



CURRENT PLANNING CASE INFORMATION

Plan/Case Information:

Print Date: May 24, 2022

Case Type :	Comprehensive Plan Amendment
Plan/Case#:	CPA2021-00004
Plan/Case Name:	PW Digital Gateway
Plan/Case Address:	12816 THORNTON DR CATHARPIN VA 20143
Location:	The expanded study area includes both sides of Pageland Lane and is generally bounded by Sudley Road to the north and Route 29 to the south.
Request:	A Comprehensive Plan Amendment to change the Long Range Land Use from AE, Agricultural or Estate and ER, Environmental Resource to Technology / Flex (T/F) with a T-3 Transect create a Digital Corridor and include related impacts on supporting infrastructure and consider alternative comparable land use designation options that meet the needs of the Applicant and the priorities of the Prince William Board of County Supervisors. The Prince William Board of County Supervisors approved a an amendment to this initiation enhancing the study area to include the entire corridor between Route 29 and Sudley Road in order to review in a holistic manner (traffic, land use, and environmental concerns), look carefully at the areas directly abutting Conway Robinson Memorial State Forest and the Manassas National Battlefield Park, and coordinate the review with the open space corridor concepts of the rural area (native plant buffering and sustainability) to preserve as much of the area as possible. The parcels are zoned A-1, Agricultural and designated AE, Agriculture or Estate and ER, Environmental Resource in the Comprehensive Plan. Some or all parcels in this application and Study Area are located in the Rural Area Boundary and Airport Safety, Domestic Fowl, 100-year Flood Hazard, and Resources Protection Area Overlay Districts. Additionally, some parcels are located in Cemetery Preservation Areas (Phillips, Civil War Graves) and the Silver Lake Dam inundation Zone.
Submission #:	2
Submission Acceptance Date:	April 20, 2022

Applicant Information:

Applicant/Agent:	MARY ANN GHADBAN 6389 PAGELAND LN GAINESVILLE, VA 20155
Phone:	E-mail:

Case Planner Information:

Case Planner:	BARRETT, BRYCE	
Phone:	703-792-8007	E-mail: BBarrett@pwcgov.org

PLAN ANALYSIS

	Comments Not Received	Reviewed	Reviewed w/Comments
Conway Robinson Park	0	0	1
Fire Marshal's Office	0	0	1
Manassas National Battlefield	0	0	1
Finance	1	0	0
Parks and Recreation	0	0	1
Service Authority (PLN)	0	0	1
Transportation Dept	0	0	1
VDOT Fairfax	0	1	0
Watershed Management	0	0	1

Plan Comments Report

Conway Robinson Park

Reviewed w Comments

Plan/Case #:	CPA2021-00004	Date: 05/20/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Parmelee, Sarah	

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

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.

Robert Farrell
State Forester



COMMONWEALTH of VIRGINIA

Department of Forestry

900 Natural Resources Drive, Suite 800 • Charlottesville, Virginia 22903
(434) 977-6555 • Fax: (434) 296-2369 • www.dof.virginia.gov

Friday, May 20, 2022

Bryce Barrett
Planning Office
Prince William County
BBarrett@pwcgov.org

Subject: CPA2021-00004, PW Digital Gateway, Third Submission

Dear Bryce,

Thank you for the opportunity to review and comment on the proposed comprehensive plan amendment CPA2021-0004 - Third Submission. We have reviewed the Applicant Response and additional proposal documents from April 21st, 2022.

Previously VDOF recommended that before approving this proposed amendment, Prince William County require the applicant to commit to the mitigation measures they propose and make those commitments quantifiable, including:

- guaranteed acreage to be afforested,
- guaranteed acreage to be placed under conservation easement and,
- guaranteed minimum width of forested riparian buffers.

VDOF maintains this recommendation.

Furthermore, VDOF wishes to make abundantly clear that even though the Conway Robinson State Forest does provide many recreational and educational opportunities, it is first and foremost, a working forest and will occasionally be closed to the public for forest management activities such as timber harvesting, prescribed fire application, and managed hunts. As a state forest, the Conway Robinson does not receive general fund funding from the Commonwealth to maintain or improve recreational trails, access points, stream crossings, or dedicated personnel to accommodate increased use. Therefore, VDOF respectfully requests consultation before increased access to the Conway Robinson State Forest is agreed upon or enacted as this could have a negative impact on the management of the forest and the overall condition of the forest, its trails and associated infrastructure.

Should Prince William County require any advice or assistance with forest management, tree planting, pre-harvest planning, mitigation practices, or easement development, please feel free to contact me or other staff at the Virginia Department of Forestry.

Sincerely

Sarah Parmelee
Forestland Conservation Coordinator

Sarah Parmelee

Cc:

Terry Lasher, Assistant State Forester
Ed Zimmer, Deputy State Forester



Plan Comments Report County Archaeologist Pending

Plan/Case #:	CPA2021-00004	Date:
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Patton, Justin	
	703-792-5729	jspatton@pwcgov.org

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

Section I - Comments that Require Applicant's Response:

NO COMMENTS

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



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

Plan/Case #:	CPA2021-00004	Date: 04/26/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Little, Ernest	
	703-792-6883	elittle@pwcgov.org

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

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

- 2.01- Fire/Rescue Stations 22 and 15 are the first due fire/rescue resources in the corridor.
 - 2.02- The facility is outside the required 4-minute travel time for Basic Life Support and Fire from either Fire/Rescue resource.
 - 2.03- The facility is inside the required 8-minute travel time for Advanced Life Support.
 - 2.04- Fire/Rescue Stations 22 and 15 responded to 1,480 and 868 incidents in FY 21 respectively.
 - 2.05- The workload capacity for Fire/Rescue Stations 22 and 15 is 4,000 and 2,000 incidents per year respectively.
 - 2.06- Commercial use, such as data centers, will require fire flow of at least 2,500 gallons of water per minute at 20 psi residual pressure available at the site(s).
-
- 3.01- Fire/Rescue Stations 22 and 15 are the first due fire/rescue resources in the corridor.
 - 3.02- The facility is outside the required 4-minute travel time for Basic Life Support and Fire from either Fire/Rescue resource.

3.03- The facility is inside the required 8-minute travel time for Advanced Life Support.

3.04- Fire/Rescue Stations 22 and 15 responded to 1,480 and 868 incidents in FY 21 respectively.

3.05- The workload capacity for Fire/Rescue Stations 22 and 15 is 4,000 and 2,000 incidents per year respectively.

3.06- Reference is made to a future Fire/Rescue station on Sudley Road. At this point the location of this Fire/Rescue is conceptual only and the impact on levels of service caused by it and time it will be constructed are not known.

3.07- Commercial use, such as data centers, will require fire flow of at least 2,500 gallons of water per minute at 20 psi residual pressure available at the site(s).



April 26, 2022

TO: Aisha Medina
Office of Planning

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

SUBJECT: CPA2021-00004 – PW Digital Gateway – Pageland Lane – Comprehensive Plan Amendment, Amendment without rezoning - Submission 3

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

Conditions:

None

Corrections:

None

Recommendations:

3.01- Fire/Rescue Stations 22 and 15 are the first due fire/rescue resources in the corridor.

3.02- The facility is outside the required 4-minute travel time for Basic Life Support and Fire from either Fire/Rescue resource.

3.03- The facility is inside the required 8-minute travel time for Advanced Life Support.

3.04- Fire/Rescue Stations 22 and 15 responded to 1,480 and 868 incidents in FY 21 respectively.

3.05- The workload capacity for Fire/Rescue Stations 22 and 15 is 4,000 and 2,000 incidents per year respectively.

3.06- Reference is made to a future Fire/Rescue station on Sudley Road. At this point the location of this Fire/Rescue is conceptual only and the impact on levels of service caused by it and time it will be constructed are not known.

3.07- Commercial use, such as data centers, will require fire flow of at least 2,500 gallons of water per minute at 20 psi residual pressure available at the site(s).



Plan Comments Report Historical Commission Reviewed w/Comments

Plan/Case #:	CPA2021-00004	Date:	May 11, 2022
Plan/Case Name:	PW Digital Gateway		
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155		
Reviewer:	Patton, Justin		
	703-792-5729	jspatton@pwcgov.org	

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Section I - Comments that Require Applicant's Response:

The Historical Commission reviewed the case at its regularly scheduled meeting on May 11, 2022. The briefs for this meeting will be available once approved at the next regularly scheduled meeting on June 14, 2022.

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report

Long Range Planning Review

Review Completed

Plan/Case #:	CPA2021-00004	Date: May 17, 2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Medina, Aisha	
	703-792-5952	AMedina@pwcgov.org

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

Section I - Comments that Require Applicant's Response:

Staff comments will be incorporated into the Staff Recommendation/Draft.

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Manassas National Battlefield Reviewed w/Comments

Plan/Case #:	CPA2021-00004	Date: 05/2/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Raquel Montez	

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

Section I - Comments that Require Applicant's Response:

NO COMMENTS

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



United States Department of the Interior
NATIONAL PARK SERVICE



Manassas National Battlefield Park
12521 Lee Highway
Manassas, VA 20109

May 2, 2022

Mr. Bryce Barrett
Planning Office
County of Prince William
5 County Complex Court
Prince William, VA 22192

Subject: NPS Comments on CPA2021-00004, PW Digital Gateway

Dear Mr. Barrett:

On April 21, 2022, the National Park Service (NPS) received the third submission of review materials for the Comprehensive Plan Amendment (CPA) for the PW Digital Gateway, encompassing approximately 2,133 acres of agricultural and residential land along Pageland Lane as well as 570 acres that have been formally designated by federal and state agencies as significant to the Second Battle of Manassas. Manassas National Battlefield Park (MNBP) continues to oppose this CPA because of its high potential to have adverse effects on both the historic and natural resources of the park and the surrounding lands.

The third submission describes the status of the cultural resources within the CPA area and within the park. The corridor for the PW Digital Gateway is not just adjacent to but *within* a National Register district. That district contains historic resources that are not addressed within the CPA submission. The Pageland II house (c.1865) structure was omitted from the submission. The protections afforded to the noted structure, Honeywood (c.1830), in the third submission are inadequate and the MNBP requests more robust considerations and protections for this site. The full breadth of the National Register listed historic resources contained within the CPA area need to be recognized and given the utmost protection. They are amongst the most at-risk resources to be adversely affected by potential development.

Viewshed protection is a critical component of the preservation of the park's historic integrity and a vital part of the visitor experience. The area proposed for berming is on the park's northern border and is separated in many locations by nothing more than a board fence. Despite screening any proposed buildings, the berm itself would become a viewshed impact. The creation of large man-made berms atop American Battlefield Protection Program (ABPP) designated Core Areas also negatively impacts not only the viewshed but the historic topographic integrity of the cultural landscape.

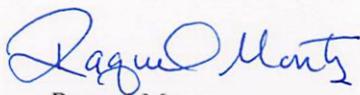
The Park requests that areas where berming is proposed, along the northern side of the Brawner Farm and east of the powerline corridor, be excluded from any development. The area is ABPP Core battlefield land with significant continuity and connections to the MNBP lands. The area should be set aside in the CPA as a protected open space.

The area within the CPA as well as adjacent lands are continually characterized as having lost their rural integrity and the historic significance marginalized. Within the MNBP, the Brawner farm area is described only as a marred landscape. In reality, it is an exceptionally well-preserved historic cultural

landscape with one of the greatest grasslands and shrublands environments in the area which has become a vanishing resource. Likewise, the lands within the CPA area retain a high degree of integrity as both cultural and natural landscapes. It is important to recognize these features and characteristics in order to determine appropriate uses and plan around their protection.

The National Register of Historic Places is designed to contribute to the understanding of the historical and cultural foundations of the Nation. The destruction of any of those places would be a step backwards for the community and the country. The CPA would open the door to that loss and the park urges serious consideration be given to the concerns expressed in this letter and in previous responses. Park management continues to hope for an equitable solution that meets the goals of all parties while joining the MNBP as stewards of these resources.

Sincerely,



Raquel Montez
Superintendent (Acting)



Plan Comments Report

Other

Comments Not Received

Plan/Case #:	CPA2021-00004	Date: 05/17/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Barrett, Bryce	
	703-792-8007	BBarrett@pwcgov.org

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Section I - Comments that Require Applicant's Response:

NO COMMENTS RECEIVED AT THIS TIME

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



Plan Comments Report Parks and Recreation Reviewed w/Comments

Plan/Case #:	CPA2021-00004	Date: 05/23/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Pakkala, Patti	
	703-792-8004	PPakkala@pwcgov.org

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

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



May 16, 2022

**TO: Bryce Barrett
Planning Office**

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

**RE: CPA2021-00004, PW Digital Gateway Comprehensive Plan Amendment
Gainesville Magisterial District**

In response to the subject application dated April 21, 2022 and the subsequent exhibits submitted by the applicant, including Revised Text dated May 13, 2022, and Exhibits A, B, C, and E, DPRT offers the following comments:

Revised Text – Mobility Section

- Upgrade Pageland Lane within the Corridor – If one is not proposed, the west side of Pageland Lane should have, at a minimum, a sidewalk. The shared use path on the east side only is not sufficient for mobility given the anticipated distance between intersections and potential crosswalks along Pageland Lane.
- Trail Improvements & Safety – in order to implement this, individual rezonings will need to be responsible for the construction of all recreational/mobility trails on their property, including the installation of the referenced trail maps/QR codes. Recreational trails will need to be built in accordance with DPRT's Trails Standards and funding will need to be provided for trail maintenance, including maintenance of the trail maps/QR codes. If facilities are not constructed by rezoning applicants, monetary contributions will be expected. This is supported by Park Policy 3 (Parks, Recreation & Tourism Chapter), but needs to be more clearly conveyed as an expectation of each rezoning.
- Uniform Resource Locator – DPRT does not currently offer this capability; it would need to be installed and maintained with individual rezonings.
- Expand equestrian and bicycle trail opportunities – any trailheads provided between Conway Robinson State Forest and MNBP should be County-owned to address needs identified in DPRT's Parks, Recreation, and Open Space Master Plan, as well as current objectives of the Mobility Chapter. If an "additional undeveloped area" boundary is also located along the northern boundary of the State Forest, the County could potentially provide access to its Little Bull Run and Catharpin Creek Greenway trail systems from this trailhead without requiring access through the State Forest.

Revised Text – Public Open Space/Parks Section

- Encourage an "Adopt-A-Trail" program – The county already has groups that oversee "Adopt-A-Trail" programs, so the words "participation in" should be added after 'Encourage'. In addition to participating in an Adopt-A-Trail program, rezoning applicants should be encouraged to provide monetary contributions to offset trail maintenance. As noted, above, it is also the desire of DPRT

that construction of all trail routes proposed within this corridor be the responsibility of the landowner at the time of rezoning.

- The “Settlement” Community and Thornton School – language should be changed to “natural/cultural resource park” in place of “community level park” to be consistent with DPRT terminology.
- State Forest Expansion (Freedom Park) – As noted above, this area should be County parkland instead of an extension of the state forest so that DPRT can better address the needs identified in its Parks, Recreation and Open Space Master Plan, which include a goal of 5% of acreage as County parkland and the need for more pedestrian and bicycle trails. The “Freedom Park” name should also be removed from the document/exhibits and all potential park areas should simply be labeled with letters, such as “Public Park Area A”, “-Area B”, etc.

Revised Text – Protect the Environment Section

- Protected Open Space – DPRT has concerns with the use of the term “protected” as it applies to the open space areas shown on Exhibit A. While we agree that open space areas should be preserved and used to create corridors throughout the area, we must ensure that the term “protected” does not preclude the use of these areas by activities such as mountain bikers and equestrians. It would also be helpful if the applicant could identify how the parameters of the open space areas shown on Exhibit A were quantified, as this would help ensure that the same parameters can be applied with each individual rezoning. For instance - along streams will this include buffers beyond the RPA; a minimum distance outside steep slopes; enhanced buffer widths where there is abutting residential; etc.
- Virginia Conservation Easement Act – It should be noted that any areas to be placed under conservation easement will be determined at rezoning.

Exhibit A – Protected Open Space Map

- As noted above, it is difficult to ascertain what parameters were used to create the “Additional Undeveloped Area” and “Public Parkland” areas shown on Exhibit A (Protected Open Space). DPRT would prefer that these areas have some type of identifying parameters so that staff can ensure they are consistently applied from rezoning to rezoning. Parameters would also help explain why some of these areas – as shown on Exhibit A – are fairly wide while others (like the area just west of the Thornton School Park area) are so narrow.
- As noted previously, this application should not propose any park names and should just list the future park areas as “Public Park Area A”, “- Area B”, etc.
- The “Pageland Lane Enhanced Streetscape” should not be part of the “Protected Open Space” exhibit, as streetscape design is subject to VDOT standards and generally not considered “protected open space”. As identified above, DPRT also has concerns with the use of the term “protected” in the title of this exhibit, as it may falsely imply that certain uses will automatically be precluded from these areas. DPRT would prefer that the term ‘protected’ be replaced with “proposed”.
- All cemeteries should have a protected development boundary, to be determined in conjunction with the County Archaeologist.
- The “Additional Undeveloped Area” should extend along the length of the shared boundary with Conway Robinson State Forest, so that a County trail connection can be provided outside of the State Forest. As stated previously, this designation should also not preclude the development of passive recreational facilities in these areas.

- DPRT is open to extending the Catharpin Greenway to Sudley Road if County-owned parkland is available along Sudley Road, near its crossing with Little Bull Run. With this, DPRT would suggest that the “Additional Undeveloped Area” off Sudley Road be changed to “Public Parkland” and the “Public Parkland” area just east of Pageland Lane on Lick Branch be changed to “Additional Undeveloped Area”.
- In conjunction with the proposed Mobility Chapter goals, this application should consider opportunities to create bicycling and equestrian trails within or adjacent to the transmission right-of-way, as there is an opportunity to access this corridor directly from Catharpin Park. The transmission corridor also offers opportunities for shorter loop trails in the northern and middle sections of the corridor.

Exhibit B – Proposed Long Range Land Use Map

- This map does not appear to coincide with the Protected Open Space areas shown on Exhibit A. DPRT suggests the greenway areas that are designated as “Public Parkland” be labeled “P&OS” on this map. Areas that are to be “Additional Undeveloped Area” should remain ER.

Exhibit C – Mobility Network

- As requested above, a sidewalk (at the minimum) should be provided on the west side of Pageland Lane. Pedestrian systems on both sides of Pageland Lane are necessary given the anticipated distance between crosswalks in this corridor.
- As suggested on Exhibit A, a greenway corridor should extend from Pageland Lane to Sudley Road, generally along Little Bull Run, as this will greatly expand the potential for passive recreational opportunities in both the Park Planning District and Magisterial District. This should be done in conjunction with switching the “Additional Undeveloped Area” designation, east of the transmission lines, to “Public Parkland”.
- An attempt should be made to show the planned routes for the greenway and other recreational trails within the corridor, including any trails along the transmission line right-of-way, so that there is a basic understanding at rezoning of the planned trail network and needed connections. As noted previously, it should also be an expectation with each rezoning, that identified trail segments will be construction in conjunction with said rezoning(s).
- Not all cemeteries are shown on this exhibit. Trail routes do not necessarily need to be shown to all cemetery sites, but the location of these types of features should be consistent from exhibit to exhibit.

Exhibit E – Tree Canopy Preservation and Afforestation

- The only reference to Exhibit E in the revised text is in relation to riparian corridors, yet the exhibit appears to show that all open space areas within the “additional undeveloped areas” will be reforested. There are also no clear indications of who might be responsible for said afforestation. The text and exhibit should provide further explanation as to the reasons to propose afforestation in areas outside of riparian corridors.
- How does Exhibit E pair with the ‘Protect the Environment’ goal of encouraging “a minimum of 20% *Natural Open Space*, as defined in the Zoning Ordinance, within the land area of individual zoning approvals? How does the applicant propose balancing “natural open space” with the afforestation areas shown in Exhibit E?

In support of the above, DPRT provides the following overview of Park Planning District and Magisterial District needs, as were identified in DPRT's Parks, Recreation, and Open Space Master Plan, approved by the BOCS on March 10, 2020. It is these needs which should be the primary focus of any County park development in this corridor:

- The proposed project area is located entirely within Park Planning District 2. Only 1.5% of the land area in PPD 2 is County-owned parkland. The County goal is 5%.
- There are currently no neighborhood or community parks in this PPD; there is limited linear/greenway park acreage; additional trail easements/land dedications are needed to provide continuous greenway corridors and trails, and to fill gaps therein.
- An identified goal for PPD 2 is to seek opportunities to add additional community, linear/greenway, and natural/cultural resource parks within the PPD – this application provides an opportunity to provide additional acreage in all of these park types.
- An identified goal for PPD 2 is to expand picnic opportunities for the public – this application provides opportunities to do this in conjunction with the expansion/addition of the linear/greenway corridors/park areas.
- An identified goal for PPD 2 is to develop/provide more program opportunities for senior and aging populations, which can be addressed through walking trails, interpretive programs, natural/cultural programming, etc. Each of these programming needs can potentially be addressed within the identified corridor.
- In addition to the above goals for PPD 2, the top-ranked facility needs for the Gainesville Magisterial District have been identified as: walking and biking trails, natural wildlife habitats, small neighborhood parks, picnic areas and shelters, and boating and fishing access areas. Each of these facility needs can also potentially be accommodated within the identified corridor (except for boating access perhaps), if appropriate land area is provided for such.

Overall, the primary focus of DPRT is to ensure that adequate lands are provided and protected for a variety of needs pertaining to parks, recreation, and open space. With this, we must plan for future active and passive recreation needs, recreational trail corridors, and greenway/blueway/open space corridors, regardless of the surrounding land use being proposed. Any amendments to the County's Comprehensive Plan should therefore be consistent with the Parks, Recreation & Tourism Chapter of the County's Comprehensive Plan and the needs identified in the Parks, Recreation, and Open Space Master Plan. We hope the above information appropriately identifies our concerns with the current proposal and that the next submission identifies more opportunities for the P&OS land use, along with a more clearly defined mobility network between areas with this land use designation.

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



Plan Comments Report Planning Case Planner Review Completed

Plan/Case #:	CPA2021-00004	Date: 05/17/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Barrett, Bryce	
	703-792-8007	BBarrett@pwcgov.org

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Section I - Comments that Require Applicant's Response:

Staff comments will be incorporated into the Staff Recommendation/Draft.

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



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

Plan/Case #:	CPA2021-00004	Date: 05/9/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Barrett, Bryce	
	703-792-8007	BBarrett@pwcgov.org

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Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.

May 9, 2022

MEMORANDUM

To: Bryce Barrett
PWC Planning Office

From: David L. Guerra, P.E.

Re: **CPA2021-00004, PW Digital Gateway – 3rd Submission**

The Service Authority's comments regarding this proposed Comprehensive Plan Amendment are as follows:

- The Service Authority has sufficient water treatment capacity to meet projected demands under the current Comprehensive Plan through 2045. Additionally, the Service Authority has confirmed that additional water treatment capacity can be obtained in sufficient quantity to meet development requirements under the Comprehensive Plan Amendment (CPA) for the Prince William Digital Gateway based on demand projections by the Service Authority. This additional water capacity would be paid for by development fees, without financial impact to existing customers.
- For wastewater treatment, three incremental expansions of treatment capacity at the Upper Occoquan Service Authority (UOSA) Plant are already planned in to meet projected wastewater flows beyond 2045 under the current Comprehensive Plan. UOSA capacity can be expanded further if needed, to meet development requirements under the CPA based on flows projected by the Service Authority. Additional wastewater treatment capacity would be paid for by development fees, without financial impact to existing customers.
- The Service Authority is developing a master plan based on prince William County's current Comprehensive Plan and Land Use Policies. A change in planned density and land use policy would require the Service Authority to undertake additional planning studies to determine the optimal water and sewer transmission systems to serve the proposed development. Proper sizing and extension of existing

infrastructure would be planned for development without subsidy by or financial impact to existing customers.

The absence of water and sewer infrastructure in any given part of the Rural Area should not be considered an impediment to development under existing “growth pays for growth” policies, which require these infrastructure extensions to be designed, constructed and paid for by applicants to serve their development.

- In accordance with the Service Authority’s Development Review Process and System Improvement Policy, which is consistent with the County’s Comprehensive Plan and with the growth pays for growth policy philosophy, the applicant is financially responsible for the design and construction of the infrastructure necessary to serve their development. The Service Authority reviews all proposed development projects in Prince William County to determine if the existing water distribution, sewer collection systems, and pump stations are adequate to meet the projected water demands and wastewater flows. The Service Authority identifies deficiencies and the applicant will be notified of their requirements to meet the Service Authority’s established performance standards for service.
- Additional planning studies will be required to determine the optimal configuration of water and sewer facilities and additional capacity requirements to serve the proposed development. The Service Authority will engage a consultant to conduct these studies upon approval of this comprehensive plan amendment.
- To follow-up on recent correspondence from other jurisdictions concerning future water quality in the Occoquan Reservoir, the Service Authority purchases treated drinking water from Fairfax Water, which obtains and treats water from the Occoquan Reservoir to meet the needs of Service Authority customers in Eastern Prince William County. The Service Authority remains fully confident in Fairfax Water’s ability to provide safe and reliable drinking water that meets all regulatory treatment and distribution requirements. Prince William County, Fairfax Water and the regional partners of the Northern Virginia Regional Commission and the Occoquan Watershed Monitoring Lab have always worked together to ensure that land use policies and practices protect water quality in the Occoquan Reservoir, and we anticipate that will continue.



Plan Comments Report Transportation Dept Reviewed w/Comments

Plan/Case #:	CPA2021-00004	Date: 05/23/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Scullin, Elizabeth	
	703-792-4051	escullin@pwcgov.org

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

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Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.



COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

STEPHEN C. BRICH, P.E.
COMMISSIONER

March 11, 2022

To: Rick Canizales
Department of Transportation, Prince William County, Virginia

From: Erik Spencer
Virginia Department of Transportation – Prince William Land Use Section
703-259-2948 erik.spencer@VDOT.Virginia.gov

Subject: CPA 2021-00004 – PW Digital Gateway

In accordance with the Virginia Traffic Impact Analysis Regulations, 24VAC30-155, the PW Digital Gateway comprehensive plan amendment was submitted to the Virginia Department of Transportation (VDOT) for review on December 16, 2021.

VDOT has reviewed this proposed comprehensive plan amendment and prepared a report with our written comments. The report presents a summary of our key findings as well as comments on the future transportation improvements that will be needed to support the current and planned development in the County. Our report and comments are attached to assist the Planning Director, the Planning Commission and the Board of Supervisors in their decision – making process regarding the comprehensive plan amendment.

Please have VDOT's comments included in the locality's official public records. VDOT will make these documents available to the general public through various means, such as posting them on our website.

Sincerely,

Erik Spencer, P.E., VDOT, Area Land Use Engineer – Prince William County

cc: John Lynch, VDOT
Maria Sinner, VDOT
Richard Burke, VDOT
Elizabeth D. Scullin, PWC DOT

CPA 2021-00004, PW Digital Gateway

Executive Summary

The Prince William Board of County Supervisors initiated a Comprehensive Plan Amendment on May 19, 2021, to change the Long Range Land Use from AE, Agricultural or Estate and ER, Environmental Resource to Technology / Flex (T/F) with a T-3 Transect to create a Digital Corridor and include related impacts on supporting infrastructure and consider alternative comparable land use designation options that meet the needs of the Applicant and the priorities of the Prince William Board of County Supervisors.

The proposed amendment submitted to VDOT on December 16, 2021 included a traffic technical memorandum with CUBE Model prepared by Grove / Slade for review. The CPA seeks to make available approximately 2,133 acres of land for new data center facilities located in Prince William County.

The proposed CPA and associated TIS has been provided to the following agencies for review and comment:

- VDOT - Transportation Planning
- VDOT - Traffic Operations
- VDOT - Traffic Engineering
- VDOT – Preliminary Engineering and Land Use
- VDOT - Land Development
- Virginia Department of Rail and Public Transportation (DRPT)
- Northern Virginia Transportation Authority (NVTA)

VDOT – Transportation Planning comments:

- Page 5: Please provide existing and future No Build and Build link volumes for the study area roadways.
- Page 6: Please confirm that TAZ 47 was split as shown in the previous memo maps (not 43 as written in this memo).
- Page 7: The centroid connector for TAZ 59 is directly connected to US 29, and it is loading 10,000 daily trips at the future intersection with Battleview/US 29 Alt. This connection does not seem reasonable.
- Figures 12 & 15: Some segments of Pageland Ln shows a better V/C ratio for the Build scenario compared to the No-Build scenario. Please clarify.
- All the V/C maps: The legend identifies orange as 0.8 to 0.95 and red as >1.0. Please clarify the 0.95 to 1.0 range.
- Page 23: Please provide percentages of trips to north, west, south, and east for the select zone analyses (Figures 22 & 23) in a table. We need this information to verify the narrative provided at the end of the paragraph on page 23.
- From the submitted loaded networks, it appears that you also performed a select link analysis for the Pageland Ln link just north of US 29. Please document that effort and the results obtained from it. We

need this information to identify the impact of the development on diverting the pass-through traffic and thus its impact on the parallel roadways.

- Chapter 536: Please provide a table showing the existing and planned roadways with minor arterial or above functional classification, which have a volume exceeding capacity as a result of this project.
- “The analysis recommends that the final design of Pageland Road be evaluated to ensure roadway configurations and traffic signal timings are adequate for future use.” If it is not the case, please provide a list of mitigation strategies that might be implemented to reduce congestion.

VDOT NRO Traffic Operations comments:

Page 4: Figure 2: 2015 Network Facility Types

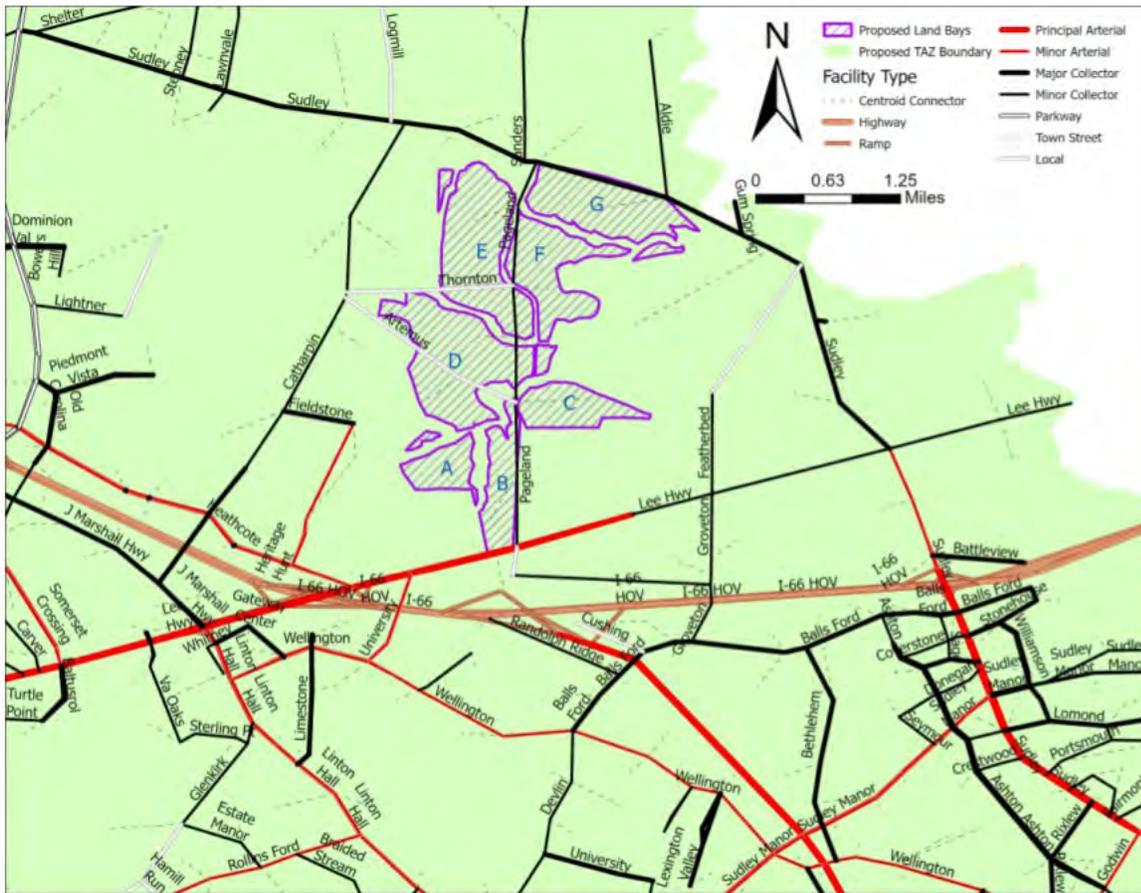


FIGURE 2: 2015 NETWORK FACILITY TYPES

A portion of Lee Hwy is not identified as “principle arterial” near Sudley Road, Battlefield Park. Why is it not a “principal arterial”? Please explain.

Page 6:

The study used the 2015 traffic data, which is out of date. We suggest using 2019’s data for the study. VDOT’s 2019 AADT data is available.

The below figure shown on Page 6 does include the data on Lee Hwy, which is a critical primary road and should be included. The 2019 AADT on Lee Hwy is around 20,000 between east of I-66 and Fairfax County line.

It appears that the traffic counts on Lee Hwy and Sudley Road shown in the report are significantly lower than VDOT 2019 data.

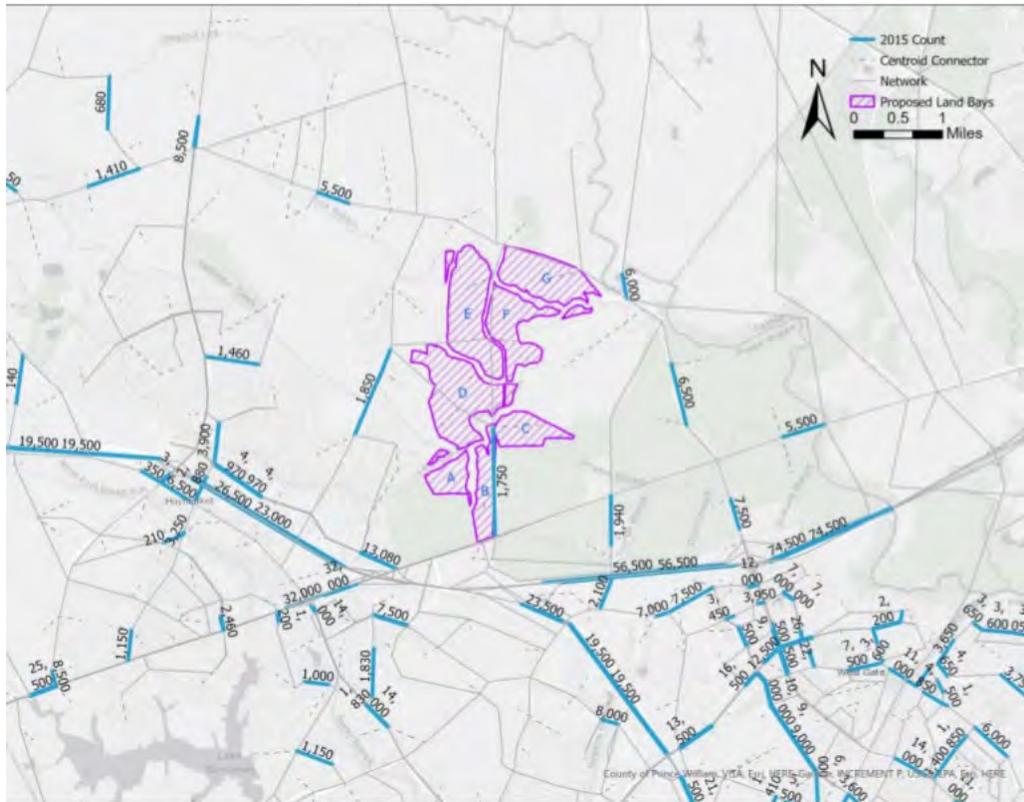


FIGURE 4: 2015 TRAFFIC COUNT LOCATIONS

Page 7: “Base Year Network Performance

The volume to capacity ratio maps for 2015 are included in this memo to show the context of roadway performance in the base year. Based on the maps in Figure 6 (AM peak period), Figure 7 (PM peak period), and Figure 8 (daily), the study area has little congestion in the AM peak period, but some congestion on Lee Highway and Sudley Road near Lee Highway in the PM peak period. In the areas to east of the study area and outside Prince William County, there is significant congestion shown in the model.”

Comments:

Figure 6 v/c ratios AM and PM:

The segment west of Sudley Road on Lee Hwy experiences heavy congestion in eastbound direction during AM. However, it shows the link v/c < 1.0? Need to check.

Figure 11 Future Year No Build AM v/c Ratios:

Should check the same segment as mentioned above

Figure 12 Future Year No Build PM v/c Ratios:

Why v/c is less than 1.0 in WB Lee Hwy, but FIGURE 7: 2015 PM V/C RATIOS shows v/c greater than 1:0 on WB Lee Hwy at Sudley Road

In the “Summary and Conclusions” on page 25, it mentions that in the future year, Pageland Road will be approaching congestion, it’s recommended to evaluate the intersection configurations and signal timings in the design of Pageland Road. However, it must note that the increased traffic and the impacts on the surrounding roadways, such Lee Hwy and Sudley Road, which are the primary roadways to connect Pageland Road, should be evaluated and mitigation strategies in addition to signal timings are developed/implemented to alleviate the congestion on Lee Hwy and Sudley Road. Please also note even though signal timings will be optimized, if volume exceeds roadway capacity, signals can’t reduce the congestion.

It also says, “One of the things that we noticed during this analysis is all the congestion outside of Prince William County”. This statement needs to be checked as some congestion spots, specifically Lee Hwy and Sudley Road, are within the study area.

VDOT – Traffic Engineering comments:

VDOT Traffic engineering has reviewed the subject comprehensive plan amendment and at this time has no comments on the CPA.

VDOT – Preliminary Engineering and Land Use comments:

VDOT Preliminary Engineering and Land Use has reviewed the subject comprehensive plan amendment and at this time has no comments on the CPA.

VDOT – Land Development Comments:

Page 19 of 20: as the improvements to Pageland Lane are contemplated, appropriate access management regulations and standards should be utilized to ensure the safety, integrity and operational characteristics of the grid.

Virginia Department of Rail and Public Transportation (DRPT) comments:

Page 2: The Project with build and mitigation strategies could enhance multi-modal connections (creating a shared-use bike/ped trail and improving road connectivity to University Blvd Park and Ride lot). DRPT supports the proposed amendment.

Page 22: Please note, DRPT supports the traffic congestion mitigation efforts through road widening to keep v/c below 1.00.

Page 68: Please note that the PRTC (OmniRide) Transit Strategic Plan (TDP) Phase 2 was adopted by the Board of Supervisors in 2017 and that OmniRide is currently undergoing Phase 3 of their TSP. We suggest the applicant coordinate with OmniRide on the planned service within in the Town.

Page 68: Please note that the Project Pipeline Study NV03: US 29 – Lee Highway is in progress and set to complete by Spring 2022. Incorporate the identified safety improvements and OmniRide commuter assistance programs into the project planning.

Page 68: Consider including alternative strategies to connect and reduce traffic congestion surrounding the project area, such as teleworking, commuter services, and Park and Ride lot connectivity.

Northern Virginia Transportation Authority (NVTa) comments:

- Based on review, there does not appear to be a direct conflict between the impacts identified in the report and any of the TransAction or SYP projects.
- In general, NVTa encourages jurisdictions and agencies to consider bike/ped facilities whenever a new roadway is developed or an existing roadway is improved.
- There are a few projects in TransAction in the vicinity where project impacts are identified. They are:
 - Sudley Road Widening from Route 15 to Route 29
 - Gum Spring Road Widening from Loudoun County Line to Sudley Road
 - Add Northbound Lane on Route 29: I-66 to Conway Robinson Memorial State Forest
 - Route 15 Widening: Haymarket Town Limits to Route 29
 - Route 29 Widening: Route 15 to Virginia Oaks Drive
- We want to bring this to the notice of VDOT and Prince William County staff so that any mitigation activities you plan or make a deal with the developers should include any impact mitigation in the above-mentioned project areas too, to the extent possible.



Plan Comments Report

VDOT Fairfax

Reviewed

Plan/Case #:	CPA2021-00004	Date:	
Plan/Case Name:	PW Digital Gateway		
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155		
Reviewer:	Scullin, Elizabeth		
	703-792-4051	escullin@pwcgov.org	

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

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VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA NOT REQUIRED		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION	
COUNTY PROJECT NUMBER: CPA 2021-00004			DEVELOPER/ENGINEER: MARY ANN GHADBAN / CHRISTOPHER CONSULTANTS		REVIEWER(S): ERIK SPENCER, P.E. ERIK.SPENCER@VDOT.VIRGINIA.GOV		DATE: 03/11/22
PROJECT NAME: PW DIGITAL GATEWAY			REVIEW PHASE & TYPE: 1ST REVIEW, CPA		DISCIPLINE: VDOT		
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾	DATE:	FINAL DISPOSITION ⁽³⁾	
		<u>VDOT - Transportation Planning comments:</u>					
1.01	TIA	Page 5: Please provide existing and future No Build and Build link volumes for the study area roadways.	1	The memo has been revised to include volumes for the different scenarios.			
1.02	TIA	Page 6: Please confirm that TAZ 47 was split as shown in the previous memo maps (not 43 as written in this memo).	1	TAZs 43, 44, and 45 were all adjusted (merged and split) to reflect the updated land uses. Additionally, TAZs 46 and 47 were adjusted (merged and split into three TAZs, the third is 731).			
1.03	TIA	Page 7: The centroid connector for TAZ 59 is directly connected to US 29, and it is loading 10,000 daily trips at the future intersection with Battleview/US 29 Alt. This connection does not seem reasonable.	1	This centroid connector was not within our study area and was in the validated model provided to us.			
1.04	TIA	Figures 12 & 15: Some segments of Pageland Ln shows a better V/C ratio for the Build scenario compared to the No-Build scenario. Please clarify.	1	One of the maps was incorrectly pasted into the document, this has been corrected in the revised memo.			

(1) Indicate drawing no./page no. or use "G" for general comment.
 (2) To be filled out by Applicant/Engineer. Date of Response is required.
 (3) The VDOT reviewer is responsible for the final disposition of all comments.

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1.05	TIA	All the V/C maps: The legend identifies orange as 0.8 to 0.95 and red as >1.0. Please clarify the 0.95 to 1.0 range.	1	All V/C maps were revised to provide clarification on the detailed v/c ratios.			
1.06	TIA	Page 23: Please provide percentages of trips to north, west, south, and east for the select zone analyses (Figures 22 & 23) in a table. We need this information to verify the narrative provided at the end of the paragraph on page 23.	1	This information has been added to the revised memorandum.			
1.07	TIA	From the submitted loaded networks, it appears that you also performed a select link analysis for the Pageland Ln link just north of US 29. Please document that effort and the results obtained from it. We need this information to identify the impact of the development on diverting the pass-through traffic and thus its impact on the parallel roadways.	1	This information has been added to the revised memorandum.			
1.08	TIA	Chapter 536: Please provide a table showing the existing and planned roadways with minor arterial or above functional classification, which have a volume exceeding capacity as a result of this project.	1	A comparison table with all the v/c ratios is included in the revised application.			

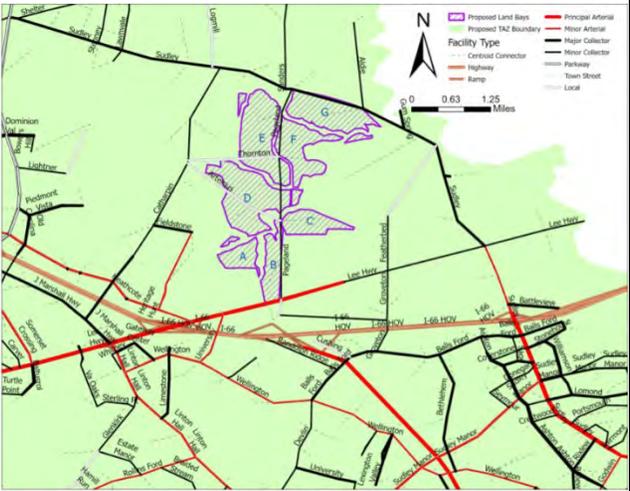
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ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾ DATE:	FINAL DISPOSITION ⁽³⁾		
1.09	TIA	“The analysis recommends that the final design of Pageland Road be evaluated to ensure roadway configurations and traffic signal timings are adequate for future use.” If it is not the case, please provide a list of mitigation strategies that might be implemented to reduce congestion.	1	Comment acknowledged. The specific mitigations and intersection controls will be determined during rezoning applications.			
		<u>VDOT – Traffic Engineering comments:</u>					
1.10		VDOT Traffic engineering has reviewed the subject comprehensive plan amendment and at this time has no comments on the CPA.	1	Comment acknowledged.			
		<u>VDOT – Preliminary Engineering and Land Use comments:</u>					
1.11		VDOT Preliminary Engineering and Land Use has reviewed the subject comprehensive plan amendment and at this time has no comments on the CPA.	1	Comment acknowledged.			
		<u>VDOT NRO Traffic Operations comments:</u>					

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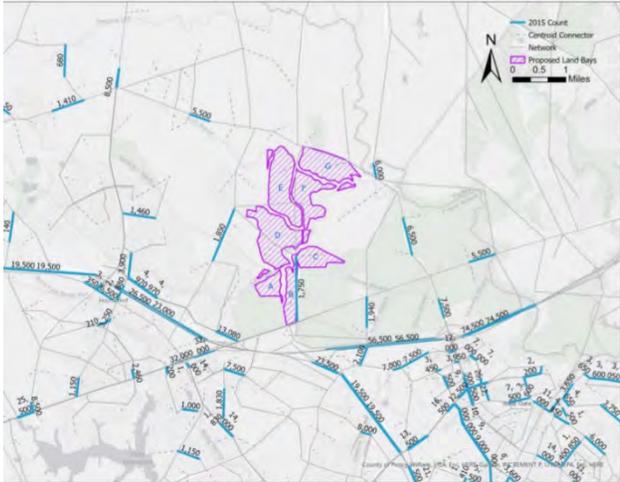
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PROJECT NAME: PW DIGITAL GATEWAY		REVIEW PHASE & TYPE: 1 ST REVIEW, CPA		DISCIPLINE: VDOT		
ITEM NO.	DWG. No.(1)	COMMENTS	COMMENT CATEGORY	RESPONSE(2) DATE:	FINAL DISPOSITION(3)	
1.12	TIA	<p>Page 4: Figure 2: 2015 Network Facility Types:</p> <p>A portion of Lee Hwy is not identified as “principle arterial” near Sudley Road, Battlefield Park. Why is it not a “principal arterial”? Please explain.</p>  <p>FIGURE 2: 2015 NETWORK FACILITY TYPES</p>	1	<p>This map is based on the current Prince William County Comprehensive Plan which classifies the section of Lee Highway east of Pageland as a 2 lane Major Collector.</p> <p>This is outside of our study area and exists in the validated model provided to us.</p>		

(1) Indicate drawing no./page no. or use “G” for general comment.
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ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾ DATE:	FINAL DISPOSITION ⁽³⁾
1.13	TIA	Page 6: The study used the 2015 traffic data, which is out of date. We suggest using 2019's data for the study. VDOT's 2019 AADT data is available.	1	The model has been validated to 2015 traffic counts and is using the 2015 socioeconomic and network data as an input consistent with the County's model. Using 2019 traffic counts would require a complete validation of the model, which is outside of our scope and would be duplicating effort with a current model validation study that Prince William County is working on.	

(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Applicant/Engineer. Date of Response is required. (3) The VDOT reviewer is responsible for the final disposition of all comments.	Note: This form is to be used by the VDOT land use team to provide comments or concerns associated with the rezoning applications, site plans or any other plans when requested by the county or the applicants. REVISED SEPTEMBER, 2014
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<p>1.14</p>	<p>TIA</p>	<p>The below figure shown on Page 6 does include the data on Lee Hwy, which is a critical primary road and should be included. The 2019 AADT on Lee Hwy is around 20,000 between east of I-66 and Fairfax County line.</p> <p>It appears that the traffic counts on Lee Hwy and Sudley Road shown in the report are significantly lower than VDOT 2019 data.</p>  <p>FIGURE 4: 2015 TRAFFIC COUNT LOCATIONS</p>	<p>1</p>	<p>The model has been validated to 2015 traffic counts and is using the 2015 socioeconomic and network data as an input consistent with the County’s model. Using 2019 traffic counts would require a complete validation of the model, which is outside of our scope and would be duplicating effort with a current model validation study that Prince William County is working on.</p>	
<p>1.15</p>	<p>TIA</p>	<p>Page 7: “Base Year Network Performance</p> <p>The volume to capacity ratio maps for 2015 are included in this memo to show the context of roadway performance in the base year. Based on the maps in Figure 6 (AM peak period), Figure 7 (PM peak period), and Figure 8 (daily), the study area has little congestion in the AM peak period, but some congestion on Lee Highway and Sudley Road near Lee Highway in the PM peak period. In the</p>	<p>1</p>	<p>Model data for areas outside of Prince William County are simplified and not for analysis use. The figures have been revised to focus on the study area.</p>	

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		areas to east of the study area and outside Prince William County, there is significant congestion shown in the model.”					
1.16	TIA	Figure 6 v/c ratios AM and PM: The segment west of Sudley Road on Lee Hwy experiences heavy congestion in eastbound direction during AM. However, it shows the link v/c < 1.0? Need to check	1	Unfortunately, validation-year traffic counts in that area are scarce. Without knowing the 2015 traffic count for that link, it is difficult to determine if the model is under-assigning traffic or if another reason is causing congestion. The 2015 model is consistent with the County’s model.			
1.17	TIA	Figure 11 Future Year No Build AM v/c Ratios: Should check the same segment as mentioned above	1	Please see previous response.			
1.18	TIA	Figure 12 Future Year No Build PM v/c Ratios: Why v/c is less than 1.0 in WB Lee Hwy, but FIGURE 7: 2015 PM V/C RATIOS shows v/c greater than 1:0 on WB Lee Hwy at Sudley Road	1	There are improvements in the future-year no build model network that significantly improve access from this area to I-66. The document has been updated to better describe these improvements.			

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VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET				TIA NOT REQUIRED		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION 3. CLARIFICATION	
COUNTY PROJECT NUMBER: CPA 2021-00004			DEVELOPER/ENGINEER: MARY ANN GHADBAN / CHRISTOPHER CONSULTANTS		REVIEWER(S): ERIK SPENCER, P.E. ERIK.SPENCER@VDOT.VIRGINIA.GOV		DATE: 03/11/22
PROJECT NAME: PW DIGITAL GATEWAY			REVIEW PHASE & TYPE: 1ST REVIEW, CPA		DISCIPLINE: VDOT		
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	COMMENT CATEGORY	RESPONSE ⁽²⁾ DATE:	FINAL DISPOSITION ⁽³⁾		
1.19	TIA	In the “Summary and Conclusions” on page 25, it mentions that in the future year, Pageland Road will be approaching congestion, it’s recommended to evaluate the intersection configurations and signal timings in the design of Pageland Road. However, it must note that the increased traffic and the impacts on the surrounding roadways, such Lee Hwy and Sudley Road, which are the primary roadways to connect Pageland Road, should be evaluated and mitigation strategies in addition to signal timings are developed/implemented to alleviate the congestion on Lee Hwy and Sudley Road. Please also note even though signal timings will be optimized, if volume exceeds roadway capacity, signals can’t reduce the congestion.	1	Comment acknowledged. The rezoning applications for this area will require traffic impact studies (TIS) which will evaluate intersection configurations and provide mitigations.			

(1) Indicate drawing no./page no. or use “G” for general comment. (2) To be filled out by Applicant/Engineer. Date of Response is required. (3) The VDOT reviewer is responsible for the final disposition of all comments.	Note: This form is to be used by the VDOT land use team to provide comments or concerns associated with the rezoning applications, site plans or any other plans when requested by the county or the applicants. REVISED SEPTEMBER, 2014
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1.20	TIA	It also says, "One of the things that we noticed during this analysis is all the congestion outside of Prince William County". This statement needs to be checked as some congestion spots, specifically Lee Hwy and Sudley Road, are within the study area.	1	The statement regarding congestion out of the county is due to the nature of this model (which is only for Prince William County), and the memo and maps have been updated to focus on the study area.			
		<u>VDOT – Land Development Comments:</u>					
1.21	CPA	Page 19 of 20, Transportation Chapter: as the improvements to Pageland Lane are contemplated, appropriate access management regulations and standards should be utilized to ensure the safety, integrity and operational characteristics of the grid.	1	Comment acknowledged.			
		<u>Virginia Department of Rail and Public Transportation (DRPT) comments:</u>					
1.22	2	The Project with build and mitigation strategies could enhance multi-modal connections (creating a shared-use bike/ped trail and improving road connectivity to University Blvd Park and Ride lot). DRPT supports the proposed amendment.	1	Comment acknowledged.			

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PROJECT NAME: PW DIGITAL GATEWAY			REVIEW PHASE & TYPE: 1ST REVIEW, CPA		DISCIPLINE: VDOT		
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1.23	22	Please note, DRPT supports the traffic congestion mitigation efforts through road widening to keep v/c below 1.00.	1	Comment acknowledged.			
1.24	68	Please note that the PRTC (OmniRide) Transit Strategic Plan (TDP) Phase 2 was adopted by the Board of Supervisors in 2017 and that OmniRide is currently undergoing Phase 3 of their TSP. We suggest the applicant coordinate with OmniRide on the planned service within in the Town.	1	Comment acknowledged.			
1.25	68	Please note that the Project Pipeline Study NV03: US 29 – Lee Highway is in progress and set to complete by Spring 2022. Incorporate the identified safety improvements and OmniRide commuter assistance programs into the project planning.	1	Comment acknowledged.			
1.26	68	Consider including alternative strategies to connect and reduce traffic congestion surrounding the project area, such as teleworking, commuter services, and Park and Ride lot connectivity	1	Comment acknowledged.			
		<u>Northern Virginia Transportation Authority (NVTa) comments:</u>					

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1.27	G	Based on review, there does not appear to be a direct conflict between the impacts identified in the report and any of the TransAction or SYP projects.	1	Comment acknowledged.	
1.28	G	In general, NVTa encourages jurisdictions and agencies to consider bike/ped facilities whenever a new roadway is developed or an existing roadway is improved.	1	Comment acknowledged.	

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1.29	G	There are a few projects in TransAction in the vicinity where project impacts are identified. They are: <ul style="list-style-type: none"> • Sudley Road Widening from Route 15 to Route 29 • Gum Spring Road Widening from Loudoun County Line to Sudley Road • Add Northbound Lane on Route 29: I-66 to Conway Robinson Memorial State Forest • Route 15 Widening: Haymarket Town Limits to Route 29 • Route 29 Widening: Route 15 to Virginia Oaks Drive We want to bring this to the notice of VDOT and Prince William County staff so that any mitigation activities you plan or make a deal with the developers should include any impact mitigation in the above-mentioned project areas too, to the extent possible.	1	Comment acknowledged.	

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Plan Comments Report Watershed Management Reviewed w/Comments

Plan/Case #:	CPA2021-00004	Date: 05/06/2022
Plan/Case Name:	PW Digital Gateway	
Plan Case Address:	6385 PAGELAND LN GAINESVILLE VA 20155	
Reviewer:	Flanagan, Julia	
	703-792-7208	jflanagan@pwcgov.org

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

Section I - Comments that Require Applicant's Response:

SEE ATTACHED

Section II - Questions/General Information:

NO RECOMMENDATIONS DOCUMENTED.

WATERSHED MANAGEMENT COMMENTS

PROJECT: PW Digital Gateway

PROJECT#: CPA2021-00004

FROM: Benjamin Eib, Assistant Chief of Watershed Management Branch

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

DATE: May 5, 2022 (3rd submission)

REQUEST: CPA to create a Digital Corridor

COMMENTS:

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

3.1 (Repeat Comment) The entirety of the 2,132 acre CPA proposed is currently planned to remain in the Rural Area and Environmental Resource (AE & ER). The proposed Tech Flex (T/F) Long Range Land Use classification would allow a dramatic change to the land use with associated far-reaching impact to natural resources.

Major impacts would include loss of extensive tracts of forest land, dramatic increases in impervious area, impact to numerous intermittent and perennial streams, steep slopes with highly erodible soils, wildlife habitat (including potential impacts to habitat for rare, threatened and endangered species) and potential impacts to wetlands.

Numerous Comprehensive Plan Policies and Action Strategies speak to protecting and preserving these valuable natural resources (See DES-12.1, 12.2, 12.3 and 12.5; EN-1.3 and 1.7; EN-4.8; EN-5.1, 5.3, 5.17, 5.19; EN-6.10; EN-9.10; EN-10; DES-9.4; EN-3.7 and 3.13) Thus far typical development of data centers has resulted in mass grading that does not preserve forests, steep slopes or other sensitive features, resulting in little preservation of natural resources outside of areas protected by state or federal law.

Therefore, staff recommends the Comprehensive Plan remain unchanged.

3.2 Watershed supports the statement of other County Agencies that this application would benefit from information obtained through completion the study of impacts of data centers outlined in the Board Resolution #21-327, dated May 18, 2021.

3.3 The proposed land use change would bring about extensive and incompatible changes both within the proposed CPA and with all abutting land uses. The development of existing data centers has demonstrated that extensive mass grading and the nearly wholesale clearing and flattening of large parcels is the norm. Replacement of forests and fields with numerous buildings, each the size of several football fields, will greatly alter the community appearance.

Should this change take place, in order to lessen these environmentally and visually detrimental effects, staff recommends implementation of major preservation, buffering and site design strategies. Accordingly, any change to the Comp. Plan Land use designations should

include Policies and Action Strategies incorporated into Comprehensive Plan and then into Zoning Ordinance amendments. See the goals staff outlines below in Comment 3.4. Staff has preliminarily mapped most of these areas discussed.

3.4 The Applicant's response to staff's 2nd submission comments states that their proposed Plan "...seeks to harmonize and integrate high tech employment uses with environmental sustainability, in a manner which creates a new standard for commercial development."

Staff agrees that a new environmental standard is needed should the application move forward (See EN-1.3, EN-1.5, EN-5.1, EN-5.3, EN-5.17, EN-5.19, EN-6.10). Many of their proposed policies speak to this, however staff's experience in applying Comprehensive Plan policies that don't specify a quantifiable goal is that policies such as minimizing forest fragmentation and preserving mature forests and wildlife habitat are not being achieved. What is needed is Policy language that includes identifying minimum area goals and graphics identifying key features described below. In light of, this staff recommends the following Comprehensive Plan Policy language for this CPA:

- a. Establish Protected Open Space that prioritizes the establishment of a substantial amount of public and private protected open space. Protected Open Space should consist of two types of open space aimed specifically at preserving and restoring natural landforms: Natural Open Space as defined in the Zoning Ordinance, and Restored Open Space. Restored Open Space consists of previously disturbed areas that will be restored to native forests, wetlands or meadows during development and subsequently protected from further disturbance. Protected Open Space areas should include:
 1. Environmental Resource areas which include FEMA floodplain, and FEMA flood Hazard, natural 100-year floodplains as defined by the DCSM, Chesapeake Bay RPAs, wetlands, 25% or greater slopes, areas with 15% or greater slopes in conjunction with soils with severe limitations, areas of marine clays, public water supply sources, and critically erodible shorelines and streambanks.
 2. A minimum 500' wide undisturbed corridor on each side of all perennial streams. These areas would pick up many of the Environmental Resources in #1, above. (This item relates to the Applicants "Primary RPA, Floodplain, Creeks, Streams" language which speaks to making a priority of buffer existing RPA's beyond what current standards require.)
 3. Restored natural landforms such as forests, native meadows and wetlands. Most of these area also would likely be within the 500' wide corridors in #1, above.
 4. Wildlife Corridors a minimum of 500' in width. This may include the expanded RPA areas as well as non-RPA areas.
- b. Restore previously disturbed areas to native forest, wetland and/or meadow habitats and designate as Protected Open Space.
- c. Create wildlife corridors along perennial streams and within existing woodland areas along the western boundary from Artemus Road to Lick Branch.
- d. Require generalized development plans, MZPs and SUPs, to establish 30% Natural Open Space (NOS), as NOS is defined in the Zoning Ordinance. NOS

should emphasize the preservation of existing forest cover and other natural resources where they exist and restoration of forest cover where it does not exist. The Applicant has proposed 20% NOS.

- e. Seek commitments from applicants to provide funding for restoration of forest cover through existing County programs.
- f. Perimeter buffering of existing natural and historical resources beyond what current standards require. For example, a minimum 200' wide buffer of preserved forest where it exists with supplemental planting as needed along the borders with the Manassas National Battlefield Park, Conway Robinson State Forest, and other lands protect for environmental and cultural resources.
- g. Buffering of roadways beyond the current standards with a minimum of 200' buffer. This should include prioritizing preservation of forests and native meadows where they exist and restoration of these land features where they do not. (DES-4)
- h. Preserve specimen trees within and adjacent to Protected Open Space.

3.5 (Repeat Comment) Impacts to the Little Bull Run RPA would be affected by the proposed widening of Pageland Lane to 4 lanes associated with the data center development.

3.6 (Repeat Comment) The proposed data centers would also allow encroachments into the RPAs for utilities, as such uses are considered either exempt or permitted within the RPA.

3.7 (Repeat Comment) No updated Environmental Conditions Map was provided with this submission. On the "Environmental Conditions Map" (Sheet 7) show (ZO 32-700.21.6; EN-1.2, Reference Manual):

- a. Soils overlay
- b. Steep slopes of 15% and slopes of 25% and greater
- c. Show the outline of all land qualifying as ER, as ER is defined in the Comprehensive Plan, Long Range Land Use Plan (See Page LU-31).
- d. Use a larger, readable scale. Perhaps nothing smaller than 1:400. We do not need to see all of the battlefield property.

II. Site Specific Concerns:

None at this time.

III. Conflicts with Minimum Development Standards:

N/A