



**City of Manassas Park
Planning Commission
Agenda**

**Wednesday, May 10, 2023, 7:00 PM
Board Meeting Room, 2nd Floor of City Hall, 100 Park Central Plaza**

Lana A. Conner, Secretary
Dean Crowhurst, City Attorney
Calvin O'Dell, Director, Community Development
Michelle Barry, Planning and Zoning Administrator

**Lester Finkle, Chairman
John Evans, Vice Chairman
Michael Becketts
Martha Collier
Alanna Mensing**

1	Call to Order	
2	Roll Call	
3	Invocation/ Moment of Silence/ Pledge of Allegiance	
4	Approval of Agenda	
5	Adoption of Minutes – April 12, 2023	
6	Citizen Time	
7	New Business	
7a	Public Hearing: Rezoning, RZ#22-03, Downtown Development Phase IV, Artena Park Action: Recommend to the Governing Body approval, approval with changes or denial of the Rezoning, RZ#22-03	
7b	Public Hearing: Waivers, WAI#22-03A-G and Public Facilities Manual Waivers, PFW#22-03A-D Action: Recommend to the Governing Body approval, approval with changes, or denial of Waivers, WAI#22-03A-G and Public Facilities Manual Waivers, PFW#22-03A-D	
8	Unfinished Business	
9	Report of Special Committees - None	
10	Informational Update from Community Development Staff	
11	Adjourn	

OFFICIAL MINUTES OF THE REGULAR MEETING OF THE MANASSAS PARK
PLANNING COMMISSION HELD ON WEDNESDAY, APRIL 12, 2023, AT 7:00 PM
AT MANASSAS PARK COUNCIL CHAMBERS, 100 PARK CENTRAL PLAZA,
MANASSAS PARK, VIRGINIA

1. Call to Order:

7:00pm
2. Roll Call:

Present:

Lester Finkle, Chairperson

John Evans, Vice Chairperson

Alanna Mensing, Commissioner

Martha Collier, Commissioner

Absent:

Michael Becketts, Commissioner

Staff: Also Present:

Lana A Conner, City Clerk

Laszlo Palko, City Manager

Michele Barry, Planning & Zoning Administrator

Calvin O'Dell, Director

Community Development

3. Moment of Silence/Pledge of Allegiance: Chairperson Finkle

4. Approval of Agenda:

MOTION: Commissioner Collier moved to approve agenda as presented.
SECOND: Commissioner Mensing
VOTE: Yes: Collier, Mensing, Evans, Finkle

5. Adoption of Minutes:

February 8, 2023:

MOTION: Commissioner Mensing moved to approve per corrections by
Chairman Finkle:
Page Four: Delete: Downtown Transportation Infrastructure because they
are already listed on Page 3 of minutes:
Projects:
• Street Improvements and Resealing – \$353K in FY24
• Additional Streets Projects - \$96K in FY24
• Manassas Drive Primary Extension Resurfacing –\$1.4M in FY24 (Grant
Funded)
Costs: \$1.85M in FY24; \$4.2M over 5 years Timeline: Annual and ongoing
Page 4: corrected to read:
Clarification: FY24 Motorola Radio System Upgrades: the radio system that
the police utilizes and shares with Manassas City requires an upgrade. Rest
of paragraph is fine.
Page Six: adjournment is 7:33pm not 8:33pm
SECOND: Commissioner Evans
VOTE: Yes: Mensing, Evans, Collier, Finkle

March 8, 2023:

MOTION: Commissioner Mensing moved to remove with correction that
Commission Michael Becketts was absent.
SECOND: Commissioner Evans
VOTE: Yes: Mensing, Evans, Collier, Finkle

6.Citizens Time: None

7.New Business: Micki Barry, Planning & Zoning Administrator:

7a. Public Hearing FY24-FY28 Capital Improvement Program (CIP)

Chairperson Finkle opened the public hearing at 7:04pm.
The City Manager went over the projects that changed from last presentation. The last presentation was only expenditures.
GF CIP-5 Year Model. They now have revenues. Proffers make up about \$6M. A lot of the projects for CIP will be funded by proffers for next few years in order to fund the NVTa.
City Sum of \$58.3M over 5 years (\$7.1M ARPA-funded) up from \$57.4M.
New community development facility, schools’ security, and city hall lease payments are part of Admin. & Gen. Services section (\$9M).
Last CIP presentation had \$21M which would lead to massive deficits for FY24 so he reduced it to \$16,864,336 spreading \$4.5M across four fiscal years (2028)
Total \$58.8M spending across 5 Years.
\$15.8M+ for Facilities and Grounds (27%)
•\$14.4M+ out of this total (24%) is for Transportation Projects
•\$8.5M+ is for Community Development & Parks & Rec
•\$8.3M+ is for Schools: State legislators did not come up with funding for schools for FY23 or FY24. The city will have to come up with additional funds in future years.
•\$4.7M+ is for Police & Fire
•\$4.4M+ for Fleet
•\$3.4M+ for Administrative/Technology Overhead + Elections
W&S CIP 5 Year Model: water & sewer rates and tap fees \$11M over five years help fund W&S account. No change in expenditure from the last presentation. \$27.1M+in spending over 5 years. \$15.5M+of which 57% is Debt. \$4.5M (17%) for infrastructure maintenance & upgrades. \$2.1M (8% for Water System improvements. The average rate is about 2.5% increase.
Storm Water: biggest change will be \$1.9M of which (29% which is down from 78%) is for stream restoration. \$6.5M+ in spending over 5 years which was reduced from \$26.8M.
Russia Branch Stream project replaced by bird stream sanctuary much cheaper at \$1.9M. This was a recommendation from outside consultants. Staff has applied for additional funding through federal application.
Total City CIP summary: not counting Enterprise Debt payments the City will be spending over \$77.6M in Capital Expenditures across all funds over the next 5 years (\$7.1M in AARPA) from all funds. Big change is storm water.

Enterprise Fleet Lease Program FY24
Project Description: Enterprise Fleet Program
Total Cost: \$327,414.48 in FY24 due to the addition of two F250 vehicles for public works. \$1,637,072.40 over 5 years. For No Commercial Parking signage project crews.
Community Development Facility and future facility for schools: estimated total cost is \$2M water & sewer fund and \$4.2M General Fund.
Project Description: Enterprise Fleet Program
Total Cost: \$305,054.64 in FY24; \$1,525,273.20 over 5 years

<u>Project Description</u>	<u>Fiscal Year</u>	<u>Cost</u>
Digital LED Sign Installation	FY2024	\$57,736
Bay Fans Installation	FY2024	\$13,106
Window Replacement	FY2025	\$42,742
Kitchen Remodel	FY2026	\$174,456
Flooring Replacement	FY2027	\$57,736
Generator Replacement	FY2027	\$96,226
Heat Pump Replacement	FY2027	\$15,396

Fire Station:

Kitchen Remodel FY2027, Digital LED Sign Installation moved to FY2028, Flooring replacement FY2028 and Generator Replacement moved to FY2028. Heat Pump Replacement FY2028

Concrete Intersection at Owens Drive: timeline is FY27 at cost of \$500K. Try to get VDOT funding to reduce funding from NVTA.

Schools Roof Replacement at MPMS timeline FY24-25 cost \$2,000,000.

Replacement of MPMS outdoor air units (4) cost \$1,800,00 timeline FY26-27

Police Department: Kennel projects: 3 canine kennels are in bad shape. Replacement cost is \$37,000. Police Critical Incident Capabilities night optic systems \$150,000 cost timeline FY2030. Police Critical incident Response timeline FY29-FY33 cost \$375,000 (\$75K over 5 years).

Staff has had to move back a lot of projects up in FY Years but hopes when development takes off to move some of the projects forward and complete them earlier.

Blooms Trail project: staff hopes to spend \$2M of ARPA funds.

P&R: staff hopes to come up with a 5-year financing structure so city will not have direct impact on city parks & recreation projects such as current bathhouse structure at SHWP, wellness center project, and walkway at SHP, etc.

They will repair the outdoor staircase at this time until it can be replaced. This could possibly be a budget amendment item. The Green Plan is in the spreadsheet and not in CIP. It is a policy recommendation and roadmap for FY2024 for \$100,000. This would be for a consultant.

Close Public Hearing: 7:27pm:

MOTION: Commissioner Mensing

SECOND: Commissioner Evans

VOTE: Yes: Mensing, Evans, Collier, Finkle

FY24-FY28 CIP Budget:

Chairman Finkle stated he finds the CIP consistent with the City’s Comprehensive Plan.

MOTION: Commissioner Mensing moved to recommend to the Manassas Park Governing Body approval of the FY24-FY28 Capital Improvement Program.

SECOND: Commissioner Evans

VOTE: Yes: Mensing, Evans, Collier, Finkle

8. Unfinished Business: None

9. Report of Special Committees: None

10. Informational Update from Community Development Staff:

Staff is moving forward with Phase IV rezoning application. It will be presented at the next meeting of the Planning Commission.

VRE Parking Garage: contractor has been identified and timeline to start is either June 2024 or July 2024.

11.Adjournment at 7:30pm:

MOTION: Commissioner Collier moved to adjourn at 7:30pm.

SECOND: Commissioner Mensing

VOTE: Yes Collier, Mensing, Evans, Finkle

Approved May 10, 2023

Lester Finkle

Lana Conner



CITY OF MANASSAS PARK
Public Hearing
Planning Commission
Wednesday, May 10, 2023
7:00 PM

Staff Report

Rezoning, RZ#22-03, Downtown Development Phase IV, Artena Park
Waivers, WAI#22-03A-G and Public Facilities Manual Waivers, PFW#22-03A-D

Applicant: Artena, LLC

Location: 8227, 8227A, 8228 and 8229 Conner Drive, and unaddressed parcel developed with the Conner House and parking lot for Parq 170 Apartments

Tax Map #s: 29-1-1, 29-1-4, 29-1-5, 29-1-6 and 24-A-C

Acreage: 7.8 acres

Existing Zoning: I-1, Industrial district, PF, Public facilities district

Proposed Zoning: MU-D, Downtown mixed-use district

Comprehensive Plan Designation: City Center Redevelopment District

Surrounding Land Use & Zoning:

	Zoning	Current Use	Comprehensive Plan Land Use Designation
North	MU-D	Apartments and Retail	City Center Redevelopment District
South	I-1/Prince William County	Auto Repair/ Prince William County Schools	City Center Redevelopment District
East	MU-D	City Hall/Park Central	City Center Redevelopment District
West	Prince William County	Prince William County Schools	Not Applicable

Description of the Application: The application proposes to develop a maximum of 400 dwelling units in two, ten story apartment buildings, a 100,000 square foot commercial building and a 150-space parking

area for the abutting mixed-use development. Access to the development will be off Conner Drive and existing Broad Alley. The site is to be developed in three phases. The first phase will include construction of downtown streetscape, sidewalk and parallel parking along Manassas Drive, the 150-space parking area adjacent to Manassas Drive, and one 10-story apartment building with a combination of podium and structured parking. A private street will be constructed to provide access from Broad Alley and Conner Drive between the apartment building and the 150-space parking area. A sidewalk will be provided along the southern side of Broad Alley as well as the perimeter of the apartment building. Broad Alley, currently a one way drive aisle only providing access to Manassas Drive, will be converted to a two way private street (Liberty Street) with a dedicated outbound left and right turn lane at Manassas Drive. Improvements are also to be made to Manassas Drive by installing a dedicated left turn lane for Broad Alley and creating a concrete median between the north and southbound lanes on Manassas Drive.

The second phase will redevelop the existing parking lot that surrounds the Conner House to construct the second, 10-story apartment building with a combination of podium and structured parking. Another private street will be constructed between the two apartment buildings. Sidewalks will be provided along the apartment frontage and extended on the south side of Broad Alley terminating at the rear parking garage entrance. The Conner House will be retained and incorporated into the site grounds. A two story parking garage will replace the 150 space surface parking lot developed in Phase 1. The parking lot being redeveloped in Phase II currently serves the Parq 170 at City Center development. Before the parking lot is redeveloped with the proposed apartment building, owners of Parq 170 at City Center will need to submit a parking waiver and site plan revision to reflect the proposed changes to their property.

The final phase of the development is a 100,000 square foot commercial building and its attendant parking garage. This structure will be located in the southern boundary of the site where a portion of the building will have frontage along Manassas Drive.

Land Use: The proposed development is located within the City Center Redevelopment District. The purpose of this district is to encourage an integrated mixture of commercial, office, civic buildings and residential uses. As stated in the Land Use chapter of the City's Comprehensive Plan, this district should be developed to provide a commercial/office/civic activity center that is supplemented by multi-family residential uses and adequate parking. Furthermore, residential uses should be included in mixed use developments at the level necessary to ensure viable commercial activity in the City Center. The vision of the City Center Redevelopment District is to create a place where people will come to shop, dine, work, attend cultural and entertainment events, conduct civic business, and live.

The proposed development is appropriate for the City Center Redevelopment District because it provides a variety of uses desired by the Comprehensive Plan. The apartment buildings containing a maximum of 400 dwelling units will add to the downtown population and contribute to increased activity levels during the evening and weekends. Adding this concentration of residents will help support the commercial businesses preparing to open in Park Central and provide a recurring customer base for future commercial uses in the downtown.

Parking is also a critical element in the City Center Redevelopment District. This application is providing a parking area of 150 spaces that will serve the abutting mixed-use development, Parq 170 at City Center. Parking on the west side of Manassas Drive has its limitations, especially for commercial uses. The 150 parking space area, which initially will be a surface lot and ultimately a parking garage, will provide conveniently located parking. This parking proposal allows easier access to the store fronts on the west side of Manassas Drive without having to walk across Manassas Drive.

The proposed 100,000 square foot commercial building will be visible from Manassas Drive and provide additional retail and commercial space within the downtown. The residential and commercial spaces provided as part of this development fulfill the mixed-use concept required by the MU-D district and envisioned in the Comprehensive Plan. To that end, the applicant is proffering that the subject site will be developed in accordance with the general development plan (GDP). See Attachment E.

Community Design: High quality building materials and signature buildings are essential to ensure the City Center Redevelopment District maintains its appeal over time. Accordingly, the individual buildings and development blocks within the district should include timeless architectural elements as well as modern building design and creative building articulation. The proposed buildings will contribute to the contemporary appearance of the downtown by using modern architecture and durable materials. The provided elevations show high-rise, urban style apartment buildings, with podium and structured parking. No dumpsters are proposed for the site since trash collection is to occur within the building or an interior loading area. As stated in the proffers, the buildings shall be faced on all sides with durable, attractive and high quality materials that will be similar to those provided in Attachment G. As shown in the renderings, Phase II proposes to retain the Conner House and incorporate it into the outdoor amenity.

Although no architectural elevations have been provided for the commercial building or the parking garages, the proffers state that all commercial buildings will have harmonious architectural features and materials with the apartment buildings. It is imperative that the architecture of these structures be known, so that the bulk and height can be evaluated and determined to be appropriate for the downtown.

Other proffered design features include screening mechanical equipment and utility removal along the Manassas Drive frontage. Mechanical equipment will be screened from adjacent residential properties and public rights-of-way (Manassas Drive and Conner Drive). The screening material will be in a color that is compatible with the design of the buildings. As part of the streetscape improvements, the applicant has proffered “placing streetlights and utilities underground” during Phase I of the development. For clarity, staff recommends the language be modified to read “removing the NOVEC streetlights and placing existing utilities underground.” Staff supports these visual improvements, especially since they will take place during Phase I of the development, but would like clarity regarding the existing NOVEC streetlights along the Manassas Drive frontage.

One of the strengths of this development is the connectivity it provides within the downtown. The various street and pedestrian connections provided in this application will be a great benefit to the downtown’s transportation network. Specifically, this development provides a connection between Manassas Drive and Conner Drive. By making Broad Alley a two-way street, the northbound and southbound traffic on Manassas Drive can use the proposed private streets within the development to access Conner Drive.

Environment: Currently, there are several auto repair shops at the subject site, and there are a significant number of vehicles being stored on the properties in various stages of repair. The applicant has conducted a Phase 1 environmental assessment. While the study identified some spills and contamination on site, they are relatively minor and will be addressed with standard remediation practices.

The proposed development will also have to comply with the current Virginia regulations for stormwater quantity and quality control. The rezoning application provides no specifics regarding stormwater management, and the applicant has stated that the development will meet the minimum requirements for stormwater management and the details will be provided during the site plan process. All necessary local, state and federal environmental regulations will be met prior to the commencement of construction.

Public Safety: The proposed application is anticipated to have minimal impacts to the Police Department and Fire and Rescue levels of service. However, the Fire Marshal does recommend that all private streets or travelways have a minimum width of 26 feet to accommodate fire and rescue vehicles. The general development plan shows certain travelways with a minimum width of 24 feet. The Public Facilities Manual (PFM) requires private streets to be 30 feet in width. A PFM waiver is being requested to reduce the private street widths to a minimum of 24 feet. More details on the PFM waivers regarding private streets can be found in the Waiver & Modifications section of the staff report.

Parks, Open Space and Recreation: In the MU-D, Downtown mixed-use district, impervious surfaces cannot exceed 75% of the site. The applicant is requesting the impervious coverage be increased to 90%. Conversely, green space and outdoor amenities are required to be at least 25% of the site. As stated by the applicant, open space and outdoor recreation will be 10% of the site, and a waiver is being requested for this reduction. The GDP shows green space surrounding the apartment buildings and the architectural elevations show an outdoor swimming pool for at least one of the apartments. Although green space is limited on site, the downtown is envisioned to provide various amenities for both residents and visitors. The residents at the proposed development will have easy access to the new downtown amenities, including the City Hall, library, public plaza, splash pad, and the various events to be scheduled at Park Central. To make the most of the site's open space, staff recommends the applicant commit to a detailed landscape plan that provides for plantings, benches, designated dog walking areas, and pet waste stations as well as an outdoor pool for each apartment building.

Potable Water: The uses associated with the subject rezoning will connect to public water. The connection and design will be determined at site plan review.

Sewer: The uses associated with the development connect to public sewer. The connection and design will be determined at site plan review.

Schools: According to Manassas Park City Schools, the proposed development will not have a significant impact on the school enrollment numbers. Similar apartment developments within the City have historically generated between .10 and .21 students per unit, so it is anticipated the proposed development will generate between 40 and 84 additional students. Apartments historically produce fewer school children than single-family detached dwellings and townhouses.

Since the start of the 2018 school year, student enrollment at Manassas Park City Schools has decreased by 290 students. Additional children generated by the proposed development may cushion this decline. As a reminder the City added 400 apartment units over the last 5 years, and school enrollment continues to decline. Nationwide there is a trend of decreasing birth rates based on the millennial generation not having as many children. The Manassas Park City Schools will continue to monitor enrollment numbers, but overcapacity does not appear to be a concern for the next several years.

Parking: Parking for the development will include surface lots, podium and structured parking for the apartment buildings, a parking garage for the proposed 100,000 square foot commercial building, and a dedicated 150-space lot or garage for the mixed-use development to the north of the site, Parq 170 at City Center. The parking requirements for multi-family dwellings are 1.75 spaces per unit plus 1 space per every 10 units. The applicant is seeking a waiver to reduce the parking requirement for the apartment buildings to 1.3 spaces per unit. See the Waivers & Modifications section for more details on the parking reduction.

As shown on the GDP, parking for the commercial building will be provided in a garage. The number of required parking spaces will depend upon the uses identified for the commercial building as part of the site plan. As a point of reference, retail uses require 1 parking space for every 250 square feet of floor area, except for stairwells, elevators, hallways, restrooms, storage space, and escalators. At the time of site plan, the applicant will have to demonstrate the required number of spaces are being provided as either surface or structured parking.

Bicycle parking is also required in the City Center Redevelopment District. The applicant is committed to providing the required amount of bicycle parking for the development and is not seeking a waiver. Within the City Center Redevelopment district, bicycle parking for multifamily dwelling units is 1 space per 4 units, requiring a maximum of 100 bicycle spaces for the apartment units. The 100,000 square foot commercial building requires 1 bicycle space for 1,200 square feet of gross floor area excluding stairwells, elevators, hallways, restrooms, storage space, and escalators. Since the building has yet to be designed, the square footage subject to the parking requirements is unknown at this time. The applicant can anticipate providing no more than 83 bicycle spaces for the commercial building.

Lastly, the proposed development is providing a 150-space parking area for the mixed-use buildings to the north, Parq 170 at City Center. This parking lot will be constructed in Phase I of the development, as a surface parking lot. As part of Phase II, the applicant will construct a parking garage to accommodate the 150 spaces. It is anticipated that a separate lot will be created for this parking garage and ultimately sold to the owners of Parq 170 at City Center. All remaining surface spaces would be considered as parking for the proposed development.

Loading: There are no loading spaces shown on the GDP. Loading requirements are found under Sec. 31-28 of the Zoning Ordinance. Based on these provisions, loading spaces are not required for multifamily dwellings. However, staff recommends that at least one loading space be provided for each apartment building. Based on the GDP, the apartment buildings are going to be a maximum of 120 feet in height or approximately 10 stories. A dedicated space or loading dock interior to the building should be provided to assist with large deliveries and facilitate the moving process for tenants. Having such a loading area would alleviate the blocking of parking spaces and drive aisles from moving and large delivery trucks.

Commercial uses do require dedicated loading spaces at 1 space per 10,000 square feet of floor area. Based on this requirement, the commercial building would need 10 loading spaces. Clearly, ten loading spaces is excessive, especially for one building. The applicant is also seeking a reduction to the loading space requirements. Sec. 31-28(a)(2) of the Zoning Ordinance does allow the number of loading spaces to be reduced if it can serve two or more uses, provided the City can be assured of the permanent availability of the loading spaces. The applicant is requesting only two loading spaces be required. Although not shown in any of the submitted plans or illustrations, the applicant has stated the loading areas will be internal to the buildings, subject to final design. Furthermore, the applicant anticipates each apartment building will have at least one interior loading dock. Staff supports loading docks for the apartments. For the commercial building, staff believes two loading spaces will provide sufficient flexibility in meeting the delivery needs of all tenants. If necessary, a delivery schedule can be created, so deliveries can be appropriately timed. To ensure the permanent availability of the loading spaces and provide efficient traffic circulation on site, staff will accept the reduction only if they are interior loading spaces. The actual number of loading spaces can be determined at the site plan stage.

Transportation: The following transportation improvements are being provided as part of the rezoning application:

- a. A left turn lane will be added to northbound Manassas Drive at Broad Alley so there is access to the site from Manassas Drive.
- b. The Manassas Drive median will be modified between Broad Alley and the railroad right-of-way to accommodate the dedicated left turn lane for Broad Alley and close off the median break at Naylor Drive so left turns at Manassas Drive and Naylor Drive are prohibited.
- c. Broad Alley will be converted from an exit only travelway to a two-way private street and will continue to provide access to northbound and southbound Manassas Drive.
- d. The applicant will dedicate .41 acres of the site as public right-of-way for Conner Drive.
- e. Two private streets connecting Broad Alley with Conner Drive will be constructed.
- f. City Center streetscape will be provided along the Manassas Drive frontage to include a sidewalk, streetlights, street trees, and parallel parking.
- g. New sidewalks will be provided within the site, specifically along the south side of Broad Alley, on both sides of the apartment building for Phase I, and along the frontage of the Phase II apartment building. These sidewalks will provide pedestrian connections between Manassas Drive and Conner Drive via Broad Alley.

Any potential new roadway within the City is identified in the transportation chapter of the Comprehensive Plan or the Capital Improvement Program (CIP). With the VRE garage nearing construction and the increased residential and commercial development downtown, multiple routes in and out of the City Center Redevelopment District are necessary. The Conner Drive extension is specifically listed as a Planned Roadway Segments and Improvements table and shown in Figures 12.8 and 12.9 of the transportation chapter of the Comprehensive Plan. This proposed road segment connects Conner Drive to the roundabout at Market Street (Parq 170 at City Center) as well as provides a road connecting Conner Drive with Manassas Drive, and ultimately to Park Central Plaza. Naylor Drive, completed as part of the Phase III Downtown Development, provides the connection between Manassas Drive and Park Central Plaza. The subject application is providing road access between Conner Drive and Manassas Drive via Broad Alley.

Although it is not the exact alignment shown in Figures 12.8 and Figure 12.9 of the transportation plan, the proposed improvements are in conformance with the Comprehensive Plan because the development provides the vital connection between Conner Drive and Manassas Drive. Furthermore, providing two-way traffic on Broad Alley not only provides access to both northbound and southbound Manassas Drive but it also allows vehicles traveling either way on Manassas Drive a connection to Conner Drive. Therefore, the proposed transportation elements are consistent with the transportation policies identified in the Comprehensive Plan.

Staff commends the applicant for providing several new pedestrian connections and the Manassas Drive/Broad Alley improvements as part of the development proposal. Currently, there is an existing crosswalk on Manassas Drive, immediately south of Broad Alley. With the proposed Broad Alley improvements as well as the left turn lane on Manassas Drive, the existing location of the crosswalk becomes a safety concern. The crosswalk needs to be removed as part of the Broad Alley/Manassas Drive improvements, and staff recommends the applicant be responsible for the removal. The Park Central Complete Streets Assessment study recommends that this crosswalk be relocated north of Broad Alley. Funds for relocating this crosswalk have been secured under the Virginia Department of Transportation (VDOT) Highway Safety Improvement Program (HSIP) that was recently awarded to the City. Given the applicant has committed to the transportation improvements for Broad Alley and Manassas Drive, removal

of this crosswalk can be easily incorporated into the street project. As part of these improvements, the existing pedestrian refuge within the Manassas Drive median will be removed along with the existing landscaping. These changes will render the crosswalk useless and it should be removed. The applicant has not responded to this request.

As part of the proposed development, the applicant is dedicating .41 acres to the Conner Drive public right-of-way. Although this portion of Conner Drive is already developed, which includes curbs, gutters and sidewalks, it is not designed to VDOT Urban Street standards. Therefore, this segment of Conner Drive is ineligible to receive maintenance funding. A future road project identified in the FY23-FY28 CIP as Conner Drive Extension – South, anticipates Conner Drive being directly connected to Manassas Drive on the other side of the Norfolk Southern right-of-way. In anticipation of the project, staff has requested the applicant design its Conner Drive frontage to the VDOT Urban Street standards, so it can be incorporated into the Conner Drive Extension – South project. The applicant has not indicated any commitment to this request.

Traffic Impacts: A traffic analysis was provided as part of the application submission in July 2021. The following streets intersection with Manassas Drive were included in the scope of the study: Euclid Avenue, Bank Street, Market Street/Park Center Court, and Broad Alley. Also included in the traffic analysis was the Conner Drive/Euclid Avenue intersection.

According to the study, the entire development will generate 175 net new total trips during the AM peak, 191, during the PM peak and 2,169 net new total trips on a typical weekday. Based on traffic study data, the proposed development will not have a substantial impact to the surrounding transportation and roadway network. However, the study does recommend mitigation measures to improve traffic operations. Specifically, it is recommended that the eastbound and westbound approaches of Conner Drive at Euclid Avenue be restriped so there is a left-through and dedicated right-turn lane at both approaches. With the Conner Drive extension to Centreville Road currently under construction, the recommended striping can be done as part of that project. However, there are no plans to stripe the westbound approach of the Conner Drive and Euclid Avenue intersection. To complicate matters, Conner Drive, between the Conner House and Euclid Avenue is not owned by the City. It is in Prince William County and maintained by VDOT. Because the proposed development contributes to the unacceptable level of service at this intersection, the applicant should be responsible for this mitigation. However, City staff is willing to address this matter given the minor cost of restriping and the required coordination with VDOT and Prince William County.

The study provides a detailed analysis of the intersections identified above. The criteria used to assess traffic impacts are Level of Service (LOS) and queue length analysis. The LOS at signalized intersections is based upon traffic volume present in each lane on the road, the capacity of each lane at the intersection and the delays associated with each directional movement. A LOS D is generally considered the lower end of acceptable traffic delays in urban areas with a delay time between 35.1 to 55.0 seconds per vehicle. LOS E is defined as the limit of acceptable conditions with a delay time between 55.1 to 80.0 seconds per vehicle. See LOS definitions in Attachment D. A queue length analysis is also conducted to determine the sufficient length needed to accommodate the peak period traffic. The standard evaluation criterium is the 95th percentile queue length, which is the determined length of a queue that will not be exceeded in 95% of the intersection cycles.

Under current conditions, the studied intersections operate at acceptable levels of service during both peak hours, meaning they have a LOS of D or higher during the peak periods. The study also provides two traffic projection scenarios for the year 2024: 1) 2024 Future without Development and 2) 2024 Future

with Development. Future traffic without development includes existing traffic, general traffic growth in the area, and other approved but unbuilt development projects. The 2024 Future with Development adds the proposed development to determine the impacts of the subject site on future traffic.

Whether the proposed development is built or not, two intersections are anticipated to have one approach operating at unacceptable levels of service during at least one peak hour. Those intersections are Manassas Drive and Bank Street as well as Euclid Avenue and Conner Drive. The projected delays are associated with inadequate gaps during commuter peak hours as a result of heavier traffic volumes on Euclid Avenue and Manassas Drive, causing delay to the left and right turning movements at Bank Street and Conner Drive respectively. For the Conner Drive and Euclid Avenue intersection under the 2024 Future with Development, both Conner Drive approaches will operate at an unacceptable LOS during the am and pm peak. Hence, the recommendation to provide the lane striping of a dedicated right and left-through lanes at both approaches. Even with the restriping, the intersections will still be at an unacceptable level of service during the am and pm peak but the seconds of delay at the intersection will be reduced.

For the queue analysis, both Bank Street and Conner Drive do not exceed the 95th percentile queue length under any scenario. The Manassas Drive/Bank Street intersection is anticipated to be less than three standard car lengths under the 2024 Future with Development, and it is not anticipated to cause issues, especially since drivers can use the signalized route at the Market Street/Park Central Plaza intersection. Therefore, no mitigation is proposed for Bank Street. The 95th percentile queue lengths at Conner Drive and Euclid Avenue intersection are anticipated to be five standard car lengths or less during both peak hours.

There is only one turning movement where the 95th percentile queue length exceeds the available storage length. This is the western right turning movement at the Manassas Drive/Euclid Avenue during the AM peak hour. However, the queue length is exceeded under all three scenarios: the existing conditions, the 2024 Future without Development and the 2024 Future with Development. Adjusting the signal timings at this intersection should accommodate the 95th percentile queue lengths within the available storage lengths. Since the issue occurs under existing conditions, this mitigation measure should be addressed by the City.

Compatibility with adjacent properties: The proposed development is in keeping with the vision of the City Center Redevelopment District by providing a mix of commercial and residential uses. The proposed development will complement Parq 170 at City Center, the mixed-use development to the north, and Park Central, located on the other side of Manassas Drive that is still under construction. The public plaza, splash pad and library at Park Central are operational. Building plans for the coffee shop and restaurant occupying the ground level of City Hall are currently under review, and construction of the VRE parking garage is anticipated to start this summer. The proposed development consisting of a maximum of 400 multi-family dwelling units, a 150-space parking lot/garage and a 100,000 square foot commercial building will contribute to the downtown population and the recurring customer base necessary to create a vibrant downtown.

Of concern are the existing uses that are incompatible with the proposed mixed-use development, specifically the industrial uses to the south. While buffers are required between incompatible uses, the Zoning Administrator may modify these provisions where the adjoining land is designated in the adopted comprehensive plan for a use which would not require the provision of a buffer zone. Since the industrial properties to the south are located within the City Center Redevelopment District and can be redeveloped as mixed-use, the 35 foot wide buffer between the site and the industrial properties is not required. Regardless, staff is seeking some type of screening between the subject site and 8225 Conner

Drive. More importantly, the provided screening should be located in a manner where the industrial properties cannot be seen from Manassas Drive. Staff recommends retaining the existing vegetation at the southern corner of the site near Manassas Drive, installing an opaque fence or other structure and providing supplemental plantings.

Waivers & Modifications: To permit the development as currently proposed, seven Zoning Ordinance and four Public Facilities Manual waivers are required. Several of the waivers have been identified throughout this report, but the full list is provided below. The applicant's justification for the waivers are provided in Attachment F. For simplicity, justification for the waivers can be found below and are grouped by subject matter.

Waiver #	Code Section	Summary of Requirement	Proposed Modifications/Waivers
WAI#22-03A	31-17.A(b)	The residential component of any development cannot comprise more than 75% of the development's total floor area unless a waiver has been approved.	To allow an increase in percentage of residential area to 100% of the total proposed floor area.
WAI#22-03B	31-17.A(g)	Impervious surfaces cannot exceed 75% of the total gross area of the development.	To allow an increase in impervious coverage to 90% of the gross area of the site.
WAI#22-03C	31-17.A(k)	Except for uses permitted in the PF Public facilities district, all construction must have a minimum height of 40 feet.	To allow a reduction of the minimum building height to 20 feet.
WAI#22-03D	31-27(b)(10)	A parking bay shall not be constructed to a length of more than 90 feet without constructing a landscape island of at least 9 feet in width and 18 feet in length.	To modify this requirement as shown on the future site plan.
WAI#22-03E	31-27(c)	Multi-family parking provisions require 1.75 spaces per dwelling unit plus 1 space for every 10 dwelling units.	To reduce the multi-family parking requirement to 1.3 spaces per unit.
WAI#22-03F	31-33(g)(1)	There shall be landscaped open space within the perimeter of the parking areas, in the minimum amount of 8 square feet for each parking space, which shall be located so that no parking space is more than 125 feet from a portion of the landscaped open space as required.	To modify this requirement to what is shown on the general development plan.
WAI#22-03G	31-33(j)(2)	Screening provisions require a 6 foot high fence and vegetative screening between properties zoned I-1, Industrial district and the residential component of the MU-D, Downtown mixed-use district	To modify these requirements as shown on the future site plan.
PFW#22-03A	Section 404, Plate IV-A	The required private street width is 30 feet.	To reduce the private street width to no less than 24 feet.

PFW#22-03B	Section 401.03(c); Section 404; Plate IV-A, Note 8	Maximum of 700 vehicles per day for private streets.	To waive the 700 vehicles per day limit.
PFW#22-03C	Section 401.12	Sidewalks are required on both sides of the street.	To modify the sidewalk requirement as shown on the future site plan.
PFW#22-03D	Section 404, Plate IV-A, Note 1	No residential frontage is permitted on private streets.	To allow residential frontage on private streets.

Waivers of the MU-D, Downtown mixed-use district (WAI#22-03A, WAI#22-03B and WAI#22-03C): There are three waivers associated with the MU-D district requirements, increasing the residential component of the development to 100% of the total gross floor area, increasing the impervious surface of the development to 90% and reducing the minimum height of the parking garage and commercial building to no less than 20 feet. The requested residential increase to 100% is to ensure each phase of the development is compliant with the approved waivers. The first and second phase of the development will be 100% residential since an apartment building with approximately 200 units each will be constructed in each phase. The commercial component of the development will occur in Phase III, when a 100,000 square foot commercial building is to be developed. As a whole, the development is 80% residential and 20% commercial. The Phase III Downtown development (Park Central/Village at Manassas Park) has a similar residential and commercial mix. The residential percentage modification is being requested to achieve a transit-supportive intensity of housing and employment within walking distance to the VRE station. Increasing the amount of residential in the downtown not only benefits the community by providing homes in proximity to transit and multiple employment destinations, but it also creates a customer base to support the restaurants and shops proposed within the downtown area.

The stand-alone parking garage and the commercial building and associated parking structure are anticipated to be less than the minimum required height of 40 feet in the MU-D district. The height modification for the stand-alone parking structure is necessary because a 150 space garage generally equates to a two-story structure. Meeting the height requirement would result in an awkward layout and design. Functionality is critical for a parking garage, and the design should not be constrained by a minimum height requirement. Although the commercial building and the associated parking garage have yet to be designed, these structures may also be less than 40 feet in height. The height modification is being requested to allow for flexibility by offering different scales of business opportunities to create a varied, strong economic fabric that allows commercial growth at an incremental scale.

Parking Waiver (WAI#22-03E): A waiver is being requested for the residential parking rate. The Zoning Ordinance requires multi-family dwelling units to provide 1.75 space per multi-family dwelling unit plus 1 space for every 10 units. The applicant is requesting the parking rate be reduced to 1.3 spaces per multifamily dwelling unit.

A parking study for an adjacent development, Artena Manassas, was conducted in January 2023 on a Thursday and Saturday between 7 pm and 11 pm, with counts taken every hour. Based on the vehicle counts, 1.3 spaces per unit was the highest parking rate for Thursday evening. For Saturday, the highest parking rate was 1.1 spaces per unit. As a result of the study, the applicant is seeking to reduce the parking

requirement to 1.3 spaces per unit, which would result in 520 parking spaces for 400 multi-family dwelling units.

Furthermore, the existing multi-family parking rate is based on a suburban development model. With the proposed site being in close proximity to the VRE station, a reduction to the multi-family rate is reasonable. Based on the data presented, staff can support a parking rate of 1.3 spaces per unit for the apartment buildings.

Parking Lot Landscaping Waivers (WAI#22-03D & WAI#22-03F): The requested waivers modify the interior parking lot landscaping requirements in favor of the parking lot landscaping shown on the GDP. To achieve the vision for the downtown, the required 9 foot by 18 foot landscaping bays and the 8 square feet of open space per parking space located no more than 125 feet from any landscaped area need to be modified.

The requested waivers are due to the compact, urban nature of the project. Given the design and layout of the parking areas shown on the GDP, meeting the parking lot landscaping requirements would be detrimental to the layout and design of the site. These requirements are tailored towards low density, single lot developments and shopping centers. The requested modifications maximize the efficiency of the proposed parking areas by providing landscaping on the periphery. For these reasons, staff is supportive of the parking lot landscaping waivers.

Screening Waiver (WAI#22-03G): Required screening consists of a 6 foot tall fence and a vegetation buffer to block the view between the residential component of the site and the I-1, Industrial district properties to the south. Because the apartment building will be 10 stories tall (approximately 120 feet in height), proving an effective visual barrier from the one-story industrial buildings and storage yards would be impractical. The required six foot fence and vegetation would do nothing to shield these uses from the apartment dwellers except at ground level. With the existing industrial building being approximately 10 feet from the lot line, a six foot fence would not effectively screen the building from view. Since both properties are located within the City Center Redevelopment District, the Zoning Ordinance does not require the requisite 35 foot buffer between incompatible uses. Yet, staff does recommend supplemental plantings within the 10-foot vegetative strip that abuts the industrial property to the south. In addition, there needs to be robust vegetative screening and an opaque structural barrier so the industrial properties that are to remain cannot be seen from Manassas Drive. Currently, there are existing trees and shrubs that provide a visual barrier to these properties from Manassas Drive, and it is critical they are retained and enhanced as part of the development proposal.

The applicant is proffering that a landscape plan will be provided at the site plan stage, which will include indigenous species within the landscape strip and disturbed areas as well as peripheral parking lot landscaping to visually buffer the ground level from the adjacent property. The proffers identify the adjacent property as located to the northeast. Staff is seeking clarification on its exact location. Since this is a waiver to the minimum screening requirements, staff cannot recommend this waiver unless a plan is provided showing the details and locations of the vegetative and structural screening.

PFM Waivers (PFW#22-03A–D): As provided in the Public Facilities Manual (PFM), any waiver of the PFM regulations requires approval of the Governing Body. All requested PFM waivers are related to private street regulations regarding width, the 700 vehicles per day limit, sidewalk requirements, and the prohibition of residential frontage.

The proposed development has been designed using urban street standards. The City's PFM is predicated on suburban development specifications and it does not address urban street design. Therefore, the private street modifications are necessary for creating a successful development and a vibrant downtown. Reducing the required 30 foot private street width may be appropriate for an urban, compact development. Like the Phase III Downtown Development, the Fire Marshal recommends street widths of no less than 26 feet to allow sufficient room for fire trucks to access the buildings adequately during an emergency. Therefore, staff recommends the private street width be reduced to no less than 26 feet, not 24 as requested by the applicant. As provided in the proffers, the fire lanes will be designed at the time of site plan submission, so the private street width may be increased. Staff recommends that the waiver approval limits private street width to a minimum 26 feet.

The other private street waivers would allow sidewalks on only one side of the street, residential uses to front on private streets, and an excess of 700 vehicles per day on private streets. Such modifications allow design flexibility necessary in a mixed-use development. Allowing sidewalks on only one side and residential frontage on private streets allow for a more compact development while maintaining critical pedestrian connections within the site and between adjacent developments. Furthermore, the proposed development will provide pedestrian and vehicular connections that will ultimately link Park Central to Route 28 via Conner Drive. With the Conner Drive extension currently under construction, development of the site will complete this alternative downtown access, as recommended in the Comprehensive Plan. It is anticipated that the 700 vehicles per day limit for private streets will be exceeded when the site is fully developed. Waiving the 700 vehicles per day limit provides the necessary flexibility in creating an interconnected private street network that is essential in a mixed-use urban environment.

Staff Comment: The proposed uses, road network, pedestrian elements and provided parking are consistent with policies in the Comprehensive Plan, and those specifically identified for the City Center Redevelopment District. To provide a compact, urban mixed-use development shown on the GDP, several waivers have been requested for the site. While staff is supportive of the overall application, the applicant can make minor changes or provide additional information to ensure a successful, thriving development.

Staff Recommendation: Staff can recommend to the Planning Commission approval of the application, provided the applicant:

1. Provides a design of the Conner Drive frontage using VDOT Urban Street standards at the time of the Phase II site plan submission.
2. Removes the existing crosswalk on Manassas Drive immediately south of Broad Alley.
3. Clarifies that the existing NOVEC streetlights will be removed and all existing utilities will be placed underground.

For the requested waivers, staff recommends approval of waivers, WAI#22-03A, D, E, and F and PFM#B-D. Staff's recommendations for the remaining waivers are as follows:

Waiver, WAI#22-03B: Grant approval of this waiver subject to the submission of architectural elevations by the applicant for the stand-alone parking structure as well as the commercial building and associated parking garage with final review and approval by the Zoning Administrator to ensure the height and bulk of these structures are in keeping with the downtown architecture and proposed development.

Waiver, WAI#22-03C: Grant approval of this waiver subject to submission of an open space and recreation plan by the applicant that shows plantings, benches, and an outdoor pool for each apartment building with final review and approval by the Zoning Administrator.

Waiver, WAI#22-03G: Grant approval of this waiver subject to submission of a landscaping and screening plan by the applicant that shows vegetative screening for the abutting industrial property and screening consisting of landscaping and an opaque fence or structure shielding the industrial properties at street level when viewed from Manassas Drive with final review and approval by the Zoning Administrator.

Waiver, PFW#22-03A: Grant approval of this waiver provided the width of private streets is no less than 26 feet.

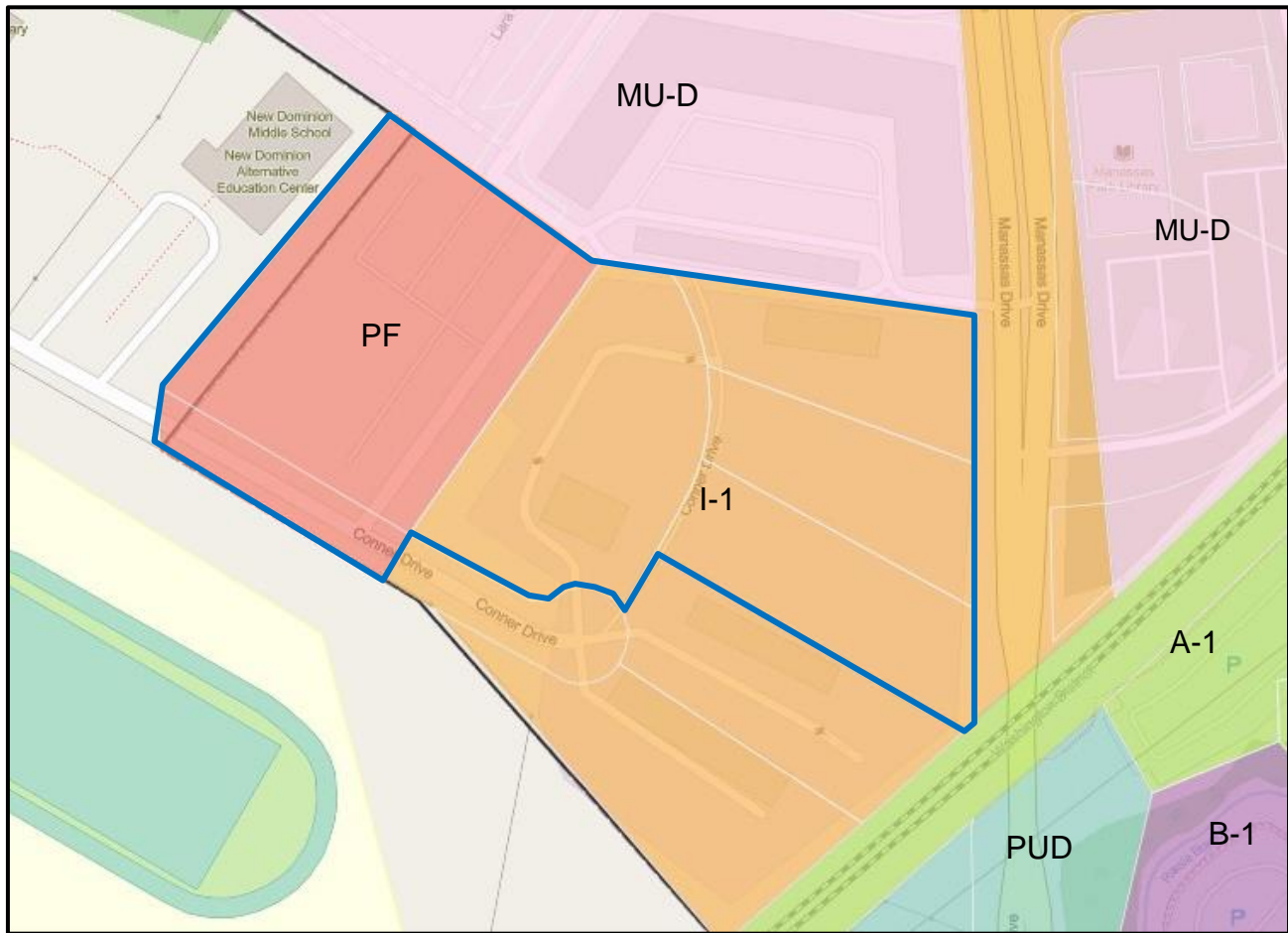
Attachments:

- A. Location Map
- B. Existing Zoning Map
- C. Comprehensive Plan Land Use Map
- D. Level of Service Definitions
- E. General Development Plan, as of March 30, 2023
- F. Statements of Justification for the Waivers
- G. Proffer Statement

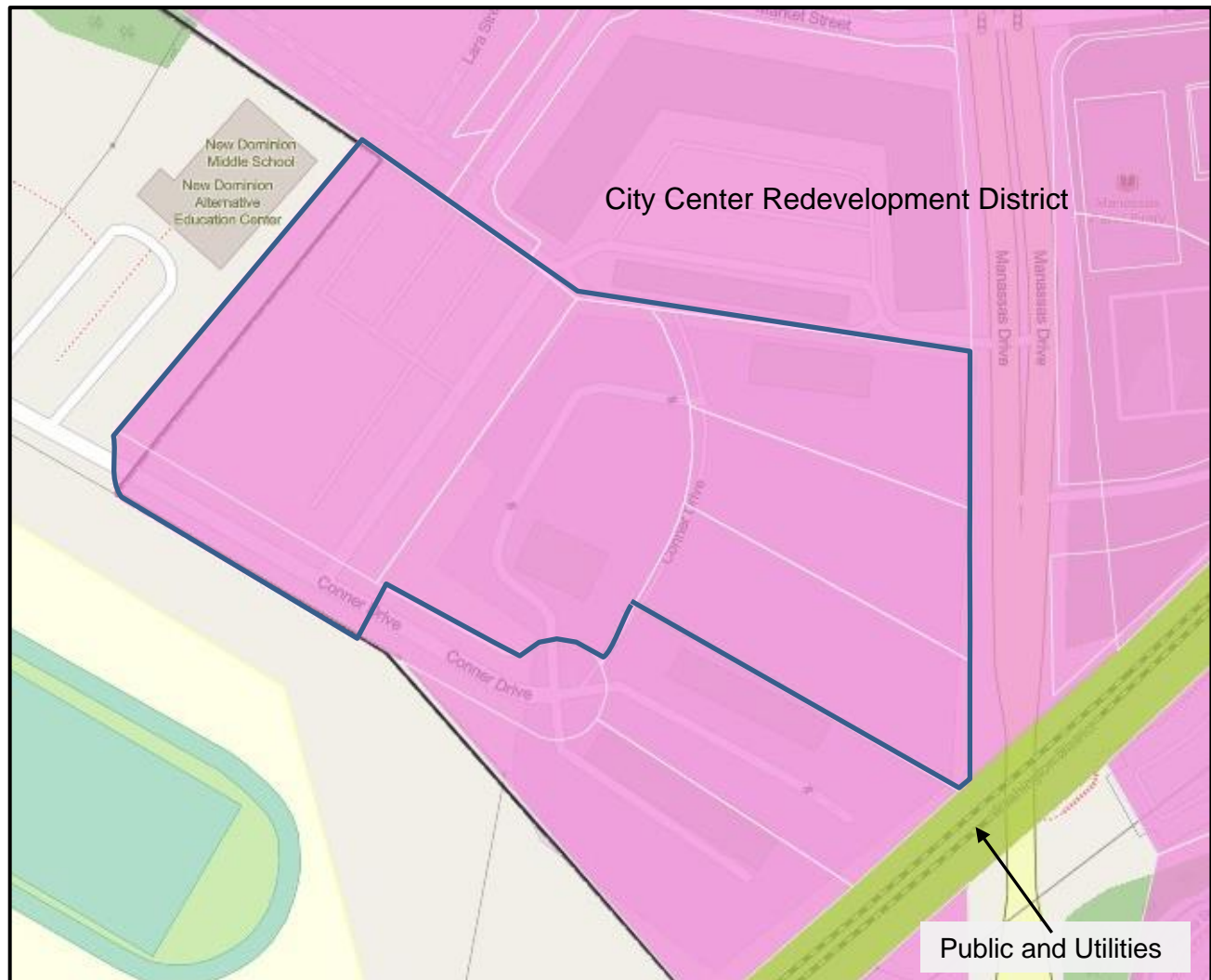
Location of Rezoning, RZ #22-03



Existing Zoning



Future Land Use Map



TECHNICAL MEMORANDUM

Subject: Level of Service Definitions

Introduction

The purpose of this memorandum is to define the level of service (LOS) metric that commonly used as a measure of effectiveness (MOE) for traffic operations.

All capacity analyses are based on the procedures specified by the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), which is currently on its sixth edition. Level of service ranges from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below.

Signalized Intersections

Level of service is based upon the traffic volume present in each lane on the roadway, the capacity of each lane at the intersection and the delay associated with each directional movement. The levels of service for signalized intersections are defined below:

- **Level of Service A** describes operations with very low average delay per vehicle, i.e., less than 10.0 seconds. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.
- **Level of Service B** describes operations with average delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
- **Level of Service C** describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.
- **Level of Service D** describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is generally considered the lower end of the range of the acceptable level of service in urban areas.
- **Level of Service E** describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences. LOS E has been set as the limit of acceptable conditions.
- **Level of Service F** describes operations with average delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

Unsignalized Intersections

At an unsignalized intersection, the major street through traffic and right-turns are assumed to operate unimpeded and therefore receive no level of service rating. The level of service for the minor street and the major street left-turn traffic is dependent on the volume and capacity of the available lanes, and, the number and frequency of acceptable gaps in the major street traffic to make a conflicting turn. The level of service grade is provided for each conflicting movement at an unsignalized intersection and is based on the total average delay experienced by each vehicle. The delay includes the time it takes a vehicle to move from the back of a queue through the intersection.

The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicate worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

- **Level of Service A** describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total delay of less than 10.0 seconds per vehicle.
- **Level of Service B** describes operations with average total delay in the range of 10.1 to 15.0 seconds per vehicle.
- **Level of Service C** describes operations with average total delay in the range of 15.1 to 25.0 second per vehicle.
- **Level of Service D** describes operations with average total delay in the range of 25.1 to 35.0 seconds per vehicle.
- **Level of Service E** describes operations with average total delay in the range of 35.1 to 50.0 seconds per vehicle.
- **Level of Service F** describes operations with average total delay of 50 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal driver behavior.

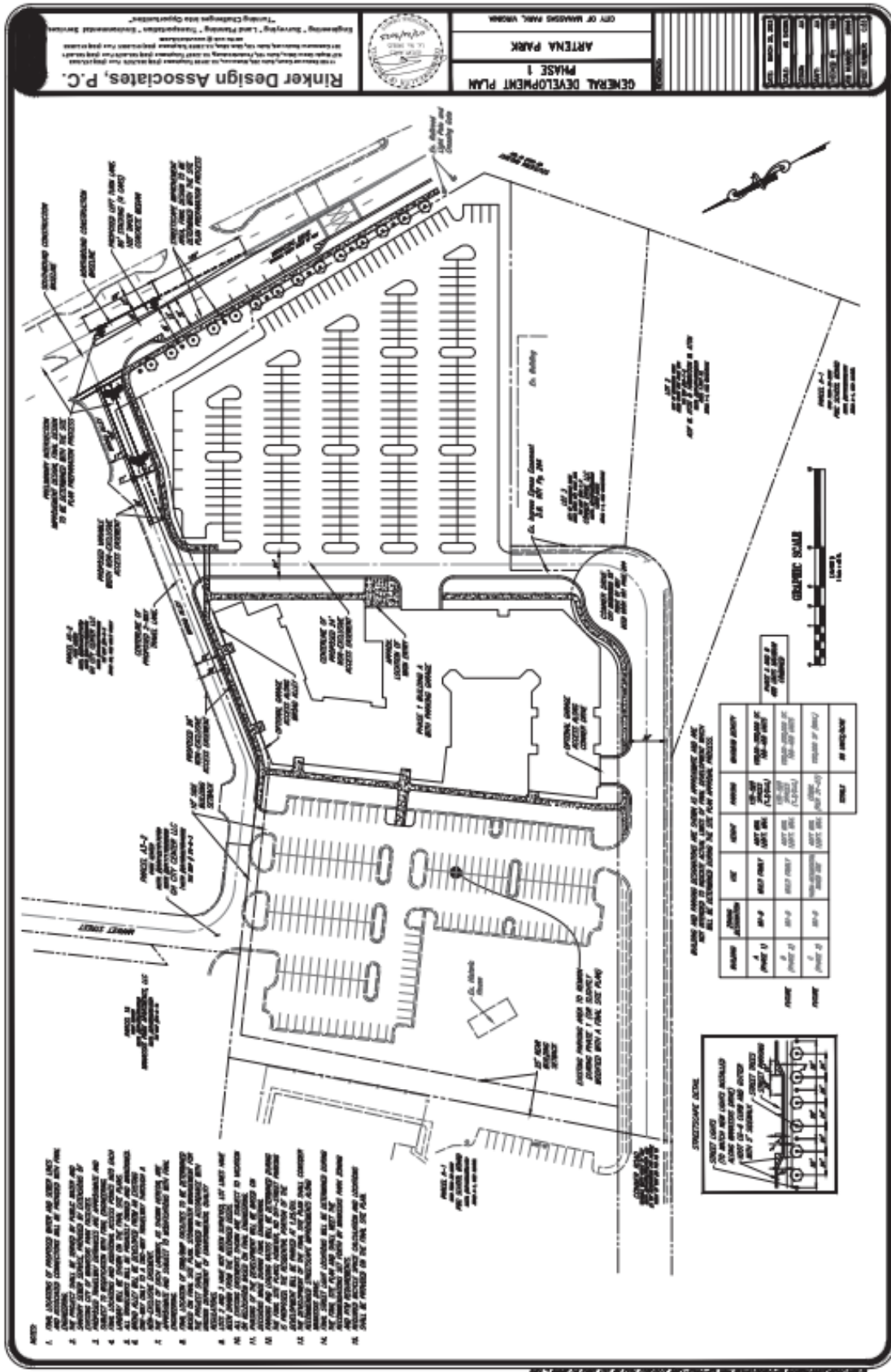
**CITY OF MANASSAS PARK
VIRGINIA**

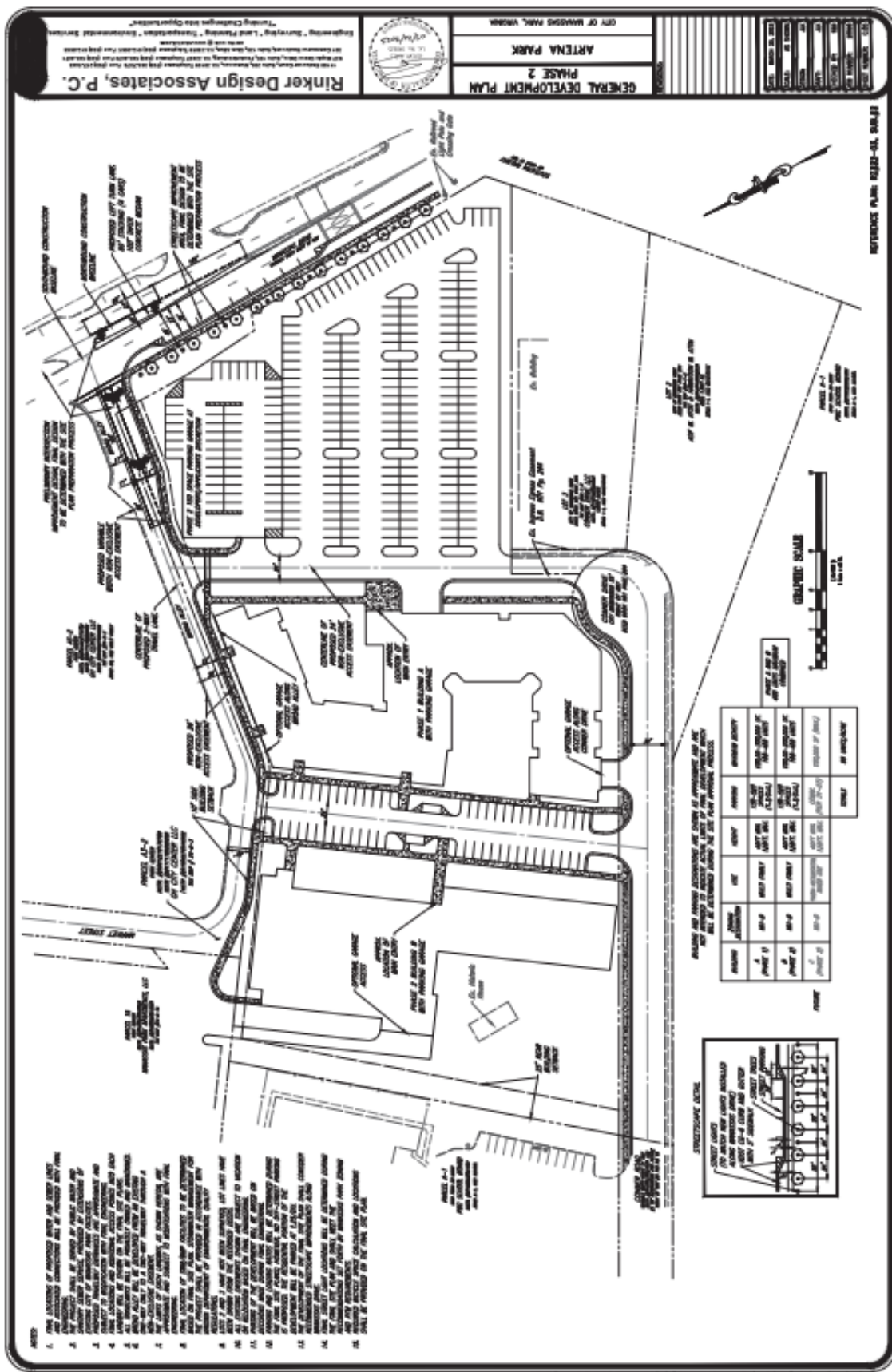
ENVIRONMENTAL CO.
 RUNNER DESIGN ASSOCIATES, P.C.
 11100 ENDEAVOR COURT, SUITE 200
 MANASSAS, VA 20109
 (703) 368-7373
 CONTACT: JEREMY L. KARLS, P.E.

	FILE NAME	CITY/ZIP	AREA (ACRES)	EX. COMMENTS	PROJ. COMMENTS
PARCEL C 83-14318 83-14319 83-14320	28-4-C	CITY OF MANASSAS 20106	3.30420	A-1	M-10-D
1074 83-14328	29-1-1	ARTISTDA LLC	1.81047	0-1	M-10-D
LOT 5 83-14329	29-2-4	ARTISTDA LLC	1.00690	0-1	M-10-D
LOT 6 83-14329	29-2-5	ARTISTDA LLC	0.80051	0-1	M-10-D
LOT 6	29-3-1	ARTISTDA LLC	0.80051	0-1	M-10-D

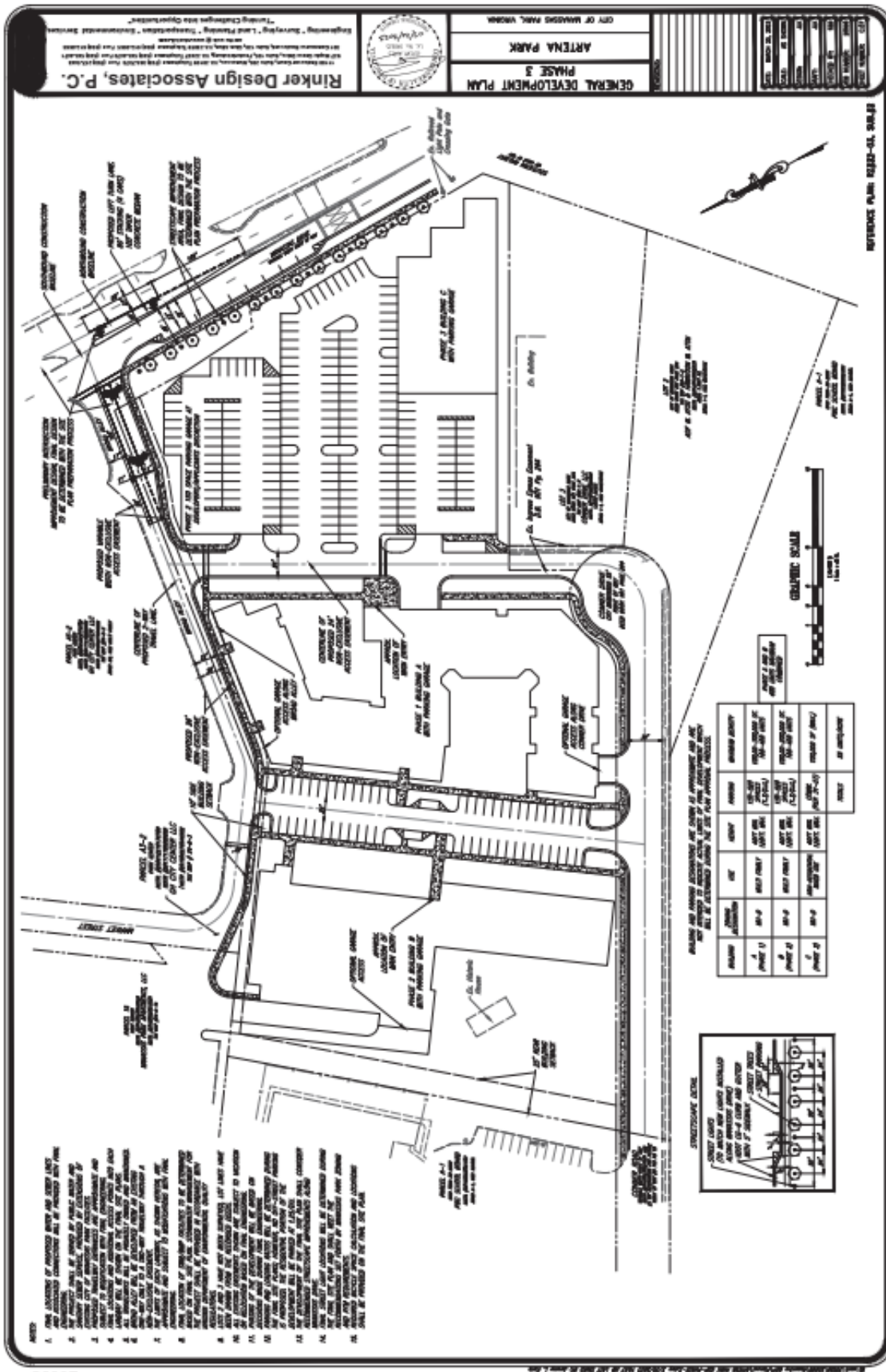
CONSOLIDATED LOT TOTAL: 7.82 ACRES
CONVEY DRIVE INGRESS/EGRESS CONVERSION TO ROW DEDICATION: 0.41 ACRES
EPD LOT DEVELOPMENT AREA: 7.41 ACRES

VICINITY MAP
SCALE: 1" = 1 MILE











Artena Park Rezoning
Waiver and Modification Request
8228, 8227, 8227A, 8229 Conner Drive and TM 24-A-C,
City of Manassas Park, Virginia
March 28, 2023

Zoning Ordinance Waiver/Modifications Requests:

Waiver Request: - to waive the MU-D, Downtown mixed-use district regulations (Sec. 31- 17.A(b)) requiring the residential component of any development to not exceed 75% of the development's total floor area.

Justification: The Applicant requests that this provision be waived. The waiver is justified because the proposed project is predominantly residential with the commercial uses amounting to not more than twenty (20%) percent of the project.

Waiver Request: - to waive the MU-D, Downtown mixed-use district regulations with regard to the residential cap of 90%, allowing 100% of the residential uses to be built and occupied before non-residential uses are constructed.

Justification: The Applicant requests that this provision be waived. The waiver is justified because the proposed project is predominantly residential with the commercial uses amounting to not more than twenty (20%) percent of the project. Furthermore, the implementation of this restriction would prevent the construction of the second residential building without first constructing non-residential uses.

Waiver Request: - to modify the MU-D, Downtown mixed-use district regulations requiring the maximum coverage permitted of all impervious surfaces, including buildings, structures, roads, streets, and parking areas, in any downtown mixed-use district to exceed seventy-five (75%) percent of the total gross area of the development.

Justification: The proposed mixed use project will include 150 parking spaces for the use of an adjacent parcel. As such, the Project is more likely to reach ninety (90%) percent impervious surfaces.

Waiver Request:- to modify the MU-D, Downtown mixed-use district regulations requiring a minimum side yard of 10 feet and a minimum rear yard of 25 feet for multi-family residential. Sec. 31- 17.A(i) to reduce the minimum side and rear yard requirements for buildings on the Property to five (5) feet.

Justification: The proposed mixed use project will include 150 parking spaces for the use of an adjacent parcel. This feature reduces the useable land area for the Project buildings.

Waiver Request: - to modify the off-street parking provisions, requiring 1.75 parking spaces per multi-family unit, plus 1 space for each 10 dwelling units, to 1.30 spaces per unit.

Justification: As owners of the Manassas Park Apartments our experience indicates that a parking ratio of 1.30 parking spaces per apartment unit will be more than sufficient to accommodate the parking demand generated by our proposed residential component.

Waiver Request:- to modify the off-street parking provisions (Sec 31-27(b)(10)) requiring a 9 foot by 18 foot landscaped island for every 10 parking spaces to be provided to require one landscaped island for every 20 parking spaces.

Justification: The 150 parking spaces designated for use by the adjacent parcel replaces a parking lot on the City property that fails to adhere to this standard. As such, the Applicant proposes to replace that parking lot with a similar design.

Waiver Request:- to waive the parking lot landscaping provisions of Sec 31-33(g)(1) requiring 8 square feet of open space for each parking space to apply to surface parking areas exclusive of the 150 spaces to be provided for the adjacent property.

Justification: The proposed Project sits in a constrained property that will be semi-urban in character. As such, this open space requirement is excessive.

Waiver Request:- to modify the parking lot landscaping provisions of Sec 31-33(g)(2) requiring a 10 foot wide landscape strip between a parking lot and an adjacent property to not less than 5 feet.

Justification: The proposed Project sits in a constrained property that will be semi-urban in character. As such, this open space requirement is excessive.

Waiver Request:- to waive the screening provisions of Sec 31-33(j)(2) and Sec 31-33(i)(3) requiring a 6 foot high fence and vegetative screening between properties zoned PF, Public Facilities district or I-1, Industrial district and the residential component of the MU-D, Downtown mixed-use district.

Justification: The design of the proposed Project will avoid exposure of the unsightly industrial properties that are adjacent without the need of fencing or landscaping. This will be accomplished by locating residential buildings sufficiently away from those properties as screening and/or landscaping treatments would only address ground-level views. Furthermore, the I zoned properties should be required to provide fencing and buffers on their properties.

Response to PF waiver suggestions:

Public Facilities Waiver- to reduce the private street width to 24 feet from the required 30 feet, as provided by Section 404, Road Design Standards and Specifications, Plate IV-A.

Justification: The Project does not propose any private streets. All vehicular travel aisles are proposed to be 24 feet in width.

Public Facilities Waiver to waive the maximum 700 vehicles per day for private streets, as required by Section 404, Road Design Standards and Specifications, Plate IV-A, Note 8 and Section 401.03(c).

Justification: the Property will have multiple connections to streets and non-exclusive drive aisles. The Project does not propose any private streets; instead, the main Project drive aisles will be on non-exclusive easements.

Public Facilities Waiver, PFW# 20-04E, to waive the urban street section requiring sidewalks on both sides of the street, as required by Article IV, Streets, Section 401.12

Justification: The Project does not propose any private streets but will provide sidewalks along the Southern side of the reconstructed Broad Alley.

Respectfully,

Carlos M. Montenegro
Counsel for the Applicant

PROFFER STATEMENT
Artena Park Rezoning
RZ#22-03

March 28, 2023

Pursuant to §15.2-2303(A), Code of Va. 1950 as amended, the undersigned (the "Applicant") hereby proffers that the development and use of the land described as the City of Manassas Park Tax Assessment Maps as 24-A-C, 29-1-1, 29-1-4, 29-1-5, and 29-1-6 (hereinafter "Property") containing approximately 7.41 acres of land, shall be in substantial conformance with the following proffered development conditions and the referenced plans and exhibits. In the event the above-referenced rezoning is approved, these proffers shall supersede all other proffers made prior hereto. In the event the above-referenced rezoning is not granted as applied for by the Applicant, these proffers shall be deemed withdrawn and shall be null and void, and the currently applicable proffers or zoning associated with the Property shall remain in full force and effect.

The term "Applicant" as referenced herein shall include within its meaning all successors and assigns of the Owner.

1. DEVELOPMENT AND USE

1.1 Development on the Property shall be in accordance with the provisions of the Zoning Ordinance of the City of Manassas Park ("Zoning Ordinance") where not expressly defined or modified by these proffers ("Proffers") and the General Development Plan ("GDP"), and shall be developed in substantial conformance with the design features described in these Proffers and in the areas depicted on the GDP. The total maximum number of multi-family residential units shall be 400. The maximum gross floor area of all uses, exclusive of parking structures, shall be limited to 550,000 gsf (the "Total Building Area"), with the proposed commercial uses to be located in Land Bay B and not exceed 100,000 gross square feet.

Commercial development (other than Live/Work, as may otherwise be approved) will be located on Land Bay B along the northeasterly portion of the Property and is proposed to provide a variety of commercial uses that are presently, or are from time to time, permitted in the B-2 districts.

Approval of this Application shall not prohibit the Applicant from requesting, and the City approving, minor design modifications ("Minor Design Modifications") that do not materially alter the GDP or these proffers. Minor Design Modifications may be made due to final engineering and architectural site plan review considerations at the time of final site plan submission. Minor Design Modifications shall include, but are not limited to, modifications and/or waivers of buffer requirements, relocation of parking facilities and landscaping islands, and the physical dimensions of proposed buildings and associated improvements. Such lands may then be utilized for all permitted purposes of the site and building design, subject to site plan approval and conformance with Zoning Ordinance and Design and Construction Standards Manual regulations (unless waived or modified). Design Modifications not deemed by the City to be "Minor" may only be approved by the governing body.

PROFFER STATEMENT
Artena Park Rezoning
RZ#22-03

1.2 All permitted uses in the B-2 General business district, except automobile and truck tire sales and service, boat and boat trailer sales and storage, greenhouses and funeral homes will be permitted. Development within this district may contain a mix of multi-family residential, office, and commercial land uses with the residential component of any development not comprising more than ninety (90) percent of the development's total floor area upon completion. Notwithstanding the foregoing limitation, so long as the Applicant has obtained an approved site plan for the entire Project, the Applicant may phase the development of the Project, in its sole discretion, such that phases may be exclusively residential.

1.3 The Property as a whole is being developed in accordance with the regulations set forth in the MU-D zoning district of the Zoning Ordinance and may provide parking, buffers, landscaping, lot coverage, open space, FAR, storm water management, best practices facilities, and site access as a whole instead of being applicable to future lots individually. Initial waiver requests are under separate cover. Nothing set forth herein shall preclude the Applicant from requesting and obtaining approval of waivers or modifications of applicable regulations by the appropriate/authorized regulatory body of the City:

- A. There shall be no minimum lot size.
- B. Lot width and setbacks shall be in accordance with the MU-D regulations set forth in the Zoning Ordinance.
- C. The maximum lot coverage shall be 90 percent.
- D. The minimum height for all structures shall be 40 feet.
- E. Reduction in required parking for residential uses to 1.3 parking spaces/du/

2. COMMUNITY DESIGN

2.1 The buildings shall be faced on all sides with durable, attractive, high quality materials consistent with the materials depicted in the Illustrative Materials attached hereto (Exhibit A). Except as provided below, buildings shall be designed so that all commercial building elevations will contain harmonious architectural features and materials. Noncommercial buildings will contain architectural features that will reflect the transitional nature of the proposed use. Appropriate architectural treatments and design features such as entrances, pilasters, columns, steps, fenestrations, offsets, setbacks, step backs, and cantilevers, will be introduced into the design standards to reduce the visual impression of flat expanses

2.2 The architectural styles and materials of the buildings constructed on the Property shall be in consonance with the elevations depicted in the Illustrative Materials exhibit (Exhibit A hereto). Building features such as, but not limited to, the number, location and dimensions of the building entrances and windows, are shown for illustrative purposes and may vary to accommodate the mix of tenants.

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2.3 All freestanding parking lot lights shall have a maximum height of twenty-five (25) feet above finished grade and shall have non-glare flat lens prism lighting angled approximately parallel to the ground surface with full cut-off fixtures that direct light downward and inward to the site. In addition, all building mounted lighting, if any, shall be directed or shielded in such a manner to prevent glare from projecting onto adjacent properties or public right-of-way. Low-pressure sodium-vapor lamps are prohibited and a note indicating this prohibition shall be placed on the final site plan.

2.4 All signage associated with the site shall be constructed in accordance with all applicable Zoning Ordinance regulations except to the extent modifications therefore are approved. All signage associated with the site shall be coordinated with the required landscaping in consultation with the County at site plan stage. Prior to sign permit approval for any monument sign located on the Property, the Applicant shall provide supplemental information to demonstrate that any monument sign is compatible with the building materials and material colors used on the Property. All signage shall be subject to the approval of sign permits.

2.5 Parking and signage for handicapped customers shall be provided by the Applicant in accordance with applicable regulations.

2.6 Banners, pennants, streamers, balloons, figures, and other attention getting devices not otherwise permitted by the Zoning Ordinance are strictly prohibited. However, temporary signs associated with temporary activity permits on or upon the Property shall be allowed, subject to sign permit issuance as applicable.

2.7 Mechanical equipment shall be screened from adjacent residential properties and public rights-of-way. The material used to provide the screen shall be a color that is compatible with the overall design of the buildings.

2.8 The final landscape design shall be determined at time of site plan submission and be in substantial conformance with the GDP and these proffers and shall include indigenous species appropriate to the location and climate of the area for the landscape strip and buffers in disturbed areas. Peripheral parking lot landscaping will be provided to visually buffer the ground level view of the adjacent property northeast of the Property.

2.9 The Project will include bicycle parking and storage areas in excess of the minimum governmental requirements.

3. FIRE AND RESCUE

3.1 The Applicant shall enforce onsite parking restrictions so that all marked fire and emergency access lanes on the Property are to be kept unobstructed in accordance with the appropriate County ordinances.

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3.2 Fire lanes will be designated at the time of site plan submission. Compliance will be demonstrated on the first site plan for each area as each is developed.

5. PARKS, OPEN SPACE, AND TRAILS

5.1 The Applicant shall construct sidewalks and pedestrian trails in the locations shown on the GDP in conformance with applicable governmental design standards.

5.2 The Applicant shall reconstruct the intersection of Broad Alley (future Liberty Street) with Manassas Drive in accordance with the design shown on the GDP and as attached hereto as Exhibit B during the first Phase of its development. Provided that the Applicant has diligently pursued all necessary governmental approvals, building permits for the Project shall not be delayed in the event that utility approvals are not obtained. Notwithstanding the foregoing, however, the Applicant shall continue to diligently pursue such approvals.

5.3 The Applicant shall reconstruct the streetscape of Manassas Drive shown on the GDP, including placing street lights and utilities underground, along its property boundary with Manassas Drive during the first Phase of its development. This improvement will be provided with the first phase of development of the Project.

6. TRANSPORTATION

6.1 The Applicant shall provide and construct the access points serving the Property to the public road as generally depicted on the GDP. All public road entrances and associated road improvements proffered or shown on the GDP may be adjusted as necessary to meet the road standards and plan approval requirements of the appropriate governmental entity having jurisdiction over the public road entrances and associated road improvements. Entrances may be modified in accordance with any approved waivers or modifications as approved by the City of Manassas Park. In this regard, the Applicant shall reconstruct the intersection of Broad Alley (future Liberty Street) with Manassas Drive in accordance with the design attached hereto as Exhibit B during the first Phase of its development as proffered hereinabove. Said public road entrances and shared access easements shall be provided on the first site plan for the Property.

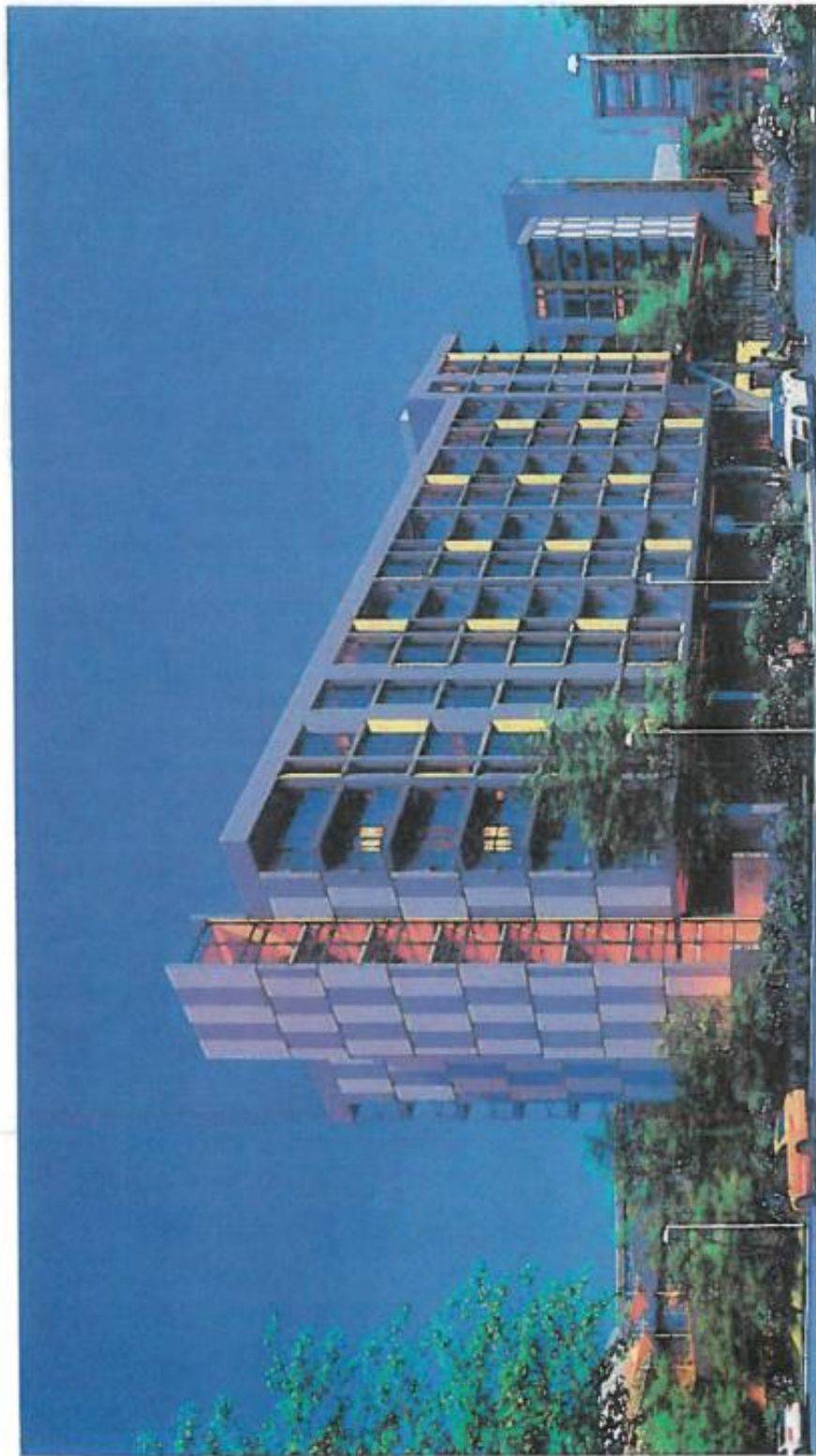
6.2 Subject to final engineering and design considerations, the Applicant shall provide an inter-parcel vehicular travel aisle connection to the adjoining property to the northwest (labelled "non-exclusive travel way" on the GDP).

6.3 Reconstruction of Broad Alley as a two-way private drive/street, within a 26-foot wide non-exclusive easement, will be in accordance with applicable governmental regulations and constructed during the first phase of development of the Project.

By: _____
 Ahmet Aksoylu, Manager

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ARTENA, LLC
9705 Liberia Avenue, Suite 299
Manassas, VA 20110



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MANASSAS PARK, VA 20111

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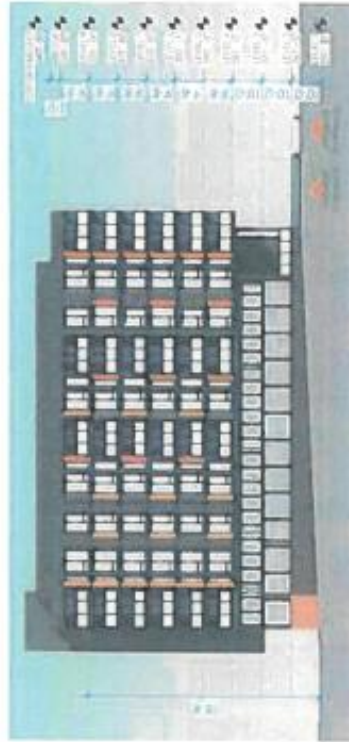
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EXHIBIT A



ELEVATION 1



ELEVATION 2



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BUILDING ELEVATIONS



ELEVATION 3



ELEVATION 4



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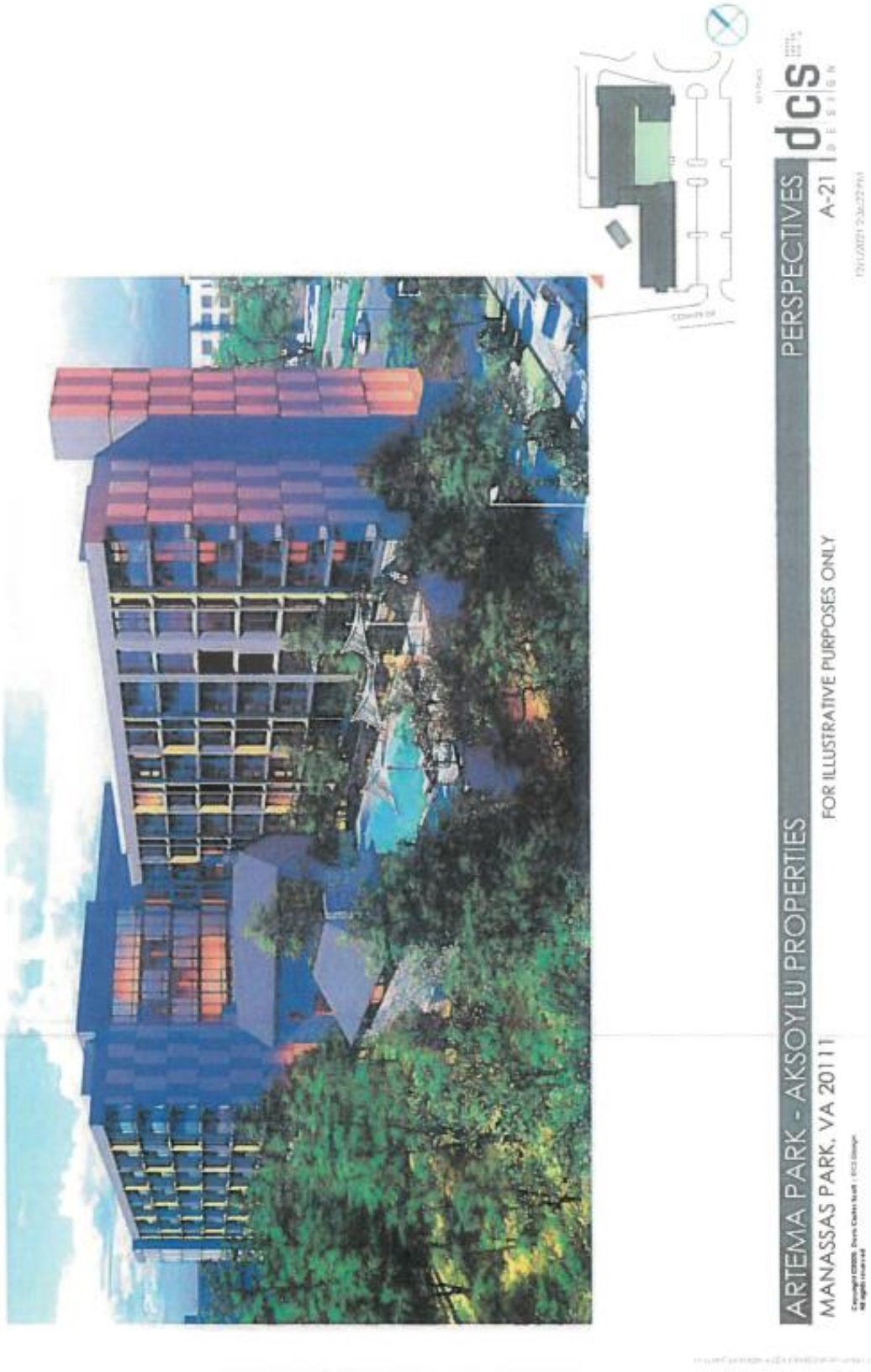
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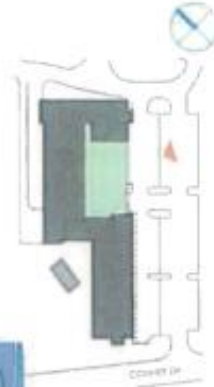
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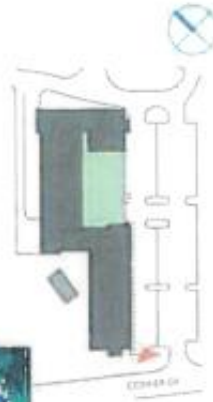
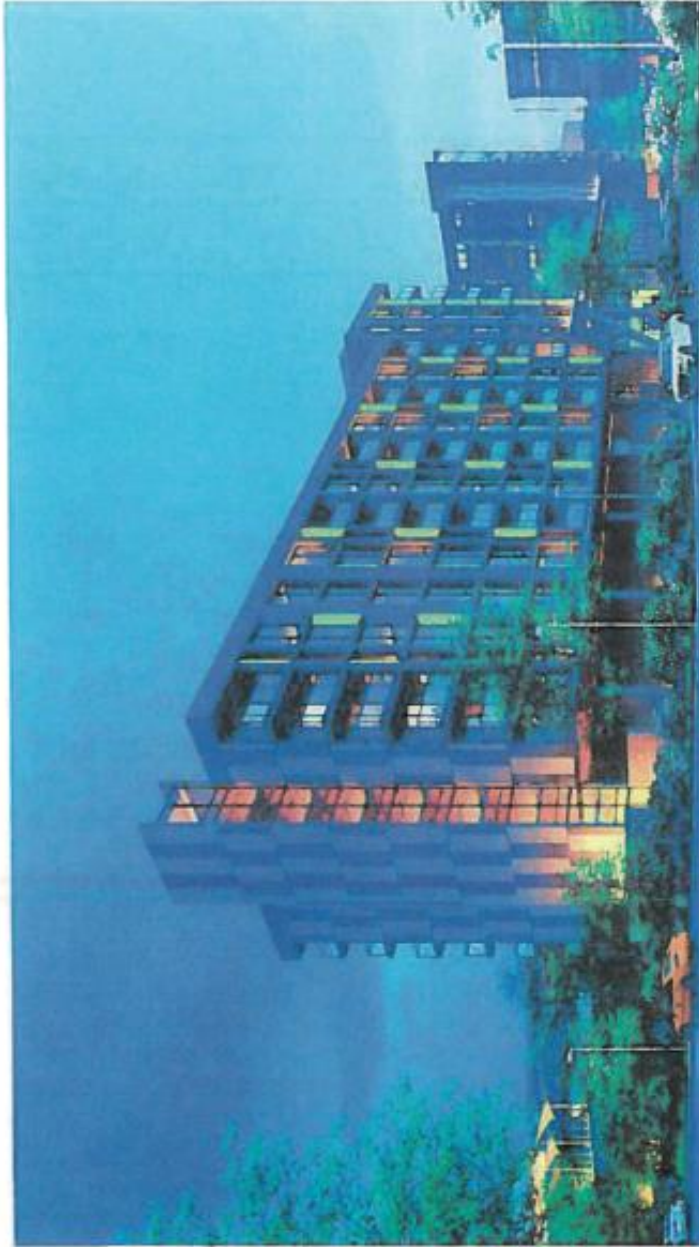
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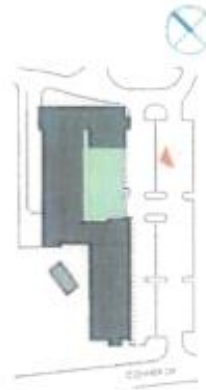
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