



County of Spotsylvania
Department of Planning
Staff Report

Rezoning # R18-0003 (RO18-0003)
(Berkeley Voting District)

Board of Supervisors
July 9, 2019

Recommendation: Planning Commission recommended approval 5-0

Staff recommends approval with proffers last revised on April 8, 2019

Project: R18-0003 (RO18-0003) Albrite Property

Owner/Applicant: Cleil Albrite and Christie Albrite

Request: The applicant requests a rezoning of two parcels totaling approximately 5.99 acres from Rural (RU) and Commercial 3 (C-3) to Industrial 1(I-1) with proffers to allow commercial development.

Tax Map Parcel(s): 49-A-84A (1.00 ac) and 49-A-84J (4.99ac)

Location: The property is located on the east side of Jefferson Davis Highway (Route 1) approximately 500 feet north of the Guinea Station Road (Route 607) and Jefferson Davis Highway (Route 1) intersection. The property is located within the Primary Development Boundary. The property is identified for Employment Center development on the Future Land Use Map of the Comprehensive Plan.

Zoning Overlay: Highway Corridor Overlay District

Future Land Use Designation: Employment Center

Historic Resources: None

Date Application Deemed Complete: July 27, 2018

Community Meeting: Because of the compatibility of adjacent uses, the applicant sent letters to property owners within a 3,000-foot radius of the property in accordance with the Community Meeting Policy. To date we have not received any comments from anyone that was on the mailing list.

Figure 1: Zoning Map

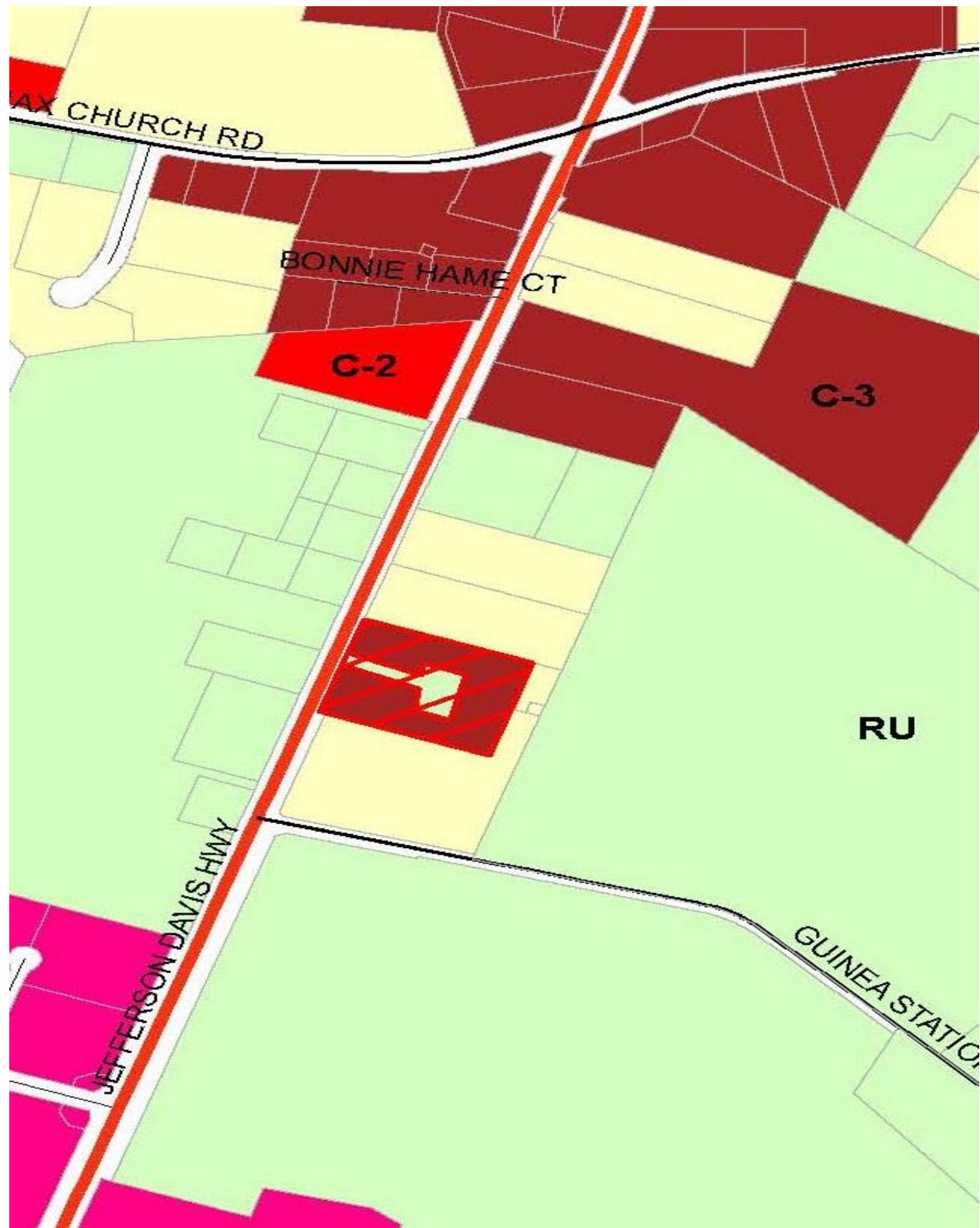


Figure 2: Aerial Map (2017)



I. The Site

The parcels subject to the rezoning request are located at 8305 Jefferson Davis Highway and 8309 Jefferson Davis Highway on the east side of Jefferson Davis Highway (Route 1) approximately 500 feet north of the Guinea Station Road (Route 607) and Jefferson Davis Highway (Route 1) intersection. The parcels totals approximately 5.99 acres are currently zoned Rural (RU) and

Commercial 3 (C-3). The total by-right development potential for the property is one (1) single-family detached home on parcel 49-A-84A. Parcel 49-A-84A zoned RU, is a vacant one-acre parcel that was subdivided from the middle of 49-A-84J and has approximately 57 feet of frontage on Jefferson Davis Highway. Parcel 49-A-84J is approximately 4.99 acres is zoned Commercial 3 and surrounds parcel 84A. Parcel 84J has frontage on Jefferson Davis Highway on both sides of 84A totaling approximately 382 feet; 160 feet to the north and 222 feet to the south. There is a small vacant structure on the parcel. It is the applicant's intent to consolidate the parcels creating a single 4.99-acre parcel. The adjacent properties with frontage on the west side of Jefferson Davis Highway are all zoned RU and range in size from 1 acre up to 63 acres. The uses on the west side include a single-family home, a used car lot, and a commercial use. The adjacent parcels to the north, south, east, and west of the subject parcels are all zoned I-1 and have a mix of uses that includes The Stone Center, which is owned by the applicant and located on the corner of Guinea Station Road, the Revere Gas company adjacent on the north side of the subject parcels, a construction company and a VDOT maintenance facility approximately 800 feet to the north. The subject parcels are flat with little environmental character. The property is designated on the Comprehensive Plan's Future Land Use Map for Employment Center development. The employment center land use area is envisioned to be the primary location for new office and industrial development within the County, with the focus on larger scale office complexes, industrial users, and business parks. The future land use designation in this area is generally reflective of existing zoning in the immediate area.

II. Project Proposal

The applicant is the owner of the subject parcel and is making the request to rezone the property from Commercial 3 (C-3) and Rural (RU) to Industrial 1 (I-1) allow commercial development that is similar to the existing commercial development pattern of the immediate area. The applicant is the owner of the adjacent Stone Center and making the zoning consistent with the adjacent property they own creates the opportunity for expansion of the existing business. In addition to creating expansion opportunity with the property enable for I-1 uses the property is more marketable. The applicant's Generalized Development (GDP) plan does not depict any potential uses. The GDP does show a commercial entrance, a right turn taper for north bound traffic and landscaping consisting of a street buffer B. These improvements meet current development standards and when a site plan is presented for a future use it will have to meet any requirements necessary for the property to be developed. This includes any additional improvements to the transportation network if the trip generation for the proposed use dictates such improvements. The applicant has submitted a proffer statement in addition to the GDP that notes the property will be developed in conformance with Highway Corridor Overlay standards and the proffer statement limits deliveries to the site by tractor trailers during school openings and dismissal at Massaponax High School while the caution lights are in flash mode. The Planning Commission and Board recommended and approved this type of prohibition on deliveries in a prior rezoning that is close to Massaponax High School.

- A. Generalized Development Plan (GDP)** – The applicant's Generalized Development Plan (GDP) shows improvements to and definition of the entrance on Route 1, the installation of right turn taper and the installation of street buffer B along the frontage of the property. The

applicant has not identified a tenant for the site and has indicated that the change in zoning facilitates the potential expansion of The Stone Center.

B. Fiscal Impact Analysis – The parcels are currently vacant with a residential and commercial zoning classification. If approved the change to an Industrial zoning classification will have an immediate positive fiscal impact with the increased land value.

C. Proffer Statement Summary – The applicant has provided a proffer statement dated March 5, 2019 and last revised April 8, 2019 for the Planning Commission and Board of Supervisors' consideration. Below is an itemized list of the submitted proffers including a summary and staff's analysis in italics.

1. General Development – The applicant commits to develop the property in conformance with the Generalized Development Plan (GDP) dated January 30, 2018 and last revised September 24, 2018. Minor modifications may be made in order to address engineering/design requirements to fulfill Federal, State, and local requirements.

Staff is supportive of the language as proposed. Although the GDP does not show potential uses any proposed use will be required to submit a site plan and the development will be subject to current ordinance standards.

2. Design Standards – The applicant commits that any building built within 100 feet of the right-of-way of Jefferson Davis Highway as an industrial use will conform to the Highway Corridor Overlay (HCOD) standards regarding architectural and design standards applicable all building designs.

Staff is supportive of the language as proposed. The proffered design standards are intended to limit negative visual impacts of potential industrial uses that would otherwise be exempt from HCOD design standards.

3. Transportation – The applicant has proffered to prohibit deliveries during school openings and dismissals at Massaponax High School while the caution lights are in flash mode to be in effect during the hours of 7:05 a.m. to 8:05 a.m. and 1:50 p.m. to 2:50 p.m. Monday through Friday when school is in session or as altered by the School Board. There are no limitations on deliveries during weekends or when schools are not in session.

Staff is supportive of the language as proposed. The intent of the proffer is to limit the interaction of student drivers with tractor trailers. The Planning Commission recommended and the Board of Supervisors approved a similar proffer in a prior rezoning in close proximity to this request.

III. Staff Analysis

A. Transportation Analysis – Transportation system concerns related to the project have been coordinated with Transportation staff. With an unknown final user, project traffic impacts were considered based on the potential general industrial use that could be located on the project

area if the rezoning were granted. The project will result in a reduction of two existing entrances to a single commercial entrance consistent with access management plans and efforts to reduce potential conflict points along the corridor. No long term degradation to the level of service along the Route 1 corridor is expected to result from this rezoning request. Any future development will be reviewed during the site plan process and if a proposed use generates significant trips to warrant additional improvements those improvements will be required as part of a site plan approval. Transportation staff identify this stretch of Route 1 with a level of service “C”.

B. Comprehensive Plan – Below is a summary of the project impact on each component of the Comprehensive Plan. A complete Comprehensive Plan Analysis can be found in Appendix A.

1. Land Use – Overall this project is expected to result in minimal impact to County public facilities. The rezoning is somewhat speculative in nature though the generalized development plan has been designed with improvements that facilitate access management goals. The proposed Industrial 1 zoning is consistent with the zoning on the adjacent parcels and does add to the inventory of industrial zoned property in the County.

2. Transportation – Level of Service along this section of Route 1 is a Level of Service “C” within Comprehensive Plan policy parameters. Any future development will be reviewed during the site plan process and if a proposed use generates significant trips to warrant additional improvements those improvements will be required as part of a site plan approval.

3. Public Facilities

a) Fire, Rescue, and Emergency Services (FREM) – The first response station for this section of the Route 1 corridor is Company 8, located approximately 3.5 miles away on Route 1.

b) Water and Sewer Facilities – The proposed development is located within the Primary Development Boundary and will be served by public water and sewer with existing connections in close proximity to the site.

C. Historic Resources – The proposed development is not expected to have any negative impacts on significant natural, historic, and cultural resources.

D. Natural Resources – The project is not expected to negatively impact threatened or endangered species. The site has prior disturbance and surrounding areas are commercially developed. A search of the Virginia Natural Heritage Data Explorer turned up no threatened or endangered species in its predictive models for the immediate area.

IV. Findings

In Favor:

- a. The current zoning on these parcels is not consistent with zoning on the adjacent parcels in this section of the Route 1 Corridor.
- b. The proposal is consistent with the intent of the Primary Development Boundary and Employment Land Use designation.
- c. The ability to develop the parcels will add to the County's tax base in a fiscally positive manner.
- d. The proposal will have limited impacts on public facilities.
- e. The proposal is consistent with the development pattern of the area, includes proffered design standards and limits interaction with student drivers when school is in session.
- f. The proposal will not decrease the Levels of Service on the transportation network and the GDP facilitates access management goals.
- g. Adds to the County's inventory of Industrial zoned property.
- h. Creates an opportunity for an existing business to expand when it is appropriate to expand.

Against:

- a. The project does not have commitments from tenants, so it is not possible to know what the ultimate user(s) will be.

V. Conclusions & Recommendations

The project is consistent with the Comprehensive Plan and will allow vacant property to be developed in a manner that is consistent with the current development to the north and south. If approved, the majority of the zoning classifications on the east side of Route 1 between Massaponax Church Road and Guinea Station Road will be Commercial 3 or Industrial 1. Although the applicant does not have tenants, the proffers commit that any industrial use will be developed in accordance with the design standards of the HCOD. The GDP shows the reduction in access points on Route 1 in conformance with access management goals. Based on the findings in favor, Staff recommends approval of R18-0003 with proffers.

Spotsylvania County Government

Appendix A

Comprehensive Plan Analysis

The Spotsylvania County Comprehensive Plan presents a long range land use vision for the County. The Comprehensive Plan sets forth principles, goals, policies, and implementation techniques that will guide the development activity within the County and promote, preserve, and protect the health, safety, and general welfare of its citizens. Specifically, the Plan provides data and analysis on land use, transportation, housing, natural and historic resources, and public facilities and utilities. The purpose of this document is not to regulate, but rather guide land use, transportation, and infrastructure decisions. This guidance seeks to ensure continued economic and community vitality while ensuring necessary policies and infrastructure are in place to provide for the continuation of quality services to Spotsylvania's residents and businesses.

The proposal is located within the Primary Development Boundary. The Primary Development Boundary defines the area within which public water and sewer utilities will be provided. The Primary Development Boundary is shown on the Future Land Use Map of the Comprehensive Plan. Land within the boundary is intended to develop with higher residential densities and more intensive non- residential uses than outside of the boundary. By maintaining a Primary Development Boundary, the County encourages the most efficient use of the land while preserving the rural character. The Albrite Property proposal is consistent with the intent of the Primary Development Boundary. The proposed rezoning would result in a change of zoning designation from Rural (Ru) and Commercial 3 (C-3) to Industrial 1 (I-1) zoning consistent with surrounding zoning. The project location has an employment center designation as per the Future Land Use Element of the Comprehensive Plan. As per the Comprehensive Plan Land Use Element, the employment center land use area is envisioned to be the primary location for new office and industrial development within the County, with the focus on larger scale office complexes, industrial users, and business parks. The Route 1 corridor south of Massaponax to the Thornburg interchange, known as the Jackson Gateway, is envisioned to be an economic driver for the County in the future. High end office parks and campus settings with class A office space is desired here as outlined within the Jackson Gateway Plan developed by the Department of Economic Development and Tourism.

In the interests of maintaining a balanced economic base, industrial development within the County is also desired. Both light and heavy industrial uses are appropriate and should be encouraged within the Employment Center category with the careful consideration of their location and transition to adjoining properties. The rezoning request is CONSISTENT with the employment center land use designation envisioned for the area.

After conducting an analysis of applicable Comprehensive Plan Goals, staff has identified application strengths, deficiencies, and policy concerns worthy of consideration as outlined in the Comprehensive Plan policy analysis below:

Introduction and Vision:

Guiding Principles and Policies A. Spotsylvania County is a “business friendly” community and local job creation is a priority. Guiding Principles and Policies 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. Guiding Principles and Policies 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. Industrial zoning is a business friendly zoning district allowing for a wide variety potential by-right commercial and industrial uses (and their associated employment), and uses enabled through special use permit approval. This rezoning is also favorable in that it adds inventory to the available industrially zoned acreage total in the County that has been declining for many years. The proposed zoning district is consistent with adjacent zoned property and complementary to employment center goals within the Jackson Gateway area of the County.

Guiding Principles and Policies B. Spotsylvania County is fiscally sustainable. Guiding Principles and Policies B.2. Development projects seeking increased residential density and/or non-residential intensity should address impacts that are specifically attributable to the proposed development. The proposed zoning district supports development of commercial and industrial users and is expected to result in positive fiscal impacts.

Guiding Principles and Policies B.3. Development projects seeking increased residential density and/or non-residential intensity should address its impacts on the infrastructure of the county. Overall this project is expected to result in minimal impact to County public facilities. The rezoning is more speculative in nature without a specific use identified however transportation staff believe the proposal has effectively mitigated its potential impacts on the transportation system.

Guiding Principles and Policies 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. Due to the industrial zoning proposed, sidewalks are not required for this project as per the Spotsylvania County Design Standards Manual. However, considering the project has frontage along the Route 1 corridor, such infrastructure would be favorable as part of an effort to establish a complete sidewalk network along the Route 1 corridor within the Primary Development Boundary where development is envisioned to occur. In addition to Comprehensive Plan goals, sidewalks along the Route 1 corridor have been supported by the Spotsylvania County Trail Ways Master Plan.

Guiding Principles and Policies B.4. Preserve significant natural, historic, and cultural resources of the County to ensure the continued allure of the County as a tourism destination. This site is not expected to have any negative impacts on significant natural, historic, and cultural resources. Staff consulted the Virginia Department of Historic Resources Virginia Cultural Resources Information Service, the County Cemetery Inventory, and Handbook of Historic Sites in Spotsylvania County. Staff notes a large historic resource open space easement associated with Stirling Plantation (DHR 088-0066- report attached to CRW) located to rear of parcels for rezoning (with 49-A-84H as small buffer). A landlocked parcel located to the rear of this rezoning project includes a cemetery lot. Through project review staff has been able to confirm a pedestrian access easement through the rezoning property is already in existence to provide access consistent with the Code of Virginia 57-27.1.

Guiding Principles and Policies E.1. Protect environmental quality by promoting a comprehensive approach to air and water quality management. Examples of approaches to accomplish this could include: green space and tree preservation, stream restoration, and

low impact development (LID). This rezoning request is not expected to negatively impact any sensitive environmental resources. Project development will be subject to regulatory protections concerning environmental quality.

Land Use:

Future Land Use Map Designation. This project is consistent with the intent of the Primary Development Boundary and Employment Center land use designation (within the Jackson Gateway).

Land Use Policies Applicable to All Land Uses 1. Rezoning proposals should address impacts that are specifically attributable to the development. Overall this project is expected to result in minimal impact to County public facilities. The rezoning is more speculative in nature without a specific use identified however transportation staff believe the proposal has effectively mitigated its potential impacts on the transportation system.

Land Use Policies Applicable to All Land Uses 8. Redevelopment and investment in existing developed areas should be encouraged provided that the development does not adversely impact adjoining properties. The project site is bounded by industrially zoned acres to the north, south, and east and is consistent with the employment center land use vision for the area. Overall this rezoning is not expected to adversely impact adjoining properties. Staff has raised a concern about the long term potential for access and interparcel connectivity and resulting development constraints on a landlocked property to the rear of the subject rezoning (TM 49-A-84H, roughly ½ acre zoned Industrial 1). A permanent open space easement associated with historic Stirling Plantation borders the parcel's eastern boundary and concern is based that existing and future development approvals could ultimately formalize inaccessibility. Staff notes a pedestrian only access to a landlocked cemetery with separate ownership and tax map reference is in place consistent with the Code of Virginia 57-27.1.

Employment Center Land Use Policies 3: Truck dependent businesses should be located where they have access to major thoroughfare and do not have to rely on local roads. Employment Center Land Use Policies 13. Distribution centers should be located in areas in close geographic proximity to the interstate with the necessary transportation infrastructure so as to minimize adverse impacts on the County's transportation network. Though the final user of this site is unknown at this time, the Industrial Zoning category does enable the potential for truck dependent businesses and distribution center type operations and the applicant provided narrative speaks to the proposals conformance to the truck dependent goal. Staff also believes the rezoning location, that could ultimately result in a trucking dependent business, is consistent with the Comprehensive Plan Policy.

Employment Center Land Use Policies 10: Encourage job creation that provides sufficient income for employees to be able to afford housing within the County. Employment Center Land Use Policies 11. Encourage the retention and expansion of existing business operations as well as the attraction of new businesses and investment. Industrial zoning is a business friendly zoning district allowing for a wide variety potential by-right commercial and industrial uses (and their associated employment), and uses enabled through special use permit approval. This rezoning is also favorable in that it adds inventory to the available industrially zoned acreage

total in the County that has been declining for many years. The proposed zoning district is consistent with adjacent zoned property and complementary to employment center goals within the Jackson Gateway area of the County.

Transportation:

Transportation Policy 1, Strategy 1. Achieve no less than a “D” Peak Hour Level of Service on the VDOT Primary Street System. Transportation Policy #2. Ensure that new development does not degrade Levels of Service and mitigates its impact on the transportation network. Transportation systems concerns related to the project have been mitigated with Transportation staff. With unknown final user, project traffic impacts were considered based on the potential general industrial use that could be located on the project area if the rezoning were granted. Project related design improvements meant to address potential impacts upon the Route 1 corridor have resulted in mitigation of impacts. The project will result in a reduction of two existing entrances to a single commercial entrance consistent with access management plans and efforts to reduce potential conflict points along the corridor. No degradation of level of service along the Route 1 corridor is expected to result from this rezoning request. Transportation staff identify this stretch of Route 1 with a level of service “C”, acknowledging that Interstate 95 proximity is also a factor.

Transportation Policy 2, Strategy 5. 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. Transportation Policy #3. Promote alternative modes of transportation and multi-modal facilities to more effectively address demands on the transportation network. Due to the industrial zoning proposed, sidewalks are not required for this project as per the Spotsylvania County Design Standards Manual. However, considering the project has frontage along the Route 1 corridor, such infrastructure would be favorable as part of an effort to establish a complete sidewalk network along the Route 1 corridor within the Primary Development Boundary where development is envisioned to occur. In addition to Comprehensive Plan goals, sidewalks along the Route 1 corridor have been supported by the Spotsylvania County Trail Ways Master Plan.

Historic Resources:

Historic Resources Policy 1. Encourage and promote the voluntary protection and preservation of scenic, historic, cultural, architectural, and archaeological resources. Historic Resources Policy 1, Strategy 2. Support the preservation of resources with local, state, or national significance. This site is not expected to have any negative impacts on significant natural, historic, and cultural resources. Staff consulted the Virginia Department of Historic Resources Virginia Cultural Resources Information Service, the County Cemetery Inventory, and Handbook of Historic Sites in Spotsylvania County. Staff notes a large historic resource open space easement associated with Stirling Plantation (DHR 088-0066- report attached to CRW) located to rear of parcels for rezoning (with 49-A-84H as small buffer). A landlocked parcel located to the rear of this rezoning project includes a cemetery lot. Through project review staff has been able to confirm a pedestrian access easement through the rezoning property is already in existence to provide access consistent with the Code of Virginia 57-27.1.

Natural Resources:

Natural Resources Policy 1. Balance the protection of environmental resources and natural wildlife habitats with development. Natural Resources Policy 1, Strategy 1. The County should support the mitigation of impacts upon unique and/ or endangered resources including rare species and their habitats. This site has had some prior development and the majority of the site is enabled with potential for commercial 3 by-right development in an area of the County targeted for development. Considering significant natural resources staff checked the Virginia Department of Conservation and Recreation's Natural Heritage Data Explorer (NHDE). No significant resources were noted as having potential onsite based on the NHDE predictive model. Staff notes no Predicted habitat for Tier I or Tier II species, bald eagle nests in proximity to the project location after consulting the Virginia Fish and Wildlife Information Service.

		Residential Projects with Future Buildout																		
Voting District	CP Dev_Dist	Date Approved	Project Name	Enabled Residential Units				Unbuilt Residential Units				Future Anticipated Residents, Students and Fire & Rescue Calls					Elementary School	Middle School	High School	F&R Station
				SFD	SFA	MF	AR	SFD	SFA	MF	AR	Residents	Elem.	Middle	High	F&R Calls				
Livingston	RD		Fawn Lake	Byright and pre-2002 subdivisions				474	0	0	0	1441	122	62	87	196	Brock Rd	Ni River	Riverbend	7
Chancellor	RD		Estates of Chancellorsville*					44	0	0	0	134	11	6	8	18	Chancellor	Ni River	Riverbend	5
Chancellor	RD		Estates of Elys Ford*					231	0	0	0	702	60	30	42	95	Chancellor	Ni River	Riverbend	5
Chancellor	RD/PSD		Saw Hill*					31	0	0	0	94	8	4	6	13	Wilderness	Ni River	Riverbend	5
Berkeley	RD	1/16/2008	Estates of Buckingham*					42	0	0	0	128	11	5	8	17	Berkeley	Post Oak	Spotsylvania	3
Livingston	RD	2/20/2013	Whitehall*					60	0	0	0	182	15	8	11	25	Brock Rd	Ni River	Riverbend	7
Battlefield	PSD	10/2/2013	The Estates at Kingswood*					20	0	0	0	61	5	3	4	8	Battlefield	Chancellor	Chancellor	4
Salem	PSD	10/21/2015	Breckenridge Farms*					39	0	0	0	119	10	5	7	16	Courthouse	Freedom	Courtland	1
Courtland	PSD	1/12/2016	Avalon Woods*					98	0	0	0	298	25	13	18	40	Salem	Chancellor	Chancellor	6
Berkeley	RD	4/22/2009	Anna Vista Sec 2*					10	0	0	0	30	3	1	2	4	Livingston	Post Oak	Spotsylvania	2
Berkeley	RD	3/14/2016	Pennington Estates*					9	0	0	0	27	2	1	2	4	Courtland	Spotsylvania	Courtland	1
Livingston	RD	8/13/2002	Pamunkey Point	47	0	0	0	18	0	0	0	55	5	2	3	7	Livingston	Post Oak	Spotsylvania	9
Battlefield/Lee Hill	PSD	11/26/2002	Lee's Parke	1437	0	0	795	344	0	0	133	1244	89	45	63	169	Parkside	Spotsylvania	Massaponax	4
Livingston	RD	2/25/2003	Sunrise Bay	89	0	0	0	33	0	0	0	100	9	4	6	14	Livingston	Post Oak	Spotsylvania	9
Courtland	PSD	11/9/2004	Regency at Chancellorsville	0	0	0	294	0	0	0	91	136	0	0	0	18	-	-	-	5
Courtland	RD	12/14/2004	Glenhaven/River Glen	74	0	0	0	25	0	0	0	76	6	3	5	10	Chancellor	Chancellor	Riverbend	5
Courtland	PSD	11/14/2006	Reserve at C'ville (Crossing at C'ville)	122	0	0	0	63	0	0	0	192	16	8	12	26	Chancellor	Chancellor	Riverbend	5
Lee Hill	PSD	7/14/2009	Mallard Landing	0	150	0	0	0	79	0	0	190	24	10	11	26	Cedar Forest	Thornburg	Massaponax	11
Battlefield	PSD	12/8/2009	Summerfield	83	44	0	0	40	10	0	0	146	13	7	9	20	Spotswood	Battlefield	Chancellor	4
Livingston	PSD	4/12/2011	Keswick	150	90	240	184	150	90	236	184	1299	135	63	74	176	RE Lee	Spotsylvania	Spotsylvania	1
Berkeley	PSD	10/11/2011	Ni Village	0	164	773	0	0	164	773	0	1547	107	57	63	210	Riverview	Spotsylvania	Massaponax	8
Lee Hill	PSD	2/14/2012	Lakeside	0	100	0	0	0	14	0	0	34	4	2	2	5	Spotswood	Battlefield	Massaponax	4
Lee Hill	PSD	8/14/2012	Brooks	0	4	0	0	0	2	0	0	5	1	0	0	1	Cedar Forest	Thornburg	Massaponax	11
Livingston	RD	10/9/2012	Estates at Terry's Run	10	0	0	0	10	0	0	0	30	3	1	2	4	Livingston	Post Oak	Spotsylvania	9
Berkeley/Livingston	PSD	7/9/2013	Spotsylvania Cthse Village	395	205	900	50	292	165	755	50	2485	181	95	135	338	RE Lee	Spotsylvania	Spotsy/Courtla	1
Berkeley	PSD	8/13/2013	Crossroads Station Apt	0	0	610	0	0	0	610	0	909	45	29	31	123	Cedar Forest	Thornburg	Massaponax	11
Lee Hill	PSD	9/10/2013	New Post	219	104	102	0	219	87	0	0	875	83	40	53	119	Cedar Forest	Thornburg	Massaponax	11
Livingston	RD	9/24/2013	Fortune's Landing	49	0	0	0	40	0	0	0	122	10	5	7	17	Wilderness	Ni River	Spotsylvania	5
Courtland	PSD	1/14/2014	Villas at Harrison Crossing (Barley Woods)	0	0	0	130	0	0	0	107	159	0	0	0	22	-	-	-	6
Lee Hill	PSD	1/28/2014	Heritage Woods	697	180	183	0	697	180	183	0	2825	248	123	163	384	Parkside	Spotsylvania	Court/Mass	1/4/8
Berkeley	PSD	6/24/2014	Ni River Comm. Church/Courtland Park	89	0	0	0	81	0	0	0	246	21	11	15	33	Courtland	Spotsylvania	Courtland	1
Battlefield	PSD	6/24/2014	Southpoint Landing	0	0	830	0	0	0	550	0	820	40	26	28	111	Parkside	Battlefield	Massaponax	4
Chancellor	RD	9/9/2014	Legends of Chancellorsville	218	0	0	0	218	0	0	0	663	56	28	40	90	Brock Rd/Chan.	Ni River	Riverbend	5
Lee Hill	PSD	12/9/2014	Wheatland	0	98	0	0	0	93	0	0	224	29	12	14	30	Lee Hill	Thornburg	Massaponax	11
Chancellor	PSD	12/9/2014	Thorburn Estates	59	0	0	0	59	0	0	0	179	15	8	11	24	Wilderness	Freedom	Riverbend	10
Lee Hill	PSD	6/23/2015	Jackson Village	0	596	1289	385	0	596	1149	385	3722	267	131	145	506	Parkside	Spotsylvania	Massaponax	4
Courtland	PSD	11/12/2015	Retreat at C'ville	0	0	0	192	0	0	0	191	285	0	0	0	39	-	-	-	5
Berkeley	PSD	12/8/2015	Alexander's Crossing	518	971	888	230	518	971	888	230	5581	497	234	281	758	Riverview	Thornburg	Massaponax	11
Berkeley	RD/PSD	1/26/2016	Plantation Woods	132	0	0	0	132	0	0	0	401	34	17	24	55	Courtland	Spotsylvania	Massaponax	1
Livingston	RD	5/24/2016	Goodwin Cove	35	0	0	0	35	0	0	0	106	9	5	6	14	Livingston	Post Oak	Spotsylvania	9
Berkeley	PSD	3/14/2017	Cedar Forest	29	0	0	0	29	0	0	0	88	7	4	5	12	Cedar Forest	Thornburg	Massaponax	11
Berkeley	PSD	3/14/2017	Summit Crossing Estates	70	0	0	0	70	0	0	0	213	18	9	13	29	Riverview	Thornburg	Massaponax	11
Courtland	RD	9/12/2017	Barrington	39	0	0	0	39	0	0	0	119	10	5	7	16	Chancellor	Chancellor	Riverbend	5
Battlefield	PSD	12/12/2017	Afton	29	0	0	0	29	0	0	0	88	7	4	5	12	Spotswood	Battlefield	Massaponax	4
Battlefield	PSD	6/12/2018	Roseland	0	14	0	0	0	14	0	0	34	4	2	2	5	Spotswood	Battlefield	Massaponax	4
Chancellor	PSD	8/14/2018	Ashleigh Ridge Subdivision	19	0	0	0	19	0	0	0	58	5	2	3	8	Wilderness	Freedom	Riverbend	5
Courtland	PSD	8/14/2018	The Villas at Salem Church	0	0	0	45	0	0	0	45	67	0	0	0	9	-	-	-	6
Lee Hill	PSD	9/9/2018	Palmer's Creek	0	0	400	0	0	0	400	0	596	29	19	20	81	Parkside	Spotsylvania	Massaponax	8
		11/15/2018	Regency Crossing	0	21	0	0	0	21	0	0	51	6	3	3	7	Harrison Road	Chancellor	Riverbend	6
				TOTALS				4218	2486	5544	1416	29,184	2307	1152	1457	3965				
				Total unbuilt residential units				13,664												

*By-right subdivisions

KEY: SFD = Single Family Detached; SF = Single Family Attached; MF = Multi- Family (apartments); AR = Age Restricted Units (any type)

Notes: Does not include new by-right subdivisions of fewer than 10 lots, family divisions, or annual divisions
Does not include existing by-right lots outside of subdivisions

Projects added 11/15/2018

Generation Rates	SFD	SFA	MF	
Persons Per Unit	3.04	2.41	1.49	
Students Per Unit			MF Mkt	MF TC
Elementary	0.2577	0.3072	0.073	0.291
Middle	0.1307	0.1286	0.047	0.134
High	0.1832	0.1453	0.051	0.139
Fire and Rescue	0.136 calls per capita			

TC = Tax Credit
Mkt = Market Rate