plan, the Applicant proposes a 30% reduction of the DCSM parking requirements for Land Bays 22-25 with no justification. The proposed reduction will not be allowed without adequate justification. While a shared parking study was submitted with the original rezoning in 1999, it assumed a significant amount of commercial development that is not being considered with this application. The County has received numerous complaints that enough parking is not being provided for all housing types.	1		
1.11	DCSM 603.20	In order to provide safe access for pedestrians, lighting must be provided at all designated crossings on Belmont Bay Drive.	1		


REZ 2020-00024 and SUP 2020-00037 First Submission Comments

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TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.12	DCSM Table 6-13 Comp Plan NM Policy 7	The Applicant must provide a minimum of one (1) inverted-U bicycle parking on-site for every ten multi-family units, built to APBP standards. (Association of Pedestrian and Bicycle Professionals, <i>Essentials of Bike Parking</i>). In addition, one bike parking space is required per 10,000 square feet of proposed office and retail space in the development and recommended for the proposed assisted living facility and marina. Given the proximity to the Woodbridge VRE station, the Applicant should also consider proffering funds to provide additional bike parking at the VRE station to accommodate the additional demand from the proposed development.	1,2		

REZ 2020-00024 and SUP 2020-00037 First Submission Comments

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TYPE & SUBMITTAL: REZONING AND SPECIAL USE PERMIT FIRST SUBMISSION		PROJECT NAME: BELMONT BAY PRA			
ITEM No.	REFERENCE	COMMENTS	COMMENT CATEGORY	RESPONSE DATE:	FINAL DISPOSITION ⁽²⁾
1.13	DCSM 601.04 C,E,F, 602.14 H, Table 6-8, 650.06, 650.07, Table 6-10/ Table 6-11	The Applicant proposes several transportation related waivers including allowing single family homes on private streets, private street carrying in excess of 1,000 vpd, waiving the cul-de-sac requirement, reduced sidewalk width, parking space and driveway width reductions and modifications. Each proposed waiver must be submitted separately to Land Development for DOT review. It is recommended that the Applicant discuss these waivers and justifications with PWCDOT before submitting them to determine if they will be supported. In addition, the Applicant must get permission from the Planning Office to submit the waivers during the rezoning case rather than at site/subdivision plan.	1		

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Plan Comments Report

VDOT Fairfax

Reviewed w/Comments

Plan/Case #:	REZ2022-00001	Date: 09/16/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Phillips, George	
	703-792-8094	GPhillips@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

VDOT cannot recommend approval of the the Belmont Bay rezoning and special use permit applications under REZ 2022-00001 and SUP 2022-00002 until the following issues have been adequately addressed:

- 1.01 5 Identify and label what streets are public and what streets are private.
- 1.02 5 Provide distances from all proposed entrances / intersections to the adjacent entrances/intersection to verify they meet access management spacing requirements.
- 1.03 5 Provide street names, posted speed, design speed, classification, VPD, etc for all roadways with proposed entrances / intersections.
- 1.04 5 Identify all proposed entrances / intersections as either a proposed private entrance or future public roadway intersection.
- 1.05 5 Provide anticipated VPD for all proposed entrances / intersections
- 1.06 6 Label the typical sections as either private or public.
- 1.07 6 Update the typical sections per the GS-SSAR design standards.

- 1.08 6 Use a minimum design speed of 25 mph for the interior roadway network.
- 1.09 6 Update the sidewalk to be a minimum of 5' in width
- 1.10 6 Update the buffer between the sidewalk and back of curb to be a minimum of 6' (6.5' from FC)
- 1.11 6 Update the curb radius to be a minimum of 25'
- 1.12 6 Update the Drainage structures to utilize the VDOT DI-3 / DI-4
- 1.13 7 Provide the VPD for Belmont Bay Drive.
- 1.14 7 Please note that bike lanes are not allowed on streets with and VPD of over 6,000.
- 1.15 7 Clearly show how bicyclist are to get on and off the bike lane and how they will navigate the roundabouts.
- 1.16 7 Clarify note #2, are you proposing to construct the roundabout or not?
- 1.17 7 Clearly show how you are proposing to reduce the road section from 4 lanes to 2.
- 1.18 7 Label the distances between the entrances / roundabouts to the adjacent entrances / intersections
- 1.19 Sign Plan Update the proposed sign to be out of the VDOT ROW and the future interchange ROW.
- 1.20 TIA The study should analyze the future scenario without signal adjustments similar to background conditions to assess the true impact of the development.
- 1.21 TIA We also disagree with proposed changes to the signal timing as mitigation to improve the LOS of the intersection. Re-timing of individual signals can have a system-wide impact on the network. Therefore, the impact of such an action should be analyzed for the entire corridor or network. Also, other mitigation measures should be considered in the event the signal optimization cannot be implemented
- 1.22 TIA The intersections of Route 1 at Gordon Blvd and Occoquan Road do not meet the PW county LOS requirements even with the signal timing adjustments. It is recommended to suggest solutions to the LOS problems. It is also obvious that the development traffic is causing the problem by adding more traffic to the system.
- 1.23 G Please note that the Belmont Bay Drive Road Diet is being reviewed as a separate submission and any comments generated by the review of the Road Diet will be forwarded to the applicant once the review has been completed.

If you have any questions regarding these comments, please contact Erik Spencer, P.E. at ERIK.SPENCER@VDOT.VIRGINIA.GOV and/or MOHSIN ZAIDI, P.E. – VDOT TE at Mohsin.Zaidi@VDOT.Virginia.gov.



Plan Comments Report

VDOT Fairfax

Reviewed w/Comments

Plan/Case #:	SUP2022-00002	Date: 09/16/2021
Plan/Case Name:	Belmont Bay SUP	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Phillips, George	
	703-792-8094	GPhillips@pwcgov.org

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- 1.05 5 Provide anticipated VPD for all proposed entrances / intersections
- 1.06 6 Label the typical sections as either private or public.
- 1.07 6 Update the typical sections per the GS-SSAR design standards.

- 1.08 6 Use a minimum design speed of 25 mph for the interior roadway network.
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VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA: REVIEWED WITH COMMENTS		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION	
COUNTY PROJECT NUMBER: REZ 2022-00001			DEVELOPER/ENGINEER: BELMONT BAY LC / DEWBERRY		REVIEWER(S): ERIK SPENCER, P.E. ERIK.SPENCER@VDOT.VIRGINIA.GOV MOHSIN ZAIDI, P.E. – VDOT TE		DATE: 09-15-21
PROJECT NAME: BELMONT BAY			REVIEW PHASE & TYPE: 1ST REVIEW, REZONING		DISCIPLINE: PWC LAND USE		
ITEM No.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾	DATE:	FINAL DISPOSITION ⁽³⁾	
1.01	5	Identify and label what streets are public and what streets are private.	1				
1.02	5	Provide distances from all proposed entrances / intersections to the adjacent entrances/intersection to verify they meet access management spacing requirements.	1				
1.03	5	Provide street names, posted speed, design speed, classification, VPD, etc for all roadways with proposed entrances / intersections.	1				
1.04	5	Identify all proposed entrances / intersections as either a proposed private entrance or future public roadway intersection.	1				
1.05	5	Provide anticipated VPD for all proposed entrances / intersections	1				
1.06	6	Label the typical sections as either private or public.	1				

(1) Indicate drawing no./page no. or use "G" for general comment.
 (2) To be filled out by Applicant/Engineer. Date of Response is required.
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VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA: REVIEWED WITH COMMENTS		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION	
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PROJECT NAME: BELMONT BAY			REVIEW PHASE & TYPE: 1ST REVIEW, REZONING		DISCIPLINE: PWC LAND USE		
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾	DATE:	FINAL DISPOSITION ⁽³⁾	
1.07	6	Update the typical sections per the GS-SSAR design standards.	1				
1.08	6	Use a minimum design speed of 25 mph for the interior roadway network.	1				
1.09	6	Update the sidewalk to be a minimum of 5' in width	1				
1.10	6	Update the buffer between the sidewalk and back of curb to be a minimum of 6' (6.5' from FC)	1				
1.11	6	Update the curb radius to be a minimum of 25'	1				
1.12	6	Update the Drainage structures to utilize the VDOT DI-3 / DI-4	1				
1.13	7	Provide the VPD for Belmont Bay Drive.	1				
1.14	7	Please note that bike lanes are not allowed on streets with and VPD of over 6,000.	1				
1.15	7	Clearly show how bicyclist are to get on and off the bike lane and how they will navigate the roundabouts.	1				

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PROJECT NAME: BELMONT BAY			REVIEW PHASE & TYPE: 1ST REVIEW, REZONING		DISCIPLINE: PWC LAND USE		
ITEM NO.	DWG. No.(1)	COMMENTS	COMMENT CATEGORY	RESPONSE(2) DATE:	FINAL DISPOSITION(3)		
1.16	7	Clarify note #2, are you proposing to construct the roundabout or not?	1				
1.17	7	Clearly show how you are proposing to reduce the road section from 4 lanes to 2.	1				
1.18	7	Label the distances between the entrances / roundabouts to the adjacent entrances / intersections	1				
1.19	Sign Plan	Update the proposed sign to be out of the VDOT ROW and the future interchange ROW.	1				
1.20	TIA	The study should analyze the future scenario without signal adjustments similar to background conditions to assess the true impact of the development.	1				

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VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET			TIA: REVIEWED WITH COMMENTS		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION
COUNTY PROJECT NUMBER: REZ 2022-00001		DEVELOPER/ENGINEER: BELMONT BAY LC / DEWBERRY		REVIEWER(S): ERIK SPENCER, P.E. ERIK.SPENCER@VDOT.VIRGINIA.GOV MOHSIN ZAIDI, P.E. – VDOT TE	DATE: 09-15-21
PROJECT NAME: BELMONT BAY		REVIEW PHASE & TYPE: 1 ST REVIEW, REZONING		DISCIPLINE: PWC LAND USE	
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾ DATE:	FINAL DISPOSITION ⁽³⁾
1.21	TIA	We also disagree with proposed changes to the signal timing as mitigation to improve the LOS of the intersection. Re-timing of individual signals can have a system-wide impact on the network. Therefore, the impact of such an action should be analyzed for the entire corridor or network. Also, other mitigation measures should be considered in the event the signal optimization cannot be implemented	1		
1.22	TIA	The intersections of Route 1 at Gordon Blvd and Occoquan Road do not meet the PW county LOS requirements even with the signal timing adjustments. It is recommended to suggest solutions to the LOS problems. It is also obvious that the development traffic is causing the problem by adding more traffic to the system.	1		

(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Applicant/Engineer. Date of Response is required. (3) The VDOT reviewer is responsible for the final disposition of all comments.	Note: This form is to be used by the VDOT land use team to provide comments or concerns associated with the rezoning applications, site plans or any other plans when requested by the county or the applicants. REVISED SEPTEMBER, 2014
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VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA: REVIEWED WITH COMMENTS	COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION
COUNTY PROJECT NUMBER: REZ 2022-00001		DEVELOPER/ENGINEER: BELMONT BAY LC / DEWBERRY		REVIEWER(S): ERIK SPENCER, P.E. ERIK.SPENCER@VDOT.VIRGINIA.GOV MOHSIN ZAIDI, P.E. – VDOT TE	DATE: 09-15-21
PROJECT NAME: BELMONT BAY		REVIEW PHASE & TYPE: 1 ST REVIEW, REZONING		DISCIPLINE: PWC LAND USE	
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾ DATE:	FINAL DISPOSITION ⁽³⁾
1.23	G	Please note that the Belmont Bay Drive Road Diet is being reviewed as a separate submission and any comments generated by the review of the Road Diet will be forwarded to the applicant once the review has been completed.	1		

(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Applicant/Engineer. Date of Response is required. (3) The VDOT reviewer is responsible for the final disposition of all comments.	Note: This form is to be used by the VDOT land use team to provide comments or concerns associated with the rezoning applications, site plans or any other plans when requested by the county or the applicants. REVISED SEPTEMBER, 2014
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Plan Comments Report Watershed Management Reviewed w/Comments

Plan/Case #:	REZ2022-00001	Date: 09/07/2021
Plan/Case Name:	Belmont Bay PRA	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Morris, Clay	
	703-792-4615	CMorris@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

DATE: September 3, 2021 (1st submission)

SITE: This site contains a variety of habitats and land forms. Portions of the site contain undisturbed natural features such as mature hardwood forests, extensive forested wetlands, Chesapeake Bay RPA, and perennial and intermittent streams. Other portions of the site have been previously cleared for development and have remained vacant since being cleared decades ago. A golf course occupies several landbays and a golf club house is located at the eastern end of the property in Landbay 7.

COMMENTS: Watershed's comments are broken down first for the overall site, then for each of the proposed landbays.

all designated crossings on Belmont Bay Drive.

1.12 -DCSM Table 6-13 /Comp Plan NM Policy 7- The Applicant must provide a minimum of one (1) inverted-U bicycle parking on-site for every ten multi-family units, built to APBP standards. (Association of Pedestrian and Bicycle Professionals, Essentials of Bike Parking). In addition, one bike parking space is required per 10,000 square feet of proposed office and retail space in the development and recommended for the proposed assisted living facility and marina. Given the proximity to the Woodbridge VRE station, the Applicant should also consider proffering funds to provide additional bike parking at the VRE station to accommodate the additional demand from the proposed development.

1.13- DCSM 601.04 C,E,F, 602.14 H, Table 6-8, 650.06, 650.07, Table 6-10/ Table 6-11 -The Applicant proposes several transportation related waivers including allowing single family homes on private streets, private street carrying in excess of 1,000 vpd, waiving the cul-de-sac requirement, reduced sidewalk width, parking space and driveway width reductions and modifications. Each proposed waiver must be submitted separately to Land Development for DOT review. It is recommended that the Applicant discuss these waivers and justifications with PWCDOT before submitting them to determine if they will be supported. In addition, the Applicant must get permission from the Planning Office to submit the waivers during the rezoning case rather than at site/subdivision plan.

If you have any questions regarding these comments, please contact George Phillips at gphillips@pwcgov.org.

WATERSHED MANAGEMENT COMMENTS

PROJECT: Belmont Bay PRA

PROJECT#: REZ2022-00001

FROM: Benjamin Eib, Assistant Chief of Watershed Management Branch

REVIEWERS: Julia Flanagan (Arborist), Clay Morris (Environmental Engineer)

DATE: September 3, 2021 (1st submission)

SITE: This site contains a variety of habitats and land forms. Portions of the site contain undisturbed natural features such as mature hardwood forests, extensive forested wetlands, Chesapeake Bay RPA, and perennial and intermittent streams. Other portions of the site have been previously cleared for development and have remained vacant since being cleared decades ago. A golf course occupies several landbays and a golf club house is located at the eastern end of the property in Landbay 7.

COMMENTS: Watershed's comments are broken down first for the overall site, then for each of the proposed landbays.

I. Anticipated Impacts on Goals, Policies and Action Strategies of the Comprehensive Plan

Overall Site:

Natural Resources

1.1 On the "Belmont Bay Open Space & Buffer Plan", the "Approximate Natural Open Space Area" does not appear to accurately portray areas to be permanently preserved. Please correct this graphic. Staff recommends all areas to be provided as permanent preservation be included as Natural Open Space.

1.2 Please provide a sheet (or sheets) within the MZP to be proffered that shows the following:

- a. All areas proposed for any kind of natural restoration provide a boundary of these areas.
- b. Details that shows those areas to be restored with approximate square footage.
- c. Utilize the Chesapeake Bay Local Assistance Department (CBLAD) Riparian Buffers Modification & Mitigation Guidance Manual technical guidelines in developing the mitigation plan for the restoration within the RPA.
- d. Utilize the DCSM standards for reforestation outside the RPA.
- e. Agreed upon standards for the meadow restoration areas.

1.3 Please commit to restoring the entire extent of the RPA (outside of any utility easements that would limit that restoration).

Landscaping

1.4 At least 3 of the proposed landbays involve urban/high density development. This requires greater consideration of how tree planting will be accomplished to provide good quality soils in adequate volumes to support mature trees. Please address in details and through proffers how and where this will be accomplished. (See DCSM 802.46 and Table 8-8; NWSAP, DG Pg. 39)

1.5 The North Woodbridge Small Area Plan calls for streetscapes that create identities for each street, including Dawson Beach Road. Please provide elements in the DB that demonstrate how this will be met. (NWSAP, DG Pg. 39 & Pg. 54)

1.6 Please commit to using exclusively plant species native to the Northern Virginia region. (NWSAP, DG Pg. 39; DES-13.1)

Stormwater Management

1.7 On Sheet 2 of 5 of the SWM Concept Plan, show all of following:

- a. All existing facilities (SWM & BMP), clearly identifying those to be removed and those to be retrofitted.
- b. New facilities to be constructed.

1.8 Discuss with Raj Bidari the SWM & BMP Concept Plan before the 2nd submission.

Other

1.9 There are several graphics in the proposed Design Guidelines (DG) that do not appear to align with the ECA. For example a “disc golf course” is shown in the “Nature Preserve”, most of which is occupied by forested wetlands. The waterfront areas in the Marina District do not depict the reforestation of the RPA. Please correct all such errors in the DG.

Proposed PCA Area Designations:

Transit District (Landbays 22-25, 10.82 acres)

Natural Resources

1.10 It is unclear, as with most of the proposed landbays, how this site will be laid out. Staff has concerns about preservation of mature trees abutting the existing single-family residences to the east, if a retaining wall will be utilized, the location of the 30’ buffer at the eastern property line, etc. Please provide a layout that addresses the above. Additional comments are likely to result.

1.11 No specimen trees were noted on the ECA. Was this area surveyed for specimen trees?

Stormwater Management

1.12 Dry Pond H (SWM Pond #124) currently supplies no BMP, but does contain a 1.73 acre jurisdictional wetland. 100% of the parcel is to be cleared. This is inconsistent with the Comprehensive Plan that encourages the preservation of wetlands. (EN-5.1)

1.13 How will stormwater management be handled in this district?

Riverfront Park (Landbays 2, 20 and 21, 39.29 acres)

Natural Resources

1.14 On the Riverfront Park ECA, there are impacts shown to the RPA. Please explain those impacts. Remove impacts that are not related to restoration. Some encroachment appears unrelated while additional encroachments may be needed for restoration of the RPA.

1.15 On the Open Space & Buffer Plan, within the Riverfront Park, a small area is shown as “Approximate Natural Open Space Areas”. However, there are areas of intact RPA that should be shown as “Natural Open Space Areas”. Please show all areas within the RPA and those areas to be restored to a natural condition as Natural Open Space. These need to be proffered.

1.16 This site was part of the golf course. It contains former tees, fairways, green, etc. In recent years portions of the golf course have been used to create berms. This conforms with the Comprehensive Plan concepts of restoring a natural area and connection to an existing natural area (DES-13 and DES-12.2).

Staff needs to see details of what the restoration will entail. These details need to be proffered. For an effective restoration the following needs to be addressed:

- c. Removal of golf course elements that consist of materials unsuitable for restoring to a natural condition. For example, greens are composed of sand and gravel that will not support reforestation or other native plantings.
- d. Restoration of suitable soils.
- e. Minimum standards for reforesting the site. Staff has standards for reforestation used on County projects that can be used.
- f. Management of non-native invasive plants during restoration and after.
- g. If this is to be dedicated to PWC Parks, their input is needed as well.
- h. Signage will be needed for educational purposes and for maintenance reasons.

1.17 Provide additional information (extent, construction, maintenance) for the Public Water Access and Paddle Craft Launch. It is unclear how this area will impact the RPA. Due to impacts resulting from the pond maintenance for the nearby stormwater management facility, and the anticipated RPA mitigation once that work has been completed, staff does not support additional RPA impacts in this area. The Applicant’s focus should be on restoring the entire RPA within the Riverfront Park.

1.18 The LOC on the ECA indicates large areas of existing forest will be cleared. For a passive recreational park this is unnecessary. Please address changes to the design that will preserve the existing forest cover within the park.

Landscaping

1.19 Landscaping (i.e., not meadow and reforestation efforts) is needed in the Riverfront Park. Please provide a graphic that conceptualizes more formal landscaping within this park.

Marina District (Landbays 6 and part of Landbay 14, 15.79 acres)

Natural Resources

1.20 See staff’s comments on the associated SUP case.

The Retreat (Landbay 7, 15.23 acres)

Natural Resources

1.21 There is a significant area of RPA that has been impacted by prior development. Please commit to restoring the entirety of the RPA by developing an RPA mitigation plan as described in the Chesapeake Bay Local Assistance Department (CBLAD) Riparian Buffers Modification & Mitigation Guidance Manual technical guidelines. (DES-13)

1.22 A proposed road connecting The Retreat to Beacon Park will impact a wetland at its widest point.

- i. Please quantify the wetland impacts on the ECA.
- j. These impacts to the wetlands are inconsistent with the Comprehensive Plan which encourage the preservation of environmentally sensitive areas. (EN-5.1, 5.3)

1.23 All 11 specimen trees are proposed to be removed. Staff recommends the Applicant:

- k. Increase the buffer width from the 20' proposed to a minimum 50' buffer adjacent to the Wildlife Refuge. This could save several of the specimen trees, including the 60' Black Cherry. (DES-12.2)
- l. Provide a Tree Preservation Plan (TPP) in accordance with the minimum elements outlined in the DCSM Plant Selection Guide, Paragraph III.

1.24 The specimen 60" Pin Oak located at the edge of the Chesapeake Bay RPA could be saved if they adjust their LOC. Staff recommends the Applicant revise the LOC to preserve this tree and provide the TPP referenced above.

1.25 With the exception of the RPA and a portion of a large wetland system on this section, 100% of the remaining area is to be cleared. Policies DES-12.1 and 12.3.

1.26 The ECA shows the limit of clearing (LOC) going into the RPA. This area is already disturbed. What is the purpose of this LOC?

Beacon Park (Landbay 18, 20.67 acres) Townhomes, Stacked TH and Multi-family

Natural Resources

1.27 With the exception of a large wetland system on this section, 100% of the entire area is to be cleared. This is not consistent with a portion Policies DES-12.1 and 12.3. Staff recommends the Applicant preserve the existing forest edge along the Occoquan Bay National Wildlife Refuge.

1.28 Provide a Tree Preservation Plan (TPP) in accordance with the minimum elements outlined in the DCSM Plant Selection Guide, Paragraph III.

1.29 Please clearly show the LOC on the ECA. In some areas it is difficult to follow.

Nature Preserve (Landbay 17, 24.56 acres)

Natural Resources

1.30 The Applicant proposes this Landbay as a Nature Preserve. This site was part of the golf course. It contains former tees, fairways, greens, etc. In recent years portions of the golf course

have been used to create berms. This landbay is connected to the Occoquan Bay NWR and so the concept of restoring a natural area next to an existing natural area conforms with DES-13, EN-3.13 and DES-12.2. See comments above pertaining to restoration proffers & concepts.

1.31 Since disturbance is necessary to remove golf course elements, please clearly show the LOC on the ECA and the MZP.

1.32 It is unclear if the intent for this landbay is entirely passive recreation and preservation of the existing good quality natural resources. Staff recommends the Applicant commit to entirely passive land use.

Stormwater Management

1.33 Wet Pond E is to be retrofitted to a Level II Wet Pond. Please depict the on the ECA the Limits of Clearing that will be required for this retrofit.

Maywood (Landbay 11, 14.68 acres) Townhomes & Multi-family

Natural Resources

1.34 Except for a small portion of RPA on the northeastern portion of the site, 100% of the site is proposed to be cleared, including a high-quality jurisdictional wetland. This is inconsistent with the Comprehensive Plan which encourages the preservation of wetlands (EN5.1). Staff recommends this wetland be preserved.

1.35 Since the RPA is already cleared and part of the golf course, please agree to restoration activities as proposed herein.

Stormwater Management

1.36 Wet Pond G is slated to be removed per SWM & BMP Concept Plan. It is unclear as to whether this pond is an actual stormwater management facility or is it an amenity for the golf course. It's current function as a wetland is optimal. How will stormwater management for this section be improved by the removal of the jurisdictional wetland? (EN5.1)

Education and Fitness Park (Landbay 15, 29.05 acres)

Natural Resources

1.37 Restoration of meadow and reforestation is proposed.

- a. Areas shown as "no mow" in the DG are not advised due to the preponderance of non-native invasive pest plants. Staff recommends the Applicant provide in the RPA either native meadow with a lesser density of reforestation or straight reforestation.
- b. See comment above on elements of design needed for restoration in the golf course.
- c. Meadow restoration is more involved than reforestation in terms of the kinds of maintenance needed to establish the meadow. This often takes at least 3 years. Specific site prep, sowing and subsequent maintenance practices will need to be conditioned. Educational signage and for the future HOA is imperative.

1.38 Page 48 of the Design Guideline shows a pond proposed within the RPA. Relocate the pond out of the RPA as this is not permitted. (DCSM 7????)

1.39 Relocate the proposed community garden outside the RPA.

1.40 Since disturbance is necessary to remove golf course elements, please clearly show the LOC on the ECA. It appears that the

II. Site Specific Concerns:

1.41 Regarding the ECA (additional comments may result):

- a. Show the vegetative types on all sheets.
- b. Show the locations of all specimen trees.
- c. Please show the areas of riprap along the shoreline.

1.42 Regarding proposed proffers:

- a. In Proffer #II.5, staff recommends the Applicant agree to not reducing the size of the Nature Preserve and Education and Fitness Park. This will help guarantee the preservation and restoration of natural resources indicated on the MZP is achieved.
- b. Proffer #II.10: The Applicant's MZP and ECA limits of clearing and grading indicate large passive recreational purposes for all or part of the 'Nature Preserve', 'Riverfront Park' and 'Education and Fitness Park'. The proffers need language that indicates these non-destructive, passive and restorative purposes for these landbays. Please revise the language to indicate these purposes.
- c. Is Proffer #II.11.b intended to prohibit creating a conservation easement agreement with a 3rd party? If so, why?
- d. Proffers for the parks need language allowing various proposed ecological/habitat restoration activities such as reforestation and native meadow creation by the Applicant.
- e. What is the intent of moving the trail in Proffer #II.13.b? Limits on such movement are needed to protect the integrity of the restoration of the RPA.
- f. Language is needed to clearly indicate that where the DG and proffers differ, the proffers shall rule.
- g. Proffer #V.17 references landscaping shown on the Open Space & Buffer Plan. There is no landscaping shown on this plan. Please revise the Open Space & Buffer Plan to show the kinds of landscaping referenced herein and other landscaping proposed by the Applicant.
- h. Landscaping on individual lots is required in the DCSM. Please delete Proffer #V.18, as it is contrary to Zoning Ordinance (ZO) requirements.
- i. Proffer #V.19 leaves streetscape standards to the DG. Since the DG contains only vague and unenforceable "shoulds", please provide clearly defined streetscape standards on the MZP and proffer to these. Additional review will be needed.
- j. Proffer #V.20 only requires the "inclusion" of native species. Staff recommends the Applicant agree to used exclusively native species. (EN-13.1; EN-8.8.)
- k. For staff's comments on the many waivers requested, see "Conflicts with Minimum Development Standards" below.
- l. Detailed proffer is needed for all reforestation and native meadow areas and the "no mow" area in the Fitness Park. Please work with Watershed staff to develop this language.

III. Conflicts with Minimum Development Standards:

1.43 Regarding proposed buffers (ZO 32-250.30-.32, DCSM 802.10-.12 and Table 8-1), show the following minimum standards for buffering being met on the MZP Open Space & Buffer Plan:

- a. For “The Retreat” and “Beacon Park”, the DCSM calls for development abutting a passive recreational use to be determined on a case by case basis. Due to the intense nature of the urban and high density residential development proposed within these 2 landbays, including high rise apartments proposed, high density multifamily and townhomes, with options for a community club house and continuing care facility abutting a National Wildlife Refuge, Staff recommends the Applicant increase the buffer width from the 20’ proposed to a minimum 50’ buffer. (DES-12.2)
- b. For “Maywood”: A minimum 30’ buffer is required along the existing Belmont Bay community to the west that is not part of the 1999 rezoning.
- c. For the “Transit District”, a 30’ buffer is required along the existing single-family detached development to the east.
- d. Provide a minimum 30’ buffer is along the entire property of the Belmont Elementary School.

1.44 A waiver of ZO 32-250.31-.24 is requested to eliminate buffers between internal uses to the rezoning as well as perimeter buffer for land bays abutting properties not in the rezoning. Staff does not agree with waiving the perimeter buffers. These buffers are designed to serve the abutting land owners and create a more beautiful and green community. Please remove reference to waiving/modifying perimeter buffers.

Also, per ZO 32-700.25, waiver/modification requests are to propose an alternative approach to fulfill the intent of the standard being waived. This has not been done.

1.45 A request to waive the perimeter 15’ wide landscape area around recreational facilities is requested. The Applicant has not provided a justification for this removal of landscaping intended to soften the effect of active recreational facilities and meeting houses next to residences. Please remove this waiver.

1.46 A waiver of the 5% interior parking lot landscaping requirement is requested for the multi-family development in the Transit District. This removal of landscaping that serve environmental purposes is not justified. Please delete this waiver.

1.47 The project narrative mentions a request to waive perimeter buffers pursuant to ZO 32-280.14(1). Staff could not find this section of the ZO. Please explain.



Plan Comments Report Watershed Management Reviewed w/Comments

Plan/Case #:	SUP2022-00002	Date: 09/07/2021
Plan/Case Name:	Belmont Bay SUP	
Plan Case Address:	500 HARBOR SIDE ST WOODBIDGE VA 22191	
Reviewer:	Morris, Clay	
	703-792-4615	CMorris@pwcgov.org

The following items/issues were noted on your case. Please review and provide a letter responding to these comments, along with revised plans and proffers. Please be advised that staff might not identify all of the issues that arise during the case review and public hearing process. In addition, the solutions to the issues identified in this correction report might not be the only solutions, but are thought to be the most desirable solutions as determined by staff. Please note that any modifications will result in further review by pertinent agencies and staff, and could result in changes to the analysis and/or any recommendations.

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.

-WATERSHED MANAGEMENT COMMENTS

PROJECT: Belmont Bay SUP

PROJECT#: SUP2022-00002

FROM: Benjamin Eib, Assistant Chief of Watershed Management Branch

REVIEWERS: Julia Flanagan (Arborist), Clay Morris (Environmental Engineer)

DATE: September 3, 2021 (1st submission)

SITE: This site contains Chesapeake Bay RPA that was previously cleared, an existing marina and previously cleared development landbays that have remained vacant for several years.

COMMENTS:

I. Anticipated Impacts on Goals, Policies and Action Strategies of the Comprehensive Plan

Natural Resources

1.1 In the Marina District, the ECA shows encroachment into the Resource Protection Area (RPA). Please provide an exhibit to scale, with RPA limits as established by the Preservation Area Site Assessment, showing what is proposed within the RPA impact area. Assuming that the proposed encroachments are for the various areas as depicted in the Design Guidelines (Marina District: Public Waterfront Promenade and The Belvedere Plaza), provide square footage for each of those defined spaces within the RPA (i.e., Water's Edge Boardwalk, Terraced Steps, etc.).

1.2 Minimize all exempt and permitted encroachments into the RPA. Remove non-exempt and non-permitted uses. For Exempt and Permitted Uses within the RPA, ensure that all "hardscape" materials be considered "pervious". (DES 11.5, EN 1.5)

1.3 For all non-impervious areas and unpaved of RPA within the Marina District, commit to restoring the RPA to the full extent, utilizing the Chesapeake Bay Local Assistance Department (CBLAD) Riparian Buffers Modification & Mitigation Guidance Manual technical guidelines. (DES-13.1)

1.4 Outside the RPA commit to providing LID features and techniques that improve water quality. (EN-6.8)

1.5 Provide educational and interpretive features that highlight water quality and natural resources.

1.6 Windblown litter is a significant concern. Install trash interception devices and techniques (fencing along edge of hardscaping and river's edge, secure trash receptacles, etc.) to prevent trash and other debris from entering the river. This will need to be conditioned.

- 1.7 Please provide a sheet (or sheets) within the MZP that shows the following:
 - a. In all areas proposed for any kind of natural restoration provide a boundary of these areas.
 - b. Details that shows those areas to be restored with approximate square footage.
 - c. Utilize the Chesapeake Bay Local Assistance Department (CBLAD) Riparian Buffers Modification & Mitigation Guidance Manual technical guidelines in developing the mitigation plan for the restoration within the RPA.

- 1.8 Please commit in the proffers to aligning the proposed boardwalk only within the riprap portion of the RPA.

II. Site Specific Concerns:

- 1.9 Comments regarding needed SUP Conditions based on staff's comments will be provided as the case progresses.