

The following Generalized Development Narrative provides additional information that can be used in interpreting the Generalized Development Plan (“GDP”) submitted in conjunction with the Village at Crossroads Station rezoning application (“Application”). The Applicant will develop and submit conditional proffers (“Proffers”) in the course of finalizing the Application. This narrative is not a part of the GDP or the Proffers, and shall not be interpreted as being a part of the GDP or the Proffers. It provides some detail as to the likely development of the Property but shall not be interpreted as creating or identifying any uses that are prohibited or restricted in any way other than those restrictions or prohibitions that are specifically identified within the MU Zoning District or the GDP or the Proffers.

1. Proposed Use

The property consists of a total of approximately 115.07 acres. The proposed use is a mix of residential units and a commercial area of approximately four acres in size, which, (as seen in the TIA) has been designed to accommodate a gas station and pharmacy. Residential uses are to include a mix of unit types not to exceed a total density of 770. The proposed uses are compatible with the Future Land Use Map recommendation for the area, which is located within or directly adjacent to areas designated for Mixed-Use in the Future Land Use element of the Comprehensive Plan. It is important to consider, that while a portion of the proposed project is located outside of the Mixed Use designation, the guidance provided in the Comp Plan shows that the proposed uses are compatible, as the plan states: “The Map is not intended to be parcel specific, but rather provides a flexible guide for the County’s desired future development patterns”, and “Each application should be evaluated within the context of its surrounding existing and proposed development...” Two of the largest (area?) parcels are partially included in the Mixed Use designation and, as detailed below, within the context of the current development (the VRE Station and Crossroads Station), coupled with the vehicular and pedestrian connections proposed in the project, the drainage way used to arbitrarily draw the boundary distinguishing the Mixed use designation and the Employment Center designation is eliminated.

From a land use perspective, the dominant feature in the immediate area of the Application is the Spotsylvania Virginia Railway Express Station (the VRE Station). All development in the area should be considered based on the capacity of the proposed development to leverage this asset (and the significant investment by the County in it). As seen below, the current zoning and development around the VRE Station does little to do so. The Federal Department of Transportation and the Federal Transit Administration, through the Center for Transit Oriented Development has published several guides for

assessing proposed development around transit assets like the VRE Station. One is titled Why Transit Oriented Development and Why Now? According to that publication, properly planned development around an asset such as the VRE Station:

- Increases “location efficiency” so people can walk, bike and take transit;
- Boosts transit ridership and minimizes the impacts of traffic;
- Provides a rich mix of housing, jobs, shopping and recreational choices;
- Provides value for the public and private sectors, and for both new and existing residents;
- Creates a sense of community and of place.

In summary, properly planned development maximizes the existing transit asset to reduce traffic and drive economic development.

Another guide published by the Center for Transit Oriented Development is titled “Station Area Planning, How to Make Great Transit-Oriented Places”. It details a very practical framework for assessing planned development around a transit asset, recognizing, among other things, that the housing density must be within the proper range (neither too high nor too low) to accomplish the TOD goals.

Given that the County has already approved a rezoning directly adjacent to the VRE Station (Crossroads Station) and the broader context of the station within Spotsylvania County, development in the area should follow the recommendations for a Transit Town Center, seen on page 10 of the guide and summarized in the table below in the far right column. In assessing the potential future development of the area, the Station Area considered should be increased to 0.75 mile, as identified as appropriate in the note on Page 11 of the guide. This increase is appropriate because several large parcels in close proximity to the VRE Station are already occupied by valuable industrial uses as illustrated in Graphic A. The increase in Station area size allows for a lower density creating a better transition between the surrounding rural areas and the new station, while also providing the raw numbers of people and employment opportunities to make the Transit Town Center successful. Given the extensive commitment to pedestrian access in this application, the high-quality multi modal transportation connections required to make the last mile connections will be accomplished.

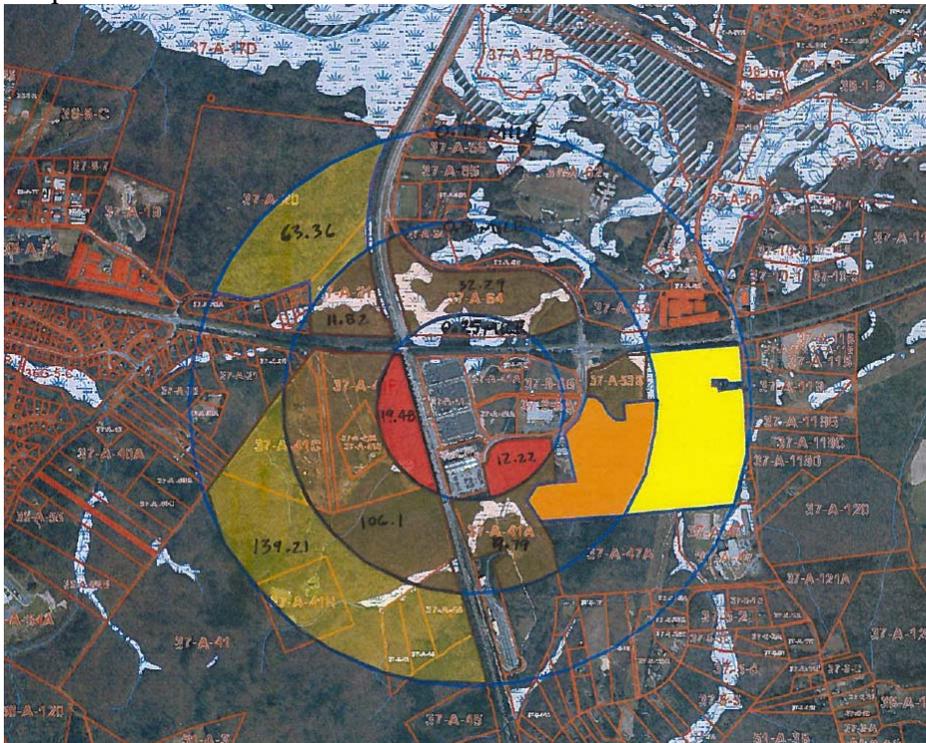
The table below outlines the potential development of the area, with the approved development, the current application, and the future development of the surrounding area within the context of the development recommendations for a Transit Town Center.

	Crossroads Station	Village at Crossroads Station	Balance of Station Area under current Future Land Use recommendations*			Total	Recommended Per Station Area Planning Guide
			0.25 Mile	0.5 Mile	0.75 Mile		
Acreage	45.9	115.1	31.7	246.5	202.6	642	500
Housing Mix (New Development)	Mid Rise apartments	Townhomes, small-lot single family	Mid Rise Apartments	Townhomes, small-lot single family	Small-lot Single Family	Mid Rise Apartment, Townhome, Small Lot Single Family	Mid Rise Apartment, Townhome, Small Lot Single Family
Station Area Total Units Target	610	770	421	2,465	810	5,077	3,000-7,500
Commercial Square Feet	950,000		656,100			1,606,100	NA
Station Area Total Jobs Target**	2,850		1,968			4,818	2,000-7,500

* See Graphic A for Map of Station Area

** Assumes that 60% of Commercial Square Feet will be Office Use and 200 square feet of Office Use per job

Graphic A



As seen above, the Village at Crossroad Station will play a significant role as part of a properly planned development around the Spotsylvania VRE Station, and should be evaluated based on its role within the context of the region. As the Comprehensive Plan specifically states for the Mixed Use Future Land Use category: "...developers may propose smaller projects that are or will be integrated into a larger mixed use area."

2. Comprehensive Plan Analysis

As a significant part of a properly planned TOD, Village at Crossroads Station would positively address eighteen of the Guiding Principles and Policies of Spotsylvania County as defined in the Comprehensive Plan; all seven General Objectives and of the Land Use component of the Comprehensive Plan; five Land Use Policies Applicable to All Land Uses; and nine Mixed Land Use Policies. These are detailed below:

2.1. Guiding Principles and Policies

The Village at Crossroads positively addresses eighteen of the Guiding Principles and Policies of Spotsylvania County as defined in the Comprehensive Plan

A. Spotsylvania County is a "business friendly" community and local job creation is a priority.

A.1. Encourage business investment in the County and promote the relocation of federal and state agencies to the County, providing more opportunities for Spotsylvania County residents to work in the County.

The presence of a transit asset like the VRE Station is a unique opportunity, if properly planned and developed, to create development that will attract government agencies and high tech knowledge based industries. A 2011 study by the Center for Transit Oriented Development titled "Transit and Regional Economic Development" found that, in regions where access to transit like commuter rail systems was available, 23% of all employment was located within a half-mile of a transit station. Within those regions, the study concluded that "the government sector has the greatest affinity for transit locations...with 42% of all public sector jobs located in transit zones (the area within one half-mile of a transit station)". The sector with the second highest affinity for locations in Transit Oriented Developments was knowledge-based industries with "36% of jobs in Professional, Scientific and Technical Services... located within a half-mile of a transit station." Within the region served by VRE, the Spotsylvania VRE station is the only station south of Woodbridge that has the opportunity to seize the advantage reflected in these employment numbers to create a destination for government and high tech jobs. Establishing a high quality TOD embodies

the best opportunity to encourage business investment in the County and promote the relocation of federal and state agencies to the County.

A.3. Encourage the rezoning of land to industrial/office uses in areas designated for Employment Center uses and the revitalization of older, underperforming commercial, office, and industrial developments.

While this application does not directly rezone land designated as Employment Center for Industrial/Office uses, it does rezone land in a manner that is supportive in making the existing office zoning in the core area of the TOD viable.

A.5. Promote gateway signage and landscaping to encourage visitation, business, and tourism and consider establishing an I-95 overlay that sets a development standard that promotes Spotsylvania County as an attractive, orderly, and business friendly location.

The proposed development will include a coordinated signage and landscaping plan. This plan will be particularly intensive along Crossroads Station Parkway between points of vehicular connection V1 and V4, as shown on Sheet 5 of the GDP, and the major pedestrian connections associated with Crossroads Station Parkway, between points P1 and P4 and between P5 and P9, as shown on Sheet 6. This is important gateway signage for visitation, business and tourism because the pedestrian connection will be the link between the East Coast Greenway and the Spotsylvania VRE Station, which is a key ECG destination within the County. The ECG boasts over 10 million visitors annually for recreation and commuting. For many of those visitors using the ECG for visitation and tourism, the Village at Crossroads Station signage and landscaping will be their primary exposure to Spotsylvania County.

B. Spotsylvania County is fiscally sustainable.

B.1. Achieve a 70/30 mix of residential to commercial/industrial development (based on assessed value), and the annual growth of the industrial and commercial tax base at a rate greater than 2%.

The TOD envisioned in this application is a unique opportunity to leverage the investment that the County has made in the VRE Station to create an exciting economic development opportunity. Looking at existing and proposed development around other VRE Stations, this TOD will be the only one of its type in the entire VRE system.

B.1.a. The County should identify priorities to achieve this goal through incentives, infrastructure improvements and extensions, etc.

This application includes significant transportation improvements that will greatly enhance both the vehicular and pedestrian access to the VRE Station. These improvements represent critical enhancements to the last mile connections available to the station, and therefore, to the success of development around the station.

B1.b. Consider proactively rezoning certain areas to promote business development.

This application is an important second step (after the Crossroads Station zoning) to create a functioning TOD, by providing the housing opportunities that are needed, in close proximity, to support business development. As such, it represents a proactive step by the County to create a unique Economic Development opportunity that will promote business development.

B.1.c. Diversify the non-residential tax base by encouraging a wide variety of businesses to locate in the County.

If planned, zoned and developed properly, a successful TOD would be a unique community within the VRE region. It creates a destination for the type of businesses that are specifically looking for this opportunity. As stated above, recent studies suggest that jobs in government and high tech industries show a strong tendency to cluster within exactly these types of destinations.

B.2. Development projects seeking increased residential density and/or non-residential intensity should address impacts that are specifically attributable to the proposed development.

Through the transportation improvements proposed in this application, the project goes well beyond addressing the impacts specifically attributable to Village at Crossroads Station. The proposed improvements represent a significant upgrade to vehicular and pedestrian access to the VRE Station and from Fire and Rescue Station 11 to Route 17 to provide service to the rest of the County. Through the proposed proffers to be submitted, the proffer analysis will show that the project is addressing its own impacts in terms of providing funding for new elementary, middle and high schools. The proffer analysis also shows that the project will, through cash proffers, fully address its own impacts on parks.

B.2.a. Each development proposal should include sufficient information to fully evaluate its impacts.

The complete application for this development proposal includes detailed Transportation Impacts Analysis, Proffer Analysis and Financial Impacts Analysis.

B.3. Development projects seeking increased residential density and/or non-residential intensity should address its impacts on the infrastructure of the county.

Through the transportation improvements proposed in this application, the project goes well beyond addressing the impacts specifically attributable to Village at Crossroads Station. The proposed improvements represent a significant upgrade to vehicular and pedestrian access to the VRE Station and from Fire and Rescue Station 11 to Route 17 to provide service to the rest of the County. Through the proposed proffers, the submitted proffer analysis shows that the project is addressing its own impacts in terms of providing funding for new elementary, middle and high schools. The proffer analysis also shows that the project will, through cash proffers, fully address its own impacts on parks.

B.3.a. The County should support alternative onsite transportation alternatives and recreational options such as transit, pedestrian and bicycle facilities that are able to, or will, connect to neighboring properties.

This application includes approximately 1.5 miles of dedicated trail facilities, as shown on the GDP. Using New Post, which is nearby with similar zoning, as a guide, Village at Crossroads Station will include approximately 15 miles of sidewalk to connect to the trail system. This accomplishes three important connections to neighboring properties:

- 1) The trail system directly connects the homes in the proposed development to the VRE Station and the commercial core of the TOD.
- 2) It creates the multi-modal infrastructure for the “last-mile” connections that recent research shows is critical to maximizing the success of transit stations.
- 3) A portion of the trail system will directly construct a 2,850 lf portion of the East Coast Greenway, which boasts over 10 million visitors annually using the trail for recreation and commuting. Additionally, the trail system will be the link between the East Coast Greenway and the Spotsylvania VRE Station, which is a key ECG destination within the County.

B.3.b. Support the expansion of transit systems to link employment centers with residential areas and transportation nodes.

This application directly links the VRE Station, and the commercial core zone adjacent to it, with the proposed new homes by multiple pedestrian and vehicular

routes. This should expand the use of the transit system, without requiring any additional infrastructure (parking lots) to be added to the station. It also supports the viability of the development of an employment center within the commercial core. Additionally, with the right combination of residential, commercial, and employment center uses, (as identified in the guide “Station Area Planning, How to Make Great Transit-Oriented Places”) these elements will not only support each other, but provide for the potential use and expansion of the VRE Station as an employment center.

B.3.c. “Access management” in the form of systematic control of the location, spacing, design, and operation of entrances, median openings, traffic signals and interchanges should be utilized for arterial and major collector roads in order to minimize the vehicular traffic impacts of new development.

With the proposed development, no new entrances, median openings, traffic signals or interchanges are proposed on arterial or major collector roads. The proposed development includes the creation of an alternative route to connect Route 17 with Crossroads Boulevard which will increase the efficiency of existing access, both from the perspective of transit users to the VRE station, and emergency vehicles having reliable access to Route 17.

B.5. Diversify and enhance the tourism opportunities in the County.

A portion of the trail system proposed within this application will construct 2,850 linear feet of the East Coast Greenway, which boasts over 10 million visitors annually using the trail for recreation and tourism. Additionally, the trail system will be the link between the East Coast Greenway and the Spotsylvania VRE Station, which is a key ECG destination within the County.

C. Spotsylvania County is a family friendly community.

C.1. The County should support a diverse housing inventory, providing a mix of units that can accommodate housing needs for all stages of life. This would involve a range of housing from affordable units for young families just entering the housing market in the form of condominiums, townhouses, and small single family homes to larger homes, and active adult and assisted care facilities.

This application would address several important segments of a diverse housing inventory in Spotsylvania County. There will be a mix of housing types, including townhouses and small lot single family detached homes. Generally, these options will be more affordable than what is currently available in the new home market in Spotsylvania County. The FIA projects single family detached homes with a market value of \$398,089, while the average single family detached

home sales price was over \$425,000 in Spotsylvania in 2018. The FIA projects single family attached homes with a market value of \$235,870, while the average single family attached home sales price was just under \$270,000 in Spotsylvania in 2018. In addition to the cost of the house itself, the Village at Crossroads Station will also be more affordable to families across the housing spectrum by reducing the cost of commuting that Spotsylvania families currently bear. Bloomberg recently completed a study that identified Spotsylvania as the County with the seventh highest cost of commuting in the entire United States. Both the time and money required to complete the typical commute for a Spotsylvania family would be significantly reduced if they had the opportunity to live within walking distance of the VRE Station or jobs located within the commercial core approved in the Crossroads Station rezoning.

C.2. The County should support mixed use communities with varied housing types, civic buildings, shops, and active and passive recreation opportunities.

The proposed application includes varied housing types and commercial uses. Village at Crossroads location make it an important component of what should, with proper planning, become a significant mixed use area extending beyond the boundaries of this application. The VRE Station is already in place, and some of the commercial core zoning is also in place. Fredericksburg Christian School provides an important civic presence that integrates nicely with the proposed residential uses. The school provides educational, cultural, athletic and employment opportunities to the community. Village at Crossroads Station creates an excellent transition between the school and the denser core around the train station. An outstanding trail system is proposed that will provide over 2 miles of trails for active recreation and, over 33 acres of open space for passive recreation.

C.3. Plan for and provide public facilities that meet the needs of the community as it grows.

This application will include cash proffers to support the construction of new schools, including a new high school to relieve overcrowding at Massaponax High School. It also includes significant transportation improvements. These improvements will: provide important “last mile” connections to the VRE Station; provide two additional connections for better emergency access from Station 11 to Route 17; construct approximately 1.5 miles of trail accessible to everyone in the County. When the county recently polled county residents to determine the needs/wants of the community, 94.9% of respondents responded that they would like to see additional trailways.

C.4. Ensure that Spotsylvania County continues to provide excellent educational and recreational, and cultural opportunities.

As stated above, the application will commit cash proffers for school construction to provide educational opportunities. The approximately 1.5 miles of trail connections provide an important recreational opportunity. According to the Virginia Outdoor Survey, the act of walking for pleasure was found to be the most prevalent recreational pursuit among Virginians with 72% of responding households participating in the activity statewide.

2.2. Land Use Component, General Objectives

- Plan for the orderly development of the County

This rezoning achieves well recognized and documented standards for the highest quality orderly development around an established transit asset, in terms of type of use, density of use and the provision of amenities in the form of multi-modal transit connections.

- Promote a diverse and vibrant economic base

As previously noted, commercial development is a significant component of a well-planned TOD. That component should generally occur within a core area of the TOD closest to the transit asset. The Crossroads Station rezoning approval put the entitlements in place to allow for a commercial core. But, without the necessary residential density to support it, the commercial core is unlikely to ever fully develop. Village at Crossroads Station will promote a diverse and vibrant economic base by providing the necessary residential density to develop and support the previously approved commercial core.

- Maximize the use of existing infrastructure and public facilities to ensure the most efficient operation of facilities and the provision of services.

The residential uses proposed in this application are a significant opportunity to maximize use of the VRE Station infrastructure, which (based on parking) is currently operating at approximately 47% of capacity. Village at Crossroads Station residents will be able to access the station using pedestrian access created through the extensive trail system that is proposed. Access to the VRE Station will also be facilitated by a second connection created through Village at Crossroads Station from Mills Drive/Route 17, making use by existing users, driving to the station, more efficient. This application potentially reduces the amount of traffic on the surrounding roads, increasing the efficiency of the entire transportation network. This application will facilitate service by Fire and Rescue

Station 11 with the construction of an emergency turn lane on Crossroads Boulevard (shown on Sheet 9 of the GDP) and provision of a secondary access to Route 17. Currently the only access available for Station 11 is through the intersection of Route 17 and Crossroads Parkway, which is projected to fail badly within twenty years. Therefore, without the proposed improvements, Station 11 could easily be isolated from providing service to the rest of the County by traffic issues at that intersection, due to the lack of access. Development in this portion of the County will also benefit the existing commercial infrastructure in the County. The region in which Village at Crossroads Station is proposed (within a 10 minute drive of the site) showed a significant oversupply of Retail Trade in 2018, amounting to \$81,281,975 per year of expected sales.

- Accommodate projected residential growth in a manner that is fiscally responsible

The Financial Impact Analysis submitted as part of the applications shows a net benefit to the County of \$19,211,961 over thirty years.

- Strive for safe and affordable housing for people of all ages

The provision of denser residential lots in this area, will, by its design, result in smaller homes that should be more affordable. The FIA projects, based on comps in the area, a value of \$235,870 for the townhomes in the community. This is well below the price range at which housing would be judged to be affordable to two first year teachers. In addition, a significant cost of housing in Spotsylvania County is the cost of commuting to the DC region. Bloomberg recently completed a study that identified Spotsylvania as the County with the seventh highest cost of commuting in the entire United States. Providing housing in such close proximity to one of the best, most economical commuting options available will provide an option that will make the cost of housing much more affordable in Spotsylvania County.

- Ensure land use policies recognize and accommodate anticipated population increases

Based on projections by the Weldon Cooper Center, the population of Spotsylvania is anticipated to grow to 135,026 in 2020, 159,641 in 2030 and 181,549 in 2040. Per the Approved Development Inputs table from page 166 of the County Budget, there are 14,029 Units Approved but Unbuilt in the County. These units, if constructed, could theoretically provide housing for nearly all of the population increase anticipated through 2030. However, many of these approved projects have are owned by developers that are not locally based and that don't have extensive track records of actual development, or are poorly located from the perspective of the current demographic trends driving anticipated population growth, making it unlikely they will be developed. To accommodate

the population that is expected to be in the market for new homes in Spotsylvania County, Village at Crossroads Station provides the housing types, mix, densities, and location to appropriately meet future residential demands.

- Encourage a community service sector and a commercial base that meets the needs of the citizens and businesses in Spotsylvania County

There is a significant oversupply of Retail Trade in the proximity of Village at Crossroads Station. Providing additional residential units in this area will increase the viability of existing businesses and the potential absorption of vacant commercial space by new tenants in existing projects. As detailed above, creating a well-planned Town Center around the existing infrastructure of the VRE Station also creates a unique and exciting economic development opportunity. With zoning already in place at the core of the Town Center in Crossroads Station, the County will have an exciting opportunity to market this area to the high tech business, government contracting, and government agencies who see a TOD (and the mix of the housing it provides) as an increasingly important component and amenity.

2.3. **Land Use Policies Applicable to All Land Uses**

The Village at Crossroads Station also positively addresses five Land Use Policies Applicable to All Land Uses detailed below:

1. Rezoning proposals should address impacts that are specifically attributable to the development.

Per the TIA, the FIA and the Proffer Analysis submitted with this application all impacts specifically attributable to this development have been addressed through the provision of cash or on-site proffers.

2. There is an identified need, especially proximate to Fort A. P. Hill, to minimize light pollution.

All lighting will consist of full cutoff light fixtures to minimize light pollution.

3. Wherever possible, existing trees and tree buffers should be preserved rather than replacing mature vegetation with new plantings.

The application includes a 50' Open Space buffer along Thornton Rolling Road.

4. Provide Fort A.P. Hill an opportunity to comment on rezoning proposals within the Fort A.P. Hill Approach Fan (Map in Appendix A). There is an identified concern with

residential development within the Approach Fan which may be impacted by noise associated with Fort A.P. Hill.

The application will include a proffer to provide real estate disclosures as recommended in Section 7.3.2 of the Fort A.P. Hill Joint Land Use Study.

5. The County is supportive of the Fort AP Hill Joint Land Use Study recommendations. The study is incorporated by reference into the Comprehensive Plan.

The application will include a proffer to provide real estate disclosures as recommended in Section 7.3.2 of the Joint Land Use Study.

2.4. **Mixed Land Use Policies**

The Village at Crossroads Station also positively addresses the nine Mixed Land Use Policies detailed below:

1. Mixed land use developments should display characteristics that provide a unique sense of place (examples could include: design guidelines, architectural features, or common color palette, among others).

The application includes commitments to an extensive trail and parks system that connects the entire development. The trails and parks will be identified with a community logo, an integrated signage plan and common color palette. All elements will be designed to complement existing branding for the Crossroads Station development. This will create a common sense of place for all future residents, who will use the trail and park system for both recreation, commuting to the VRE Station, and commercial core in Crossroads Station. This also creates commonality and unity among two adjacent, but separate developments to form a cohesive TOD. In addition to providing important internal connectivity, the trail and parks system will also provide important external connections, both from a vehicular and pedestrian perspective. For the 10 million annual users of the East Coast Greenway who are visiting Spotsylvania, the trail and park system, with associated signage, will be the sole indication that they are in Spotsylvania, thereby achieving a placemaking opportunity that will be significant in marketing the County.

2. Appropriate transitions in scale of building and/or buffering should be provided from mixed land use developments to adjoining existing developments.

A great deal of thought has been put into the transitions between this development and the adjoining developments. Generally, this project and the Transit Oriented Development of which it is a part are surrounded by rural zoning and less

developed property. For this reason, the decision was made to plan the development based on a Station Area of 0.75 mile as opposed to a half mile. This will provide the mix of uses and density of residential units needed to achieve a functional TOD, without density levels that cannot be appropriately transitioned at the development's perimeter. In this case, proper planning starts with the trail system and pedestrian connections, which extend the functional distance for pedestrian use of the VRE station and the commercial core. Thought was then put into how transitions at the perimeter are treated. The development pods with the greatest density are located at the western edge adjacent to the approved commercial core in Crossroads Station, or along the northern edge adjacent to Route 17 and the existing commercial zoning at the intersection of Route 17 and Thornton Rolling Road. The lower density pods are located at the eastern boundary of the development, adjacent to the existing less developed property, where there is a substantial buffer shown on the GDP.

3. Vehicular and pedestrian connections should be made to adjoining developments at appropriate locations, including at existing interparcel access points.

The GDP shows 6 external vehicular connections and 7 external pedestrian connections. As has been discussed, these connections are particularly important given the location of the property to be rezoned relative to the surrounding infrastructure, including the VRE Station, the existing commercial core at Crossroads Station, Fire and Rescue Station 11 and the East Coast Greenway.

4. A grid pattern of connected streets should be supported by the County. Cul-de-sacs should be discouraged and only employed in rare instances.

The proposed connection shown on the GDP between Crossroads Parkway and Thornton Rolling Road creates a grid pattern of connected streets that would not be possible under by-right development of the property. The grid street pattern is important for traffic movement because it provides a hierarchy of streets and multiple options for access in situations when intersections fail. In this case, the grid pattern of streets created is particularly significant because the only existing outlet for the VRE Station, the Crossroads Station development and Fire and Rescue Station 11 is the intersection of Crossroads Parkway and Route 17. That intersection, according to the TIA, already operates poorly and is projected to fail badly by 2028, without construction of this project and related improvements. With this project, emergency services and all VRE users would have a secondary outlet in the case of extensive traffic congestion or an accident/closure at the existing access.

5. The County should support public open space and pedestrian accommodations integrated throughout the development.

The proffers and GDP commit to extensive open space and pedestrian accommodations throughout the project.

6. Mixed Use developments should be designed so that multiple vehicle trips can be combined into one stop by providing several destinations within easy walking distance. This can be encouraged by closely monitoring the provision of parking and ensuring that there is not an excess supply that encourages additional auto trips. Drive-through's should be limited and carefully designed to ensure integration into the character of the development.

The proposed development is a positive and integral component to a regional plan in which a commercial core and well-designed residential development would support each other to create a functional TOD. The application includes extensive commitments to interparcel connections and pedestrian trails. The pedestrian friendly design of the proposed development and the mixed use nature of the region will combine daily vehicle trips and eliminate many.

9. The County should support a diverse housing mix with a range of housing sizes and types that meet the needs of citizens throughout all stages of life and income levels.

As proposed, Village at Crossroads Station would consist of a wide variety of housing sizes and types. As stated above, the FIA projects, based on comps in the area, a value of \$235,870 for the townhomes in the community, which will make up a significant portion of the development. This is an important segment of a diverse housing mix, as recently constructed houses in the County tend to be much more expensive. It will also provide single family detached housing that the FIA projects would have a market value of approximately \$400,000. The proposed development would introduce a design in neighborhoods with unique walkability opportunities for Spotsylvania County, dramatically adding to the diversity of the current housing mix. The unique walkability aspect for Village at Crossroads Station would suggest that projections for the market value of the single family detached housing is low, as that is a difficult factor to account for in assessing comparable sales. This affords the potential for an even greater range and diversity of housing types.

10. Promote the construction of market rate affordable housing units.

As stated above, the FIA projects, based on comps in the area, a value of \$235,870 for the townhomes in the community, which will make up a significant portion of the development. This is an important segment of a diverse housing mix, as recently constructed houses in the County tend to be much more expensive.

11. Quality open spaces should be integrated into developments and may include passive and active areas, pavilions, walking paths, gardens, forested areas, and lakes, among other features.

The GDP shows extensive active recreation through the provision of walking trails and the connection to the East Coast Greenway. There are over 33 acres of passive recreation area, through which the trails pass. These areas will be owned by the community and directly accessible or available to enjoy as scenery from the walking paths themselves.

3. Public Facilities

3.1. Public Safety

Public safety contributions are to be addressed in the Proffer Analysis and the Proffer Statement. Village at Crossroads Station would be served by Fire and Rescue Station 11, which currently only has one access to the rest of the County. As detailed above and in the Transportation Impact Analysis, the proposed improvements would improve the existing access and add a second access point, dramatically improving the nature of the access between Station 11 and the rest of the County.

3.2. Schools

Children living in the proposed project would attend Cedar Forest Elementary School, Thornburg Middle School, and Massaponax High School. Based on current County estimates, within the proposed development there would be a maximum of 226 elementary school students, 95 middle school students, and 107 high school students. Cash contributions for schools to offset the impacts of these students beyond existing capacity are to be addressed in the Proffer Analysis and the Proffer Statement.

3.3. Parks and Open Space

Contributions to public parks facilities will be addressed in the Proffer Analysis and Proffer Statement. As shown on the GDP, and detailed above, proposed improvements include significant additions to the County trail system. The project will also include amenities to improve open space with elements such as pickle ball courts, disc golf and a system of linear and pocket parks.