

**Rezoning Application
For
SCHOOLHOUSE COMMONS**
An 8.835-acre Mixed-Use Community
14600 Washington Street
Haymarket, Virginia

Application Date
October 2, 2025
Revised February 26, 2026

Prepared by:
GRAYSTONE COMPANIES, LLC (Applicant)
15091 Taylors Mill Place | Haymarket, VA 20169
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THE KDL GROUP, LLC
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Section I



ILLUSTRATIVE PLAN AND REPRESENTATIVE TOWNHOME ELEVATION

ILLUSTRATIVE PLAN



REPRESENTATIVE TOWNHOME ELEVATION



Section II



APPLICATION

- Check Appropriate Item(s):
- Amendment to Zoning Map & CPA
 - Zoning Text Amendment
 - Special Use
 - Variance
 - Appeal of Administrative Decision

Office Use Only:

Date Received: _____

Application Number: _____

Fees Received: _____

Part 1 – to be completed by **ALL** applicants

1-A Identification of Property – For zoning text amendments, this is the property in which the applicant has an interest, which will be affected by the text change. For all other applications, it is the land, which is covered by the application.

- 1) Number and Street: 14600 Washington Street
 - 2) Present Zoning: B-1 3) Acres: 8.84
 - 4) Legal Description of Property (Omit for zoning text amendment) – Attach if necessary.
See attached.
-

1-B Property – (Omit for zoning text amendments)

- 1) The deed restrictions, covenants, trust indentures, etc. on said property are as follows (or copy attached); if NONE, so state: None.
 - 2) a) Has this property or any part thereof ever been considered for Variance, Special Use, Appeal of Administrative Decision or Amendment to the Zoning District Map before?
 YES NO
b) Date: 2013 c) Former Application No. REZ 20130528
d) What was the disposition of the case? Approved
e) Former Applicant Name: Haymarket Properties Group, LLC
Former Address: 14600 Washington Street Haymarket, VA 20169
Former Phone: (703) 498-8650
-

1-C Identification of Applicant – All applicants must have standing (an interest in property that will be directly affected by requested action)

- 1) Applicant Information:
Name: Graystone Companies, LLC
Address: 15091 Taylors Mill Place Haymarket, VA 20169
Phone Number: (703) 929-1328
- 2) Agent Information (if any):
Name: _____
Address: _____
Phone Number: _____
- 3) Owners of all property included in this application (omit for zoning text change):
Name: Haymarket Properties Group, LLC
Address: 14600 Washington Street Haymarket, VA 20169
Phone Number: (703) 498-8650
Name: _____
Address: _____
Phone Number: _____

Name: _____

Address: _____

Phone Number: _____

Name: _____

Address: _____

Phone Number: _____

- 4) If applicant is a Land Trust or Partnership or if the subject property is owned or controlled by a Land Trust or Partnership, List name and interest of **ALL** Land Trust Beneficiaries or Partners and attach evidence that the person submitting the application on behalf of the Land Trust or Partnership is authorized to do so.

Trustee/Partner Name: _____

Address: _____

Phone Number: _____ Interest: _____

Beneficiary/Partner Name: _____

Address: _____

Phone Number: _____ Interest: _____

Beneficiary/Partner Name: _____

Address: _____

Phone Number: _____ Interest: _____

- 5) Does the applicant have a proprietary interest in the land or land improvements? YES NO (In the case of a zoning text amendment, this means at least one parcel of land is subject to the text change)

If YES, state interest and attach documentation: _____

If NO, state what interest otherwise qualifies the applicant to apply: _____

The applicant is the contract purchaser.

- 6) Names of the owners of improvement(s) on the property in this application if different from above: (Omit for zoning text amendment)

Name: _____

Address: _____

Phone Number: _____

Name: _____

Address: _____

Phone Number: _____

Name: _____

Address: _____

Phone Number: _____

- 7) If the applicant is a corporation, attach the evidence that the person submitting the application on behalf of the corporation is authorized to do so.

See Authorization letter dated _____.

Part 2 – Complete **ONLY** portion(s) of Pages 3, 4 & 5 pertaining to your case. (as checked at top of Page 1)

2-A Rezoning – (Amendment to the zoning district map) – Applications for Amendments to the Zoning District Map are heard by the Planning Commission which makes a positive or negative recommendation to the Town Council. Only the Town Council has authority to grant or deny amendments to the Zoning District Map.

- 1) a) Existing Zoning: B-1 b) Proposed Zoning: B-1 and R-2
 c) Existing Use: Commercial Uses (B-1)
 d) Proposed Use: Commercial Uses (B-1) and Townhouse (R-2)
- 2) a) The following are submitted with this application:
 Preliminary Site Plan Rendering or Perspective Other : Zoning Map Amendment Plan
 b) Are there any land use intensity (LUI) requirements? YES NO
 c) Attach brief justifying this request. This brief should include an analysis of how the rezoning application is supportive or not supportive of relevant goals, objectives, policies or programs in the Comprehensive Plan. (Staff will assist.)

2-B Zoning Text Amendment – Applications for amendments to the zoning text are heard by the Planning Commission, which makes a recommendation to the Town Council. Only the Town Council has the authority to change the zoning text, which is done by passing an amendment to the Town Code.

- 1) What section(s) of the Town Code is proposed to be amended? _____
- 2) What is the nature of the proposed change? _____
- 3) Attach the exact language suggested by the application to be added, deleted, or changed in the Town Code.
- 4) Attach a written statement, which justifies the proposed change. The statement should also identify potential positive and negative impacts (if any) of the proposed change to the applicant's property, nearby properties, and the entire community if the application is approved or if it is denied.

2-C Special Use Request – Special Use requests are heard by the Planning Commission, which makes a positive or negative recommendation to the Town Council. Only the Town Council has the authority to grant or deny a Special Use.

- 1) Are development plans submitted with this application? (Staff member will explain.) YES NO
- 2) Parking Requirements:
 a) Proposed number of parking spaces to be provided: _____
 b) Number of parking spaces required by Town Code: _____
 c) Attach tabulation of total land area and percentage thereof designated for various uses
 d) Are there any land use intensity (LUI) requirements? YES NO
 If YES, attach data.
- 3) Estimated cost of proposed Special Use project:
 a) Land: \$ _____ Improvements: \$ _____
 b) Estimated completion date: _____
- 4) Submit a brief justifying the reasons for this request. This brief should include an analysis of how the rezoning application is supportive or not supportive of relevant goals, objectives, policies or programs in the Comprehensive Plan. (Staff will assist.)

2-D Variance Request – Variances are granted or denied by the Zoning Board of Appeals (ZBA). Reversal of ZBA decisions may be secured only through the judicial system.

- 1) a) All information required may be shown on one sheet if appropriate.
 b) Check characteristic(s) of the property preventing it from being used in accordance with the terms of the Town Code (Zoning Ordinance):
 Too Narrow Elevation Soil

- Too Small Slope Subsurface
- Too Shallow Shape Other (Attach specifics)

- c) Attach a description and/or drawings of the item(s) checked, giving dimensions were appropriate.
- 2) Attach requirements for the appropriate zoning district from which relief is sought as described in the Town Code.
- 3) Attach a brief explanation how the above site zoning conditions prevent any reasonable use of the land under the terms of the Town Code (Zoning Ordinance).
- 4) a) To the best of your knowledge, can you affirm that the hardship described above was not created by an action of anyone having proprietary interest in the land after the zoning article or applicable part thereof became law? YES NO
 b) If NO, explain why the hardship should not be regarded as self-imposed (self-imposed hardships are not entitled to variance).

-
- c) Are the conditions on the property the result of other man-made changes (such as relocation of a road or highway, etc.)? YES NO
 d) If YES, attach descriptions and maps where appropriate.
 e) Do the above-described conditions of hardship for which this request for variance is filed apply only to this property? If YES, attach an explanation. YES NO

- 5) Which of the following modifications will allow a reasonable use of the land?
 Change in the setback requirements change in lot coverage requirements
 Change in height requirements change in area requirements
 Other (attach description)

- 6) a) Attach description of proposed use.
 b) Is proposed use permitted in the zoning district? YES NO
 c) Will the granting of a variance in the form requested be in harmony with the general purpose and intent of the zoning article and district statement of intent and not be injurious to the neighborhood or detrimental to the public welfare? YES NO
 d) Attach a brief elaborating on this last point.

2-E Appeal of Administrative Decision – Administrative decisions are reviewed by the Zoning Board of Appeals (ZBA). Such administrative decisions may be reversed or sustained by the ZBA. Reversal of ZBA decision may be secured only through the judicial system.

- 1) Date of administrative decision leading to this appeal: _____
- 2) Attach a brief, which specifically states the decision the administrative official made, the reasons given for the decision and specifically what you are herewith appealing. Elaborate on the reasons for this request, and why the Zoning Board of Appeals in your opinion should overrule the administrative official's decision.

Part 3 – To be completed by ALL applicants

AFFIDAVIT – This part of the application must be notarized. Do not sign until in the presence of a Notary Public.

1) To the best of my knowledge, I hereby affirm that all information in this application and any attached material and documents are true:

a) Signature of **applicant**: 

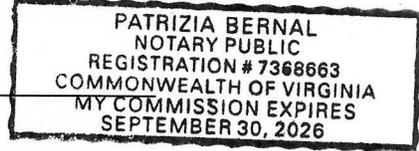
b) Signature of **agent** (if any): _____

c) Date: 9/25/2025

Notary Seal

2) a) Signed and sworn before me this: 09-25-2025

b) Signature of **Notary**: 



Legal Description of PACE West School

BEGINNING AT AN IRON PIPE FOUND AT THE SOUTHWEST CORNER OF THE LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC, THE NORTHERN RIGHT-OF-WAY LINE OF JOHN MARSHALL HIGHWAY (ROUTE 55) AND IS FURTHER IDENTIFIED AS THE SOUTHEAST CORNER OF THE PROPERTY HEREIN DESCRIBED.

THENCE, DEPARTING SAID LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC AND RUNNING WITH THE SAID NORTHERN RIGHT-OF-WAY OF JOHN MARSHALL HIGHWAY, N 59°39'41" W A DISTANCE OF 454.00 FEET TO AN IRON ROD SET AT THE INTERSECTION OF THE NORTHERN LINE OF SAID JOHN MARSHALL HIGHWAY AND THE EASTERN RIGHT-OF-WAY LINE OF BLEIGHT DRIVE.

THENCE, DEPARTING SAID JOHN MARSHALL HIGHWAY AND RUNNING WITH THE EASTERN RIGHT-OF-WAY LINE OF SAID BLEIGHT DRIVE, N 28°02'47" E A DISTANCE OF 829.12 FEET TO AN IRON ROD SET AT THE EASTERN RIGHT-OF-WAY LINE OF BLEIGHT DRIVE AND THE SOUTHWEST CORNER OF PARCEL "A", ALEXANDRA'S KEEP BEING THE LAND OF ALEXANDRA'S KEEP HOMEOWNERS ASSOCIATION.

THENCE, DEPARTING SAID EASTERN RIGHT-OF-WAY LINE OF BLEIGHT DRIVE AND RUNNING WITH SAID PARCEL "A" AND THE SAME LINE CONTINUED WITH THE AFOREMENTIONED LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC, S 59°32'55" E A DISTANCE OF 475.67 FEET, CROSSING OVER AN IRON PIPE FOUND AT 416.38 FEET, TO AN IRON PIPE FOUND AT THE AFOREMENTIONED LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC.

THENCE, CONTINUING WITH THE AFOREMENTIONED LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC, S 29°32'37" W A DISTANCE OF 827.60 FEET TO THE POINT OF BEGINNING.

CONTAINING 384,867 SQUARE FEET OR 8.8353 ACRES OF LAND MORE OR LESS.

Section III



SUMMARY NARRATIVE REZONING & COMPREHENSIVE PLAN AMENDMENT

Summary of the Proposed Rezoning and Comprehensive Plan Amendment

This application proposes the rezoning of 7.25 of 8.8353 acres (GPIN 7397-19-1734) from B-1 (Town Center District) to R-2 Residential District. This would result in a downzoning, reducing traffic to approximately 1/8th of what it would be if developed by-right with all commercial uses, and significantly diminishing the negative impacts of a commercial development on adjacent residential neighbors.

The Schoolhouse Commons Zoning Map Amendment and Rezoning Plat dated February 26, 2026, prepared by KDL Group, LLC are contained in Appendix A. The proposed Comprehensive Plan Amendment would revise the future land use designation of the 7.25 acres from Public Use to Moderate Density Residential.

This rezoning and plan amendment will support a vibrant horizontal mixed-use development that delivers much-needed residential housing options and community-scale commercial uses. The proposal prioritizes preservation of key historic assets. Specifically, the original Gainesville District School building and the only remaining Lewis Home remaining in the Town of Haymarket, by integrating them into the site as adaptive reuse projects, including the continued commercial retail/office use of the school and conversion of the Lewis Home to a homeowner's community center. Our prior submission contained two options for the Lewis Home, one of which included moving the structure again to the front of the property, however, this revised submission eliminates that option due to the risk of potential damage to the structure and leaves it in place.

Existing Use and Character of the Area

The "Property" that is the subject of this rezoning consists of 8.84 acres of land that was improved with the Gainesville District School in 1935, which was subsequently expanded with additions in 1946, 1954 and 1963. The site was also improved with baseball fields, playgrounds, an asphalt basketball court and associated parking areas.

The school building was converted to commercial retail and office use after the property was sold into private ownership in 2013. The current tenant base includes offices, restaurants, Jui Jitsu, Jazzercise, dance, and a Cookies and Cream shop situated in the historic Lewis Home that was previously moved to the site. The buildings contain approximately 31,000 square feet of rentable area, of which over 5,000 square feet is unoccupied. The unoccupied space is generally situated in the 1963 rear addition, which

lacks requirements for most office or retail (visibility and access from Washington Street, ceilings too low, functional obsolescence).

The former recreational fields have been inactive for years and are no longer equipped or maintained. As such, the site today represents one of the largest underutilized properties within the Town—a unique infill opportunity. The Property is currently zoned B-1 Town Center Commercial and was designated for public use in the 2008 Comprehensive Plan, which relates to the property's former use as a public school.

Surrounding properties to the north, east, west, and south are designated for Moderate Density Residential, and are generally fully developed with single family attached or detached homes. The Property is bordered on the east by the Town boundary, an office/retail building along Washington Street and a new age-restricted townhome community. The Greenhill Crossing subdivision is situated to the north, across Washington Street.

Two waivers are requested with this application for 1) parking between the existing commercial building (school) and Washington Street and 2) the waiver of a landscaped buffer between commercial use and the County residential property. The parking waiver is requested to provide convenient parking for the commercial tenants in the school building. This parking will be heavily screened by the addition of a gazebo, placed in the open space between the parking area and Washington Street, as well as significant landscaping and sidewalk improvements along the Washington Street frontage. The waiver of a landscaped buffer between the existing commercial use and the County residential use is needed to document and reflect the existing conditions for that portion of the commercial property that is not being rezoned. The neighboring development has an existing privacy fence installed along the property line and a 30' buffer between the fence and townhome lot lines. The fence and 30' buffer provide a view screen as well as privacy/security for the rear yards of those units that back to the commercial property. Additional landscaping will be added where possible on the commercial property along the County border to further buffer the uses.

Trends of Growth or Change and Current/Future Requirements of the Town

The Town experienced significant growth from 2000-2020, growing from a population of 1,019 in 2000 to 1,547 by 2020. According to the US Census Bureau, the Town of Haymarket has an estimated population of 1,545 in 2025, which is down from the 2020 census count. Growth has slowed in recent years due in part to the unavailability of vacant land in the Town. Like many other communities across the US, a severe housing shortage estimated between 3-5 million homes has restricted growth.

The Town has expressed a desire to keep the population below 3,500 people due to a trigger in the Virginia Code that would shift more responsibilities and costs to the Town.

This proposal aligns with that population management goal, while also increasing the Town's tax base. At an estimated 3.2 people per household, the proposed townhome community would introduce approximately 186 residents, keeping the Town's total population at just 1,731, less than 50% of the 3,500 threshold.

Schoolhouse Commons will enhance the housing opportunities in Haymarket by providing much needed housing, in a unique horizontal mixed-use development integrated with iconic buildings. The design provides beautiful open spaces, enhances the Washington Street streetscape, cleans up and beautifies the property for neighbors, and enhances the commercial viability for the historic school's tenants. This proposal encourages smart infill development and reuse of existing infrastructure—consistent with the principles of sustainable growth and community preservation.

Transportation Requirements of the Community

This project will improve neighborhood interconnection, traffic flow and pedestrian access by adding significant transportation improvements including:

- Realignment of the primary access point on Washington Street opposite Greenhill Crossing
- Installing a dedicated right-turn in lane from Washington Street for improved ingress/egress safety and traffic flow
- Close and convert the easternmost Washington Street access point to green space, enhancing both safety and streetscape appeal
- Providing a new crosswalk across Washington Street at the intersection of Greenhill Crossing Drive and the main entrance Street C to Schoolhouse Commons
- Construction of a connection to Bleight Drive, directly across from Dogwood Park Lane
- Adding a Bike Lane along the entire Washington Street frontage of the property
- Providing new sidewalks within the project and connecting those to surrounding neighborhoods, which will significantly enhance the pedestrian connectivity to the existing commercial uses

Parking has been carefully planned to support both residential and commercial uses, exceeding code and designed with an emphasis on flexibility and functionality. The demolition of approximately 7,000 rentable square feet of the underutilized 1963 rear addition of the school along with the conversion of the Lewis Home from a restaurant to a homeowner's community center, allows for expanded parking, supporting shared use

for resident and commercial visitors. A demolition permit will be filed in April 2026 for the rear portion of the school building to ensure proper approvals will be in place upon rezoning.

A traffic engineer, Gorove Slade, was engaged to perform a Traffic Impact Analysis (TIA) for the proposed Schoolhouse Commons project and their report is included in Appendix B. The TIA recommended several transportation improvements as follows:

- The existing primary driveway entrance (across from Greenhill Crossing) will be reconfigured to a full-access driveway (inbound & outbound).
- The existing exit-only driveway is planned to be closed to address the existing safety issues due to the proximity to the driveway to the east.
- The addition of a westbound right turn lane at the intersection of Washington St & Greenhill Crossing Dr. is proposed.
- Additionally, a crosswalk is planned to be added as a mitigation to the east side of the intersection Washington St & Greenhill Crossing Dr. across Washington St. This is anticipated to provide gaps in the mainline thru movement for the northbound left turning vehicles from Greenhill Crossing Dr to turn onto Washington St.
- A dedicated bike lane is also planned to be added to Washington St (westbound), along the frontage of the property.

The TIA concluded that with the implementation of these improvements, the proposed development will not have a significant impact on the surrounding transportation and roadway network. In fact, the potential added delays at Greenhill Crossing Drive and Bleight Drive are estimated to be only 20 seconds. Whereas, if the site were developed with 100% commercial under the existing zoning, it would produce 8 times the traffic of this proposed development.

The current exit driveway along the eastern border of the site was originally mapped as a route in the VDOT system for VDOT to provide snow plowing and maintenance of the drive while the property functioned as a school. This route will need to be abandoned in the VDOT system, and this process has been initiated by the applicant and will be considered as part of the Town Council approvals for this project. In addition, an Access Management Exception and approval for the Washington Street crosswalk will be submitted by the applicant while the zoning application is in process. All street signage and detailed transportation improvements will be provided with site plan submission.

The traffic engineer also analyzed the planned surface parking usage for the proposed development through a Shared Parking Analysis which is contained in Appendix C. This shared parking analysis concluded that during weekdays there will be 42-152 surplus parking spaces with an average of 82 surplus spaces. On weekends, there will be 52-151 surplus parking spaces with an average of 92 surplus spaces. In the peak demand hour

there will be a surplus of 42 parking spaces during weekdays at 1pm and a surplus of 52 spaces on weekend peaks at 6pm for the combined residential and commercial uses.

The transportation upgrades will enhance access and internal circulation, thereby improving vehicular, bicycle, and pedestrian safety on Washington Street and on the site. The upgrades will also enhance visibility for commercial tenants, and support the overall walkability of the project. The Washington Street streetscape improvements, in harmony with the Washington Street Enhancement Project, will further fulfill the Town's Comprehensive Plan objectives.

Suitability of the Property for the Proposed Uses and Conservation of Properties and their Values

The following quotes are from the Town's Comprehensive Plan:

"It is the intent of the Town of Haymarket (hereinafter, "the Town"), by adoption of these guidelines, to maintain and promote the historic flavor and consistency of architectural styles in this region of Virginia from circa 1750 to 1900. The ARB shall advise and assist the Town Council in rendering decisions with respect to the rehabilitation, restoration, preservation and protection of historic places and non-historic places by creating between them harmonious transitional areas through the use of Architectural and Landscape materials that are consistent with the unique characteristics of this time period."

"This blend of uses continues to the eastern town limit, where a neo-colonial residential development is across the street from public uses in two Sears {Lewis} houses fronted by a planned village green. The two Sears {Lewis} structures fit this area architecturally and historically and should be preserved, if at all possible. Landscape materials that are consistent with the unique characteristics of this time period."

"Building and revitalizing the Town are simultaneous and equal objectives emphasizing the historic theme and should be integrated into all developments and adaptive uses."

The Schoolhouse Commons plan preserves historic structures, like the Gainesville School and Lewis House, while creating "harmonious transitional areas" through context-sensitive architecture and landscaping. This plan leaves the Lewis Home in its existing location, which will minimize risk to the structure when compared to moving it again.

"The Washington Street Enhancement Project encompasses the improvement of Washington Street throughout the Town limits and includes enhanced pedestrian, bicyclist, and vehicle access through the Historic Town of Haymarket. The project also includes installation of brick sidewalks,

colonial-style streetlights, park benches, trash receptacles, bicycle lanes and racks, brick planters and requisite engineering.”

This project will make the desired Washington Street enhancements and add landscaped open space along the streetscape that will blend with the existing Greenhill Crossing landscape across the street.

“Demands for space, convenience and housing style are compromised by the costs of borrowing. Though some households will need to satisfy their housing demand with rented or multi-ownership units, the majority of households will continue to secure housing in single-family attached and detached units. Young households with children traditionally preferring single-family homes with ample yards are now accepting the townhouse environment.”

The residential portion of Schoolhouse Commons will provide much-needed single family-attached homes, which are beautifully integrated with the existing commercial uses, while providing the perfect transition from the single-family homes on Bleight Drive.

The Schoolhouse Commons project has been designed in direct alignment with the goals and principles outlined in the Town’s Comprehensive Plan, particularly regarding historic preservation, appropriate architectural design, and the integration of new development into existing fabric. Key citations include:

- The Town’s commitment to preserving historic structures, like the Gainesville School and Lewis Houses, and creating “harmonious transitional areas” through context-sensitive architecture and landscaping.
- The priority of integrating adaptive reuse into community revitalization.
- The importance of the Washington Street Enhancement Project, which this development directly supports through improved facades, pedestrian infrastructure, and green space along the corridor.
- Encourage the development of bike ways and pedestrian pathways connecting the different areas of the Town with other parts of the County.

The existing school and Lewis Home will be preserved and adaptively reused for neighborhood-serving community uses, contributing to the town’s cultural heritage, while introducing appropriate scale residential development in keeping with the R-2 zoning.

The proposal includes buffers, improved landscaping, and a neighborhood green spaces that not only supports community interaction but also enhances the overall property values of the surrounding area.

The Proposed Schoolhouse Commons rezoning and Comprehensive Plan Amendment would accomplish many of the Comprehensive Plan’s goals by encouraging a desirable

land use pattern which serves to meet future Town needs for housing, roads and highways, employment, public facilities, recreation, and the protection of the environmental and historical character of the town.

According to the Town zoning ordinance:

“The Town Center District, B-1, provides primarily for retail shopping and personal services to be developed either as a unit or in individual parcels oriented to attracting pedestrian shoppers, tourism, and local convenience. Recognizing the economic value of the existing historical area, it shall further be the intent of the district to encourage the retention and rehabilitation of structures and uses in the district that have historic and/or architectural significance. The range, size, hours of operation, lighting, signs, and other developmental aspects of permitted uses may be limited in order to enhance the general character and historic nature of the district.”

“Residential R-2. The residential district R-2 is intended for use within those areas near the central core of the Town. This district should provide a suitable environment for families and those seeking the amenities and convenience of townhouse living, or as an option, smaller detached single-family lots, or conventional single-family lots without fear of encroachment or dissimilar uses. This district is designed to stabilize, protect, and promote this type of development.”

The Property is uniquely positioned and historically underutilized. The existing adaptive reuse of the School and Lewis Home provides for the opportunity to integrate a local serving neighborhood with the commercial uses and a community center in the existing buildings, while preserving the historic nature of these assets. All while adding much needed housing to form a mixed-use neighborhood. The proposed development will serve to meet the intent of both the B-1 and R-2 zoning districts.

The preservation and enhancement of significantly useable green space provide the community with ample recreational areas, while enhancing the views from and to Washington Street. Additionally, relocating the Lewis Home to front Washington Street will enhance its visibility and present its historic significance and beauty to the Washington Street streetscape - in direct alignment with the Washington Street Enhancement Project.

Conclusion

The proposed zoning amendment is effectively a down zoning of 7.25 acres (R-2 portion), or 82%, of the Property. The proposed plan overall density and traffic generation will be significantly reduced from what could be developed by-right under the existing B-1 zoning. The traffic engineer estimates that traffic under the proposed plan would be 1/8th that of a by-right commercial development for the entire site.

The proposed Schoolhouse Commons rezoning and Comprehensive Plan Amendment achieves multiple Town objectives and benefits, including:

- Preservation of key historic structures and neighborhood character
- A plan that is more compatible with the character and scale of the surrounding neighborhoods than the existing B-1 zoning would allow
- Providing much needed residential housing
- Converts unutilized land into a town asset and tax base
- Improves the conditions of the existing historic buildings and land to the benefit of the existing commercial tenants, residential neighbors, and the Town
- Provides a smart horizontal mixed-use development that will help support the unique challenges faced by the commercial tenants' lack of road visibility
- Enhancement of the Washington Street corridor at the Gateway for the Town
- Improved circulation and infrastructure without overburdening Town services
- Adds bike ways and pedestrian pathways connecting the site to existing neighborhoods and the Town with other parts of the County
- Provides a voluntary contribution of \$200,000 to the Town of Haymarket for parks and public safety

Schoolhouse Commons offers a balanced, community-sensitive redevelopment of a prominent and underutilized site—transforming it into a thriving mixed-use neighborhood that reflects the heritage and future vision of the Town of Haymarket.

Section IV



PROFFER STATEMENT

Proffer Statement

To Rezone 7.25 of the 8.8353 Acres, GPIN 7397-19-1734, from B-1 (Town Center District) to R-2 (Residential District) in accordance with the Rezoning Plat dated February 26, 2026, prepared by KDL Group, LLC

February 26, 2026

The undersigned owners seek to amend the zoning of 7.25 of the Acres of GPIN parcel 7397-19-1734 (the "Property") from the existing zoning of B-1 (Town Center District) to R-2 (Residential District) zoning classification, subject to the following proffered conditions:

1. The Property shall be developed in substantial conformance with the submitted Zoning Map Amendment Plan entitled "Schoolhouse Commons" dated February 26, 2026 and prepared by KDL Group, LLC, "GDP". Minor modifications, including the location of travel ways, roads, parking, and buildings, shall be determined at the time of final site plan. More substantial variation from the GDP shall be permitted provided the integrity of the overall site layout is not compromised and subject to the concurrence of the Planning Director. The Applicant shall have the right to use the existing structures on the Property for purposes permitted under the existing B-1 zoning.
2. A Proffer Justification Narrative was prepared by MuniCap, Inc. dated March 1, 2026 and is included in the following section V of this Application. The Proffer Justification Narrative concludes - Based on MuniCap's analysis, a cash proffer to the County or the Town is not required as a result of the Development. While monetary proffers are recommended or justified by this report, the Applicant makes a voluntary contribution of \$50,000 for each approved unit in excess of 54 units, to be used for enhancements to the park and for public safety. If approved as submitted, the voluntary contribution would be \$200,000.
3. The proposed R-2 Residential District shall not exceed a maximum of 58 dwelling units. The residential portion of the property shall be developed as a single unified development to include a common architectural theme.

4. The R-2 Residential District shall be subject to one or more homeowners' associations that will be created and made responsible for the maintenance and repair of common areas, including common open space.
5. The Applicant shall provide amenities for the proposed community within the green spaces of the proposed development. The final locations of such amenities shall be determined at the time of final site plan review.
6. All plantings located within landscape areas shall be consistent with the Concept Landscape Plan. Applicant shall make any changes required for site plan approval. The overall site green area, tree canopy and setback landscaping requirements shall be met during site plan approval.
7. Storm water management for the Property shall employ best management practices ("BMP") and shall be provided during the site plan review process. Upon approval by the Town, the system shall be maintained by the herein referenced owners' association.
8. Sidewalks and bicycle trails shall be interconnected with the surrounding network of public sidewalks and trails external to the property, and within the Property shall form a network of internal sidewalks and bicycle trails connecting residential and nonresidential uses and amenity areas identified in the Concept Development Plan. The Applicant shall construct a 5' brick-stamped concrete walk along the Washington Street frontage as shown on the GDP.
9. Provided all necessary Virginia Department of Transportation (VDOT) and Prince William County Department of Transportation (PWCDOT) approvals are obtained, the Applicant shall construct within the existing right-of-way various entrance improvements, generally as said improvements are depicted in the GDP. The final design of said improvements shall be determined in consultation with the Town and VDOT at the time the improvements are shown on said final site plan, with flexibility to address engineering and design considerations.
10. The Property shall be served by public sanitary sewer and water, and the Applicant shall be responsible for the costs and construction of those on and off-site improvements required to provide such service for the net additional demand generated by the development on the Property.
11. The Applicant shall maintain the existing Lewis Home in its existing location, as shown on the GDP.

The undersigned hereby warrant that the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, and that the proffers contained in this statement are not "unreasonable" as that term is defined by Virginia Code § 15.2-2303.4,

Haymarket Properties Group, LLC

By:

Printed Name:

Commonwealth of Virginia

County of Prince William

The foregoing instrument was acknowledged before me this ____ day of _____,
_____, by _____.

_____ My commission Expires: _____

Notary Public

Section V



PROFFER JUSTIFICATION NARRATIVE

**SCHOOLHOUSE COMMONS DEVELOPMENT
PRINCE WILLIAM COUNTY AND
TOWN OF HAYMARKET, VIRGINIA**

PROFFER JUSTIFICATION NARRATIVE

MARCH 1, 2026

PREPARED BY:

MUNICAP, INC.
— PUBLIC FINANCE —

**SCHOOLHOUSE COMMONS DEVELOPMENT
PRINCE WILLIAM COUNTY AND
TOWN OF HAYMARKET, VIRGINIA**

PROFFER JUSTIFICATION NARRATIVE

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I. Introduction

The purpose of this Proffer Justification Narrative is to satisfy requirements and requests from Prince William County (the “County”) and the Town of Haymarket (the “Town”) as these requirements and requests relate to the 2016 legislation (as subsequently described, and as subsequently amended) for the proposed Schoolhouse Commons mixed-use development (the “Development”). More specifically, this document addresses legislative requirements and County and Town policy related to proffers that the applicant has elected to propose in connection with the request for rezoning regarding the residential portion of the Development.

Legislation Pertaining to Residential Proffers

Section 15.2-2303.4 of the Code of Virginia (the “Residential Proffer Legislation”), as it was amended effective July 1, 2019, places certain limitations on proffers for residential rezoning cases filed after July 1, 2016, or July 1, 2019, as applicable. As stipulated by the Residential Proffer Legislation, and unless an applicant elects to apply for a rezoning pursuant to Subsection D of that statute, a local government may only request or accept a proffer if it addresses an impact that is specifically attributable to a proposed new residential development, and, if it is an offsite proffer, it addresses an impact to an offsite public facility, such that (a) (i) the new residential development creates a need, or an identifiable portion of a need, for one or more public facility improvements in excess of existing public facility capacity at the time of the rezoning, and (b) (ii) each such new residential development applied for receives a direct and material benefit from a proffer made with respect to any such public facility improvements. For the purposes of the statute, a locality may base its assessment of public facility capacity on the projected impacts specifically attributable to the new residential development.

The Residential Proffer Legislation designates four categories of public improvements and facilities:

- **Public school facility improvements:** construction of new primary and secondary public schools or expansion of existing primary and secondary schools, to include all buildings, structures, parking, and other costs directly related thereto;
- **Public safety facility improvements:** construction of new law enforcement, fire, emergency, medical, and rescue facilities or expansion of existing public facilities, to include all buildings, structures, parking and other costs directly related thereto;
- **Public park facility improvements:** construction of public parks or improvements and/or expansion of existing public parks, with “public parks” including playgrounds and other recreational facilities; and
- **Public transportation facility improvements:** construction of new roads; improvement or expansion of existing roads and related appurtenances as required by applicable standards of the Virginia Department of Transportation, or the applicable standards of a locality; and construction, improvement, or expansion of buildings, structures, parking, and other costs directly related to transit.

According to the Residential Proffer Legislation, expenses of an existing public facility, such as ordinary maintenance or repair, or any capital improvement to an existing public facility, such as a renovation or technology upgrade, that does not expand the capacity of such facility shall be excluded. In addition, a proffer will be deemed unreasonable unless it addresses an impact to public facilities that is specifically attributable to the proposed residential development and there will not be adequate existing capacity at the given facilities for the impacts of the proposed residential development.

This document addresses the projected impacts of the residential portion of the Development on the foregoing infrastructure categories to which residential proffers may be directed.

Proffer Justification Narrative Requirement and Request

In response to the Residential Proffer Legislation, the County adopted policies to ensure any proffer requested or accepted meets its mandated standards. Among them is the requirement that any residential rezoning or proffer amendment application subject to the Residential Proffer Legislation include a justification narrative identifying impacts to public facilities. The requirement states that the justification narrative must, in detail:

- Identify all of the impacts of the proposed rezoning/proffer amendment;
- Propose specific and detailed mitigation strategies and measures to address all of the impacts of the proposed rezoning/proffer amendment;
- Address whether all of the mitigation strategies and measures are consistent with all applicable law, including, but not limited to, the Residential Proffer Legislation; and
- Demonstrate the sufficiency and validity of those mitigation strategies using professional best accepted practices and criteria, including all data, records, and information used by the applicant or its employees or agents in identifying any impacts and developing any proposed mitigation strategies and measures.

The Town has not adopted a policy requiring a justification narrative but has requested that such a narrative be completed based on the residential portion of the Development.

Subsequent sections of this document provide a detailed description of the Development and the potential impacts of the residential portion of the Development on public facilities in the County and the Town and detailed descriptions of the methodologies employed in calculating these impacts.

II. Schoolhouse Commons

The Development

As proposed by Graystone Companies LLC (the “Developer” or “Applicant”), the Development is a mixed-used development consisting of 58 single-family attached units and 22,218 square feet of commercial space. The site currently includes a commercial building of approximately 32,000 square feet, and the planned commercial development represents a reduction and renovation of the current building. The site comprises a single parcel described in Table II-A.1. This parcel is bordered in all directions by additional residential development.

TABLE II-A.1
Base Parcel^(a)

<i>GPIN</i>	<i>Town Zoning</i>	<i>Acreage</i>
7397-19-1734	B-1 - Town Center	8.8353
Total		8.8353
^(a) Provided by Town of Haymarket Administration and Prince William County Office of Real Estate Assessments.		

As noted above, this parcel consists of approximately nine acres of land and is currently zoned within the Town as B-1 – Town Center. This zoning does not permit residential units, so no single-family attached units are permitted by-right. This parcel currently contains approximately 32,000 square feet of commercial space, including office and retail uses. Concurrent to the construction of the residential portion of the Development, this commercial space will be reduced to approximately 22,218 square feet. This commercial development may generate positive tax revenues; however, MuniCap has not evaluated this. As this analysis is intended to fulfill the requirements of the Residential Proffer Legislation, MuniCap examined only the impacts of the residential portion of the Development.

The Applicant is requesting a rezoning of the majority of the site parcel to Town Residential District R-2. Due to the commercial development, a portion will remain zoned as B-1. A site plan showing the proposed Development following the proposed rezoning is provided in Exhibit A on the following page.

EXHIBIT A: SCHOOLHOUSE COMMONS GENERAL DEVELOPMENT PLAN



III. Public Facility Impacts

Overview

As mentioned, this document includes calculations of public facility impacts, which are detailed in the subsequent subsections. Included in each subsection is a discussion of the methodology employed in estimating impacts. These subsections are:

- **Public school facilities** – Impacts are calculated for elementary, middle, and high schools and are based on projected incremental additional students that will result from the residential portion of the Development.
- **Public safety facilities** – Impacts are calculated for both police services and fire and rescue services. These impacts are based on projected incremental additional residents that will result from the residential portion of the Development.
- **Public park facilities** – Impacts are based on projected incremental additional residents that will result from the residential portion of the Development.
- **Transportation facilities** – A separate traffic impact analysis will be provided to address impacts to traffic and transportation.

Within the Town of Haymarket, certain public services are provided by the Town and certain others are provided by the County. Each subsection of this analysis will delineate the services provided by each jurisdiction and any proposed proffer contribution to each jurisdiction within each subcategory as a result.

Level of service (“LOS”) standards shown herein represent the County standards as described in the County Comprehensive Plan, or the Town standards as described through various sources. In some cases, the current LOS provided by the County or Town does not meet the stated LOS standard. Any calculation of proffers will take into account the LOS standard, the current County or Town LOS, and the amount pledged in the County’s Capital Improvement Program (“County CIP”) or Town Budget, which includes Capital Improvement Expenses (“Town CIP”) to raise the current LOS to meet the planned LOS standard.

III-A. Public School Facility Impacts

PRINCE WILLIAM COUNTY

Methodology

The Town does not have its own public school facilities. All public school students within the Town attend County schools. To project impacts to County public school facilities, MuniCap first reviewed the student generation factors used by Prince William County Public Schools. These factors are calculated separately by school type (elementary, middle, and high school) and by unit type (single-family detached, single-family attached, and multi-family). Student generation factors are shown in Table III-A.1.

TABLE III-A.1
Current and Historical Student Generation Factors

Historical Data											
	School Type	Unit Type			Total		School Type	Unit Type			Total
		SFD	SFA	MFA				SFD	SFA	MFA	
2024-25	Elementary	0.366	0.208	0.125	0.233	2021-22	Elementary	0.382	0.191	0.090	0.221
	Middle	0.177	0.083	0.047	0.102		Middle	0.186	0.080	0.056	0.107
	High	0.196	0.099	0.081	0.125		High	0.225	0.098	0.060	0.128
	Total	0.739	0.390	0.253	0.461		Total	0.793	0.370	0.207	0.457
2023-24	Elementary	0.386	0.209	0.130	0.242	2020-21	Elementary	0.366	0.191	0.075	0.211
	Middle	0.172	0.079	0.054	0.102		Middle	0.183	0.080	0.030	0.098
	High	0.218	0.097	0.064	0.126		High	0.222	0.096	0.047	0.122
	Total	0.776	0.385	0.249	0.470		Total	0.771	0.368	0.152	0.430
2022-23	Elementary	0.380	0.206	0.101	0.229	2019-20	Elementary	0.396	0.188	0.082	0.222
	Middle	0.182	0.080	0.053	0.105		Middle	0.189	0.077	0.036	0.101
	High	0.224	0.094	0.061	0.126		High	0.223	0.095	0.051	0.123
	Total	0.785	0.381	0.216	0.461		Total	0.807	0.360	0.170	0.446

Source: Prince William County Public Schools.

MuniCap then applied these student generation factors to the proposed residential units within the Development that are in excess of those that would be allowed under the current zoning designation. For purposes of this exercise it is assumed that all projected students are new to the County rather than relocated from elsewhere within the Prince William County Public Schools system. MuniCap then identified the schools that would be impacted by the residential units based on school boundaries, researched the current capacity at each applicable school, and determined whether the projected net student impacts represented additional students beyond current school capacity.

Projected Net Student Impacts

As previously described, the residential portion of the Development includes 58 single-family attached units with zero units allowed by-right. Based on the student generation factors identified in Table III-A.1, the proposed development will generate an estimated total of 24 students net of by-right, as shown in Table III-A.2.

TABLE III-A.2
Projected Student Generation

<i>School Type</i>	<i>Units^(a)</i>	<i>Unit Type</i>	<i>Generation Factor^(b)</i>	<i>Total Projected Students^(c)</i>
Elementary	58	Single-family attached	0.208	13
Middle	58	Single-family attached	0.083	5
High	58	Single-family attached	0.099	6
Total proposed				24
Elementary	0	Single-family detached	0.366	0
Middle	0	Single-family detached	0.177	0
High	0	Single-family detached	0.196	0
Less: total-by-right				0
Elementary				13
Middle				5
High				6
Net students				24
^(a) Provided by Developer. ^(b) See Table III-A.1. ^(c) Projected students are rounded up to the nearest whole number.				

Projected Capacity of Public School Facilities

The public school facilities potentially impacted by the residential units are: Buckland Mills Elementary School, Reagan Middle School, and Gainesville High School. Therefore, Table III-A.3 on the following page shows the capacity and projected enrollment of each school. The Development is expected to be completed in 2029. Therefore, projected enrollment is given as of the 2029-2030 school year to coincide with likely completion and stabilization of the Development.

TABLE III-A.3
County School Facilities – Projected Capacity and Enrollment

<i>School</i>	<i>Capacity^(a)</i>	<i>Enrollment (2029-30)^(a)</i>	<i>Excess Capacity</i>	<i>Projected Students^(b)</i>	<i>Proffer Consideration</i>
Buckland Mills ES	872	775	97	13	Meets Capacity
Reagan MS	1,311	1,243	68	5	Meets Capacity
Gainesville HS	2,557	2,376	181	6	Meets Capacity
^(a) Source: Prince William County Public Schools: 2024-2025 Historical, Current, and Projected Enrollment.					
^(b) See Table III-A.2.					

Elementary School Facilities

The Development site is located within the Buckland Mills Elementary School boundaries (see Exhibit C). According to Prince William County Public Schools, the school has a projected capacity of 872 students and a projected future enrollment of 775 students, meaning that the school will have capacity for 97 additional students. Therefore, the thirteen projected elementary school students above by-right that will be created by the residential units do not exceed capacity and do not represent an additional need for Prince William County Public School facilities.

Middle School Facilities

The Development site is located within the Reagan Middle School boundaries (see Exhibit D). According to Prince William County Public Schools, the school has a projected capacity of 1,311 students and a projected future enrollment of 1,243 students, meaning that the school will have capacity for 68 additional students. Therefore, the five projected middle school students above by-right that will be created by the residential units do not exceed capacity and do not represent an additional need for Prince William County Public School facilities.

High School Facilities

The Development site is located within the Gainesville High School boundaries (see Exhibit E). According to Prince William County Public Schools, the school has a projected capacity of 2,409 students and a projected enrollment of 2,376 students, meaning that the school will have capacity for 181 additional students. Therefore, the six projected high school students above by-right that will be created by the residential units do not exceed capacity and do not represent an additional need for Prince William County Public School facilities.

EXHIBIT B: AREA MAP (DEVELOPMENT SITE & SCHOOL FACILITIES)

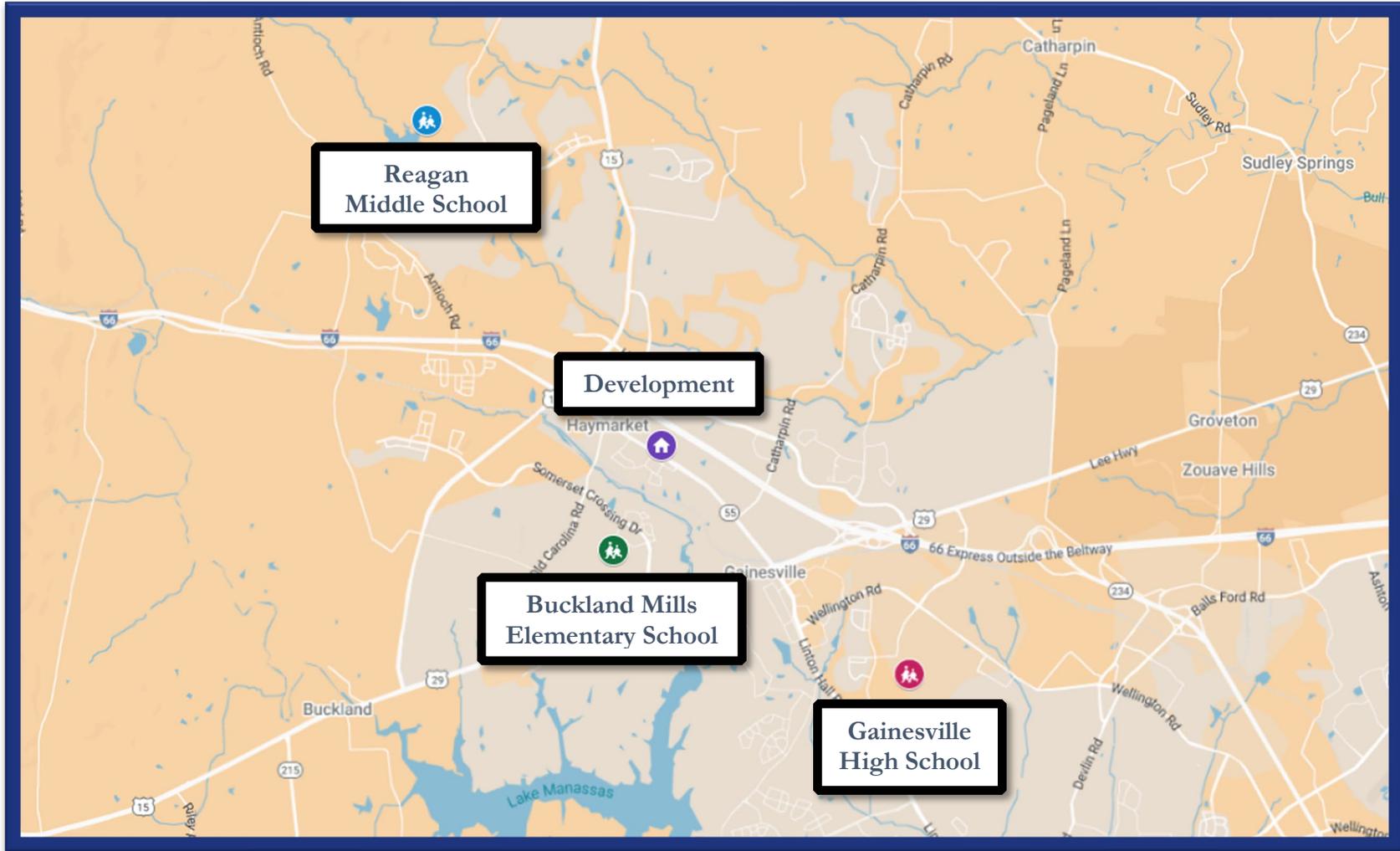


EXHIBIT C: AREA MAP (DEVELOPMENT SITE, BUCKLAND MILLS ELEMENTARY SCHOOL)

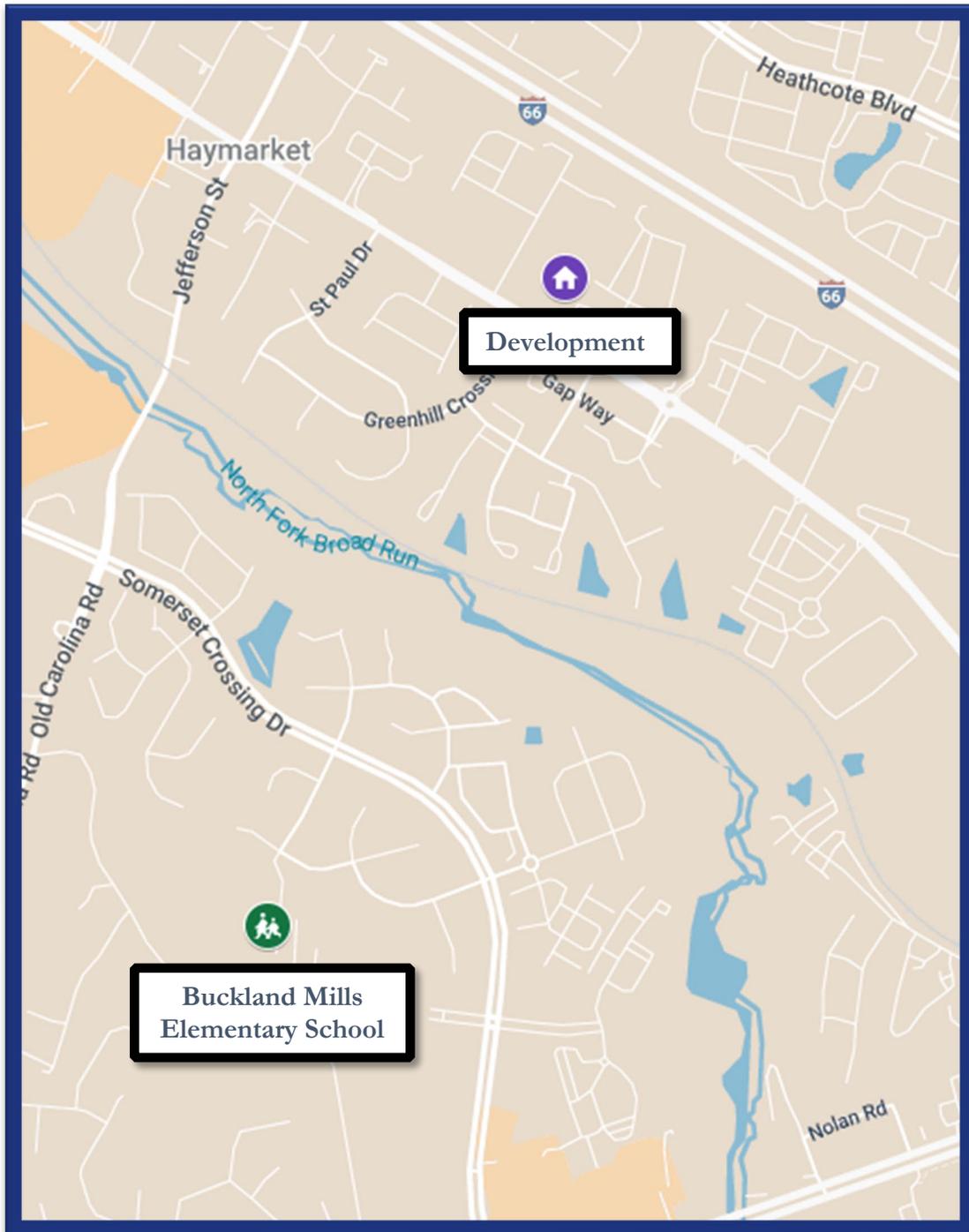


EXHIBIT D: AREA MAP (DEVELOPMENT SITE, REAGAN MIDDLE SCHOOL)

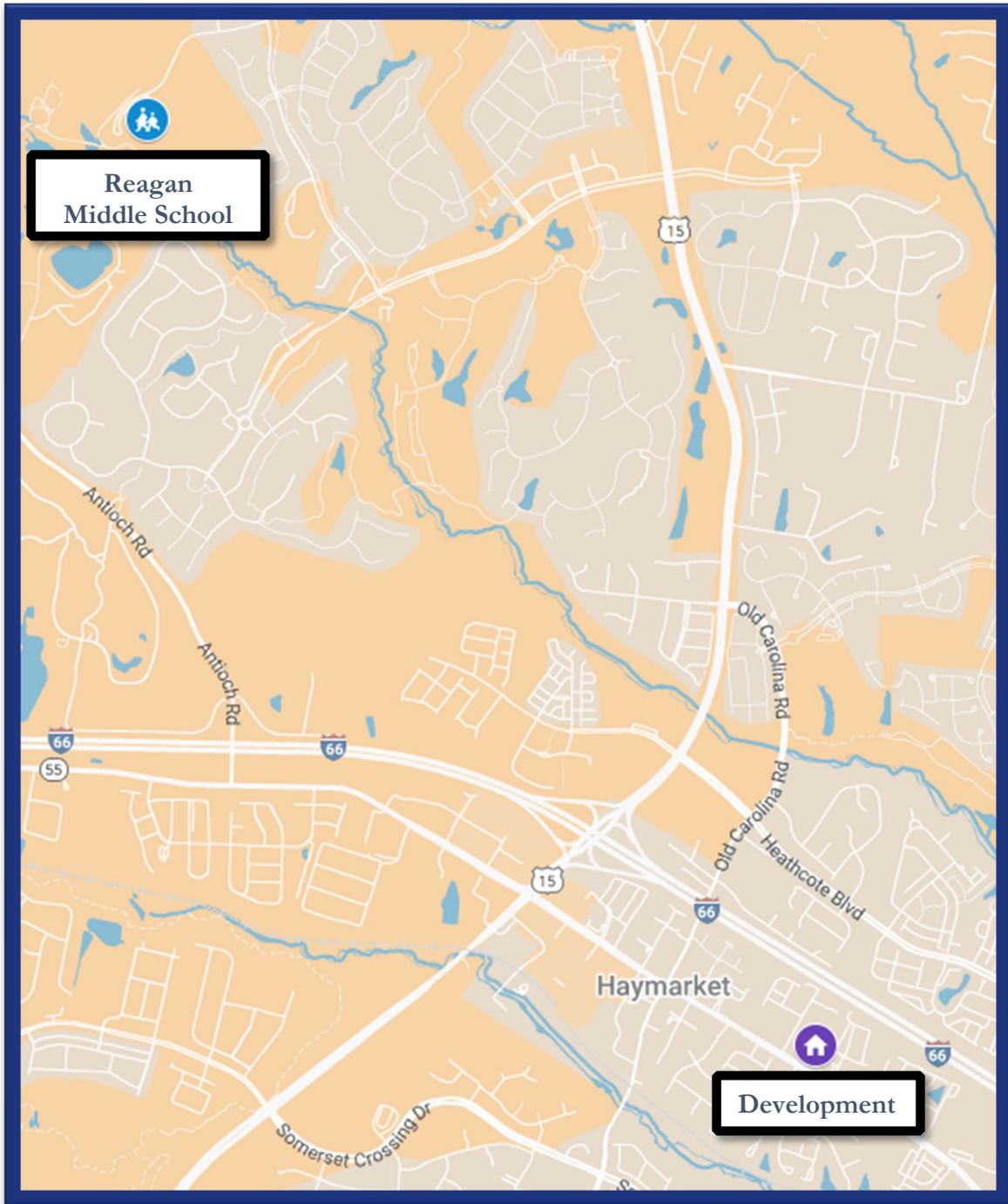
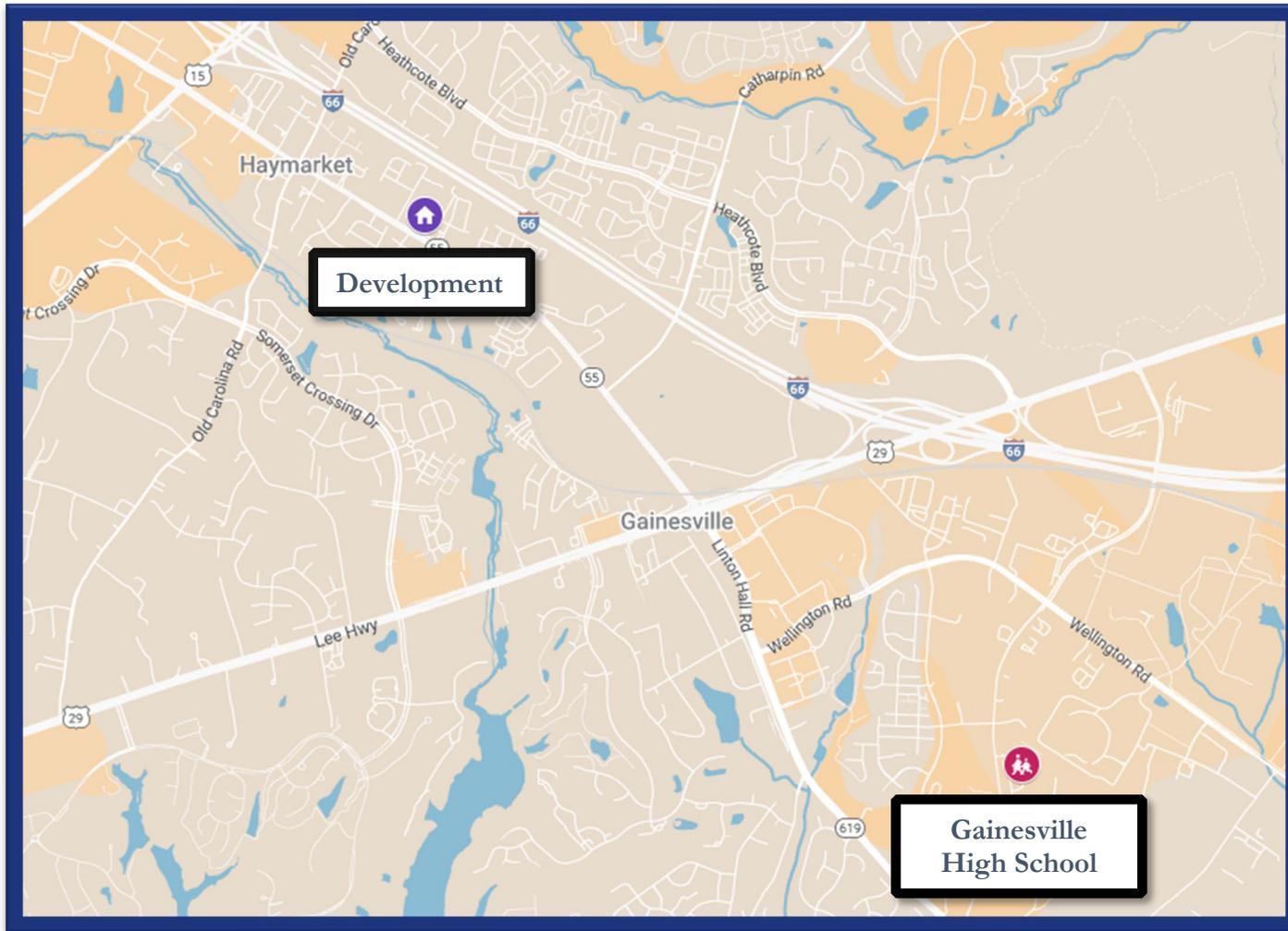


EXHIBIT E: AREA MAP (DEVELOPMENT SITE, GAINESVILLE HIGH SCHOOL)



Mitigation Strategies

The Residential Proffer Legislation stipulates that proffers can only provide for needs exceeding existing capacity. Therefore, any monetary proffer for public school facilities will be calculated on a per student basis for the projected students that will exceed the current capacity.

As detailed above, the projected students resulting from the residential units do not exceed capacity at any of the relevant schools. Therefore, a schools proffer contribution is not required.

TOWN OF HAYMARKET

Methodology and Mitigation Strategies

As noted, all public school students within the Town attend County facilities. Therefore, no proffer contribution for Town public school facilities is required.

III-B. Public Safety Facility Impacts

PRINCE WILLIAM COUNTY

Methodology

Town residents are served by a mix of Town and County public safety facilities. The Town has its own police station and County police officers generally do not assist Town police with service calls. Therefore, impacts to police facilities will be estimated in The Town's portion of this subsection. In contrast, the Town does not have its own fire and rescue facilities and therefore this analysis examines the impact of the residential portion of the Development on County fire and rescue facilities.

To estimate impacts to County and Town public safety facilities, MuniCap first estimated the total population that will reside within the residential portion of the development. MuniCap then detailed the LOS standards for various public safety services as identified in the County Comprehensive Plan and determined through discussions with the Town and calculated the expected increases in demand for services as a result of the residential portion of the Development to determine whether projected demand for services exceeds the County and Town's LOS standards and the capacity of the relevant facilities.

Projected Net Resident Impacts

As previously described, the residential portion of the Development includes 58 single-family attached units. Based on estimated residents per unit, the residential units will house an estimated 186 residents above by-right, as shown in Table III-B.1.

TABLE III-B.1
Projected Residents

<i>Unit Type</i>	<i>Units^(a)</i>	<i>Residents Per Unit^(b)</i>	<i>Total Projected Residents^(c)</i>
Single-family attached	58	3.20	186
Less by-right units (single-family detached)	0	3.20	0
Net residents			186

^(a)Provided by Developer.
^(b)Source: United States Census Bureau, American Community Survey, Table of Selected Housing Characteristics, 2023 Five-Year Estimates. Represents residents per owner-occupied unit in Town of Haymarket.
^(c)Residents are rounded to the nearest whole number.

Current Capacity of Public Safety Facilities

Police Facilities

As noted above, the Town provides police services through its own facilities. However, the Town collaborates with the County for use of the County's animal control facilities. The projected demand created by the residential portion of the Development for these facilities is shown in Table III-B.3 on the following page.

TABLE III-B.3
Other Projected Police Facility Impacts

<i>Facility Type</i>	<i>Projected Resident Impact^(a)</i>	<i>Sq. Ft. Required per 1,000 Residents^(b)</i>	<i>Additional Facility Sq. Ft. Requirement</i>
Animal control	186	67	12
^(a) See Table III-B.1.			
^(b) Source: Prince William County Comprehensive Plan Safety and Secure Community.			

The County LOS standard for animal control facilities is 67 square feet per 1,000 residents. According to the Prince William County Population Estimates, the Q2 2025 population of Prince William County is estimated as 508,109 (508.109 residents per thousand). This translates to a need for 34,043 square feet of animal control facility space (67 square feet per thousand residents × 508.109 thousand residents). Based on County Assessor data, the existing Prince William County Animal Services Center includes 27,772 square feet of space (19,440 square feet veterinary hospital and 8,332 square feet office building), implying that the center is already over capacity. Therefore, the projected impact of 12 square feet in necessary animal control facility space that will be generated by the residential portion of the Development represents a requirement in excess of current capacity. However, a project to renovate the center was recently completed and there are no current plans to expand square footage further, and no other relevant capital expenditures are listed in the County CIP. Therefore, a proffer contribution for Animal Control facilities is not calculated.

Fire and Rescue Facilities

The County LOS standards for fire and rescue facilities servicing the Development are broken down into workload capacity and travel times. Tables III-B.4.A and III-B.4.B on the following page summarize the LOS standards according to the County Comprehensive Plan.

TABLE III-B.4
Prince William County Fire and Rescue Level of Service Standards

A. Travel Times

Area	First Unit Travel Time in Minutes
Fire Suppression Emergency Standard - (Countywide)	4.0
Basic Life Support (BLS) Emergency Standard - (Countywide)	4.0
Advanced Life Support (ALS) Emergency Standard (Countywide)	8.0
<small>(a)Source: Prince William County Comprehensive Plan Safety and Secure Community.</small>	

B. Workload

Factor	Standard
Responses per Tactical Unit	2,000 per year
<small>(a)Source: Prince William County Comprehensive Plan Safety and Secure Community.</small>	

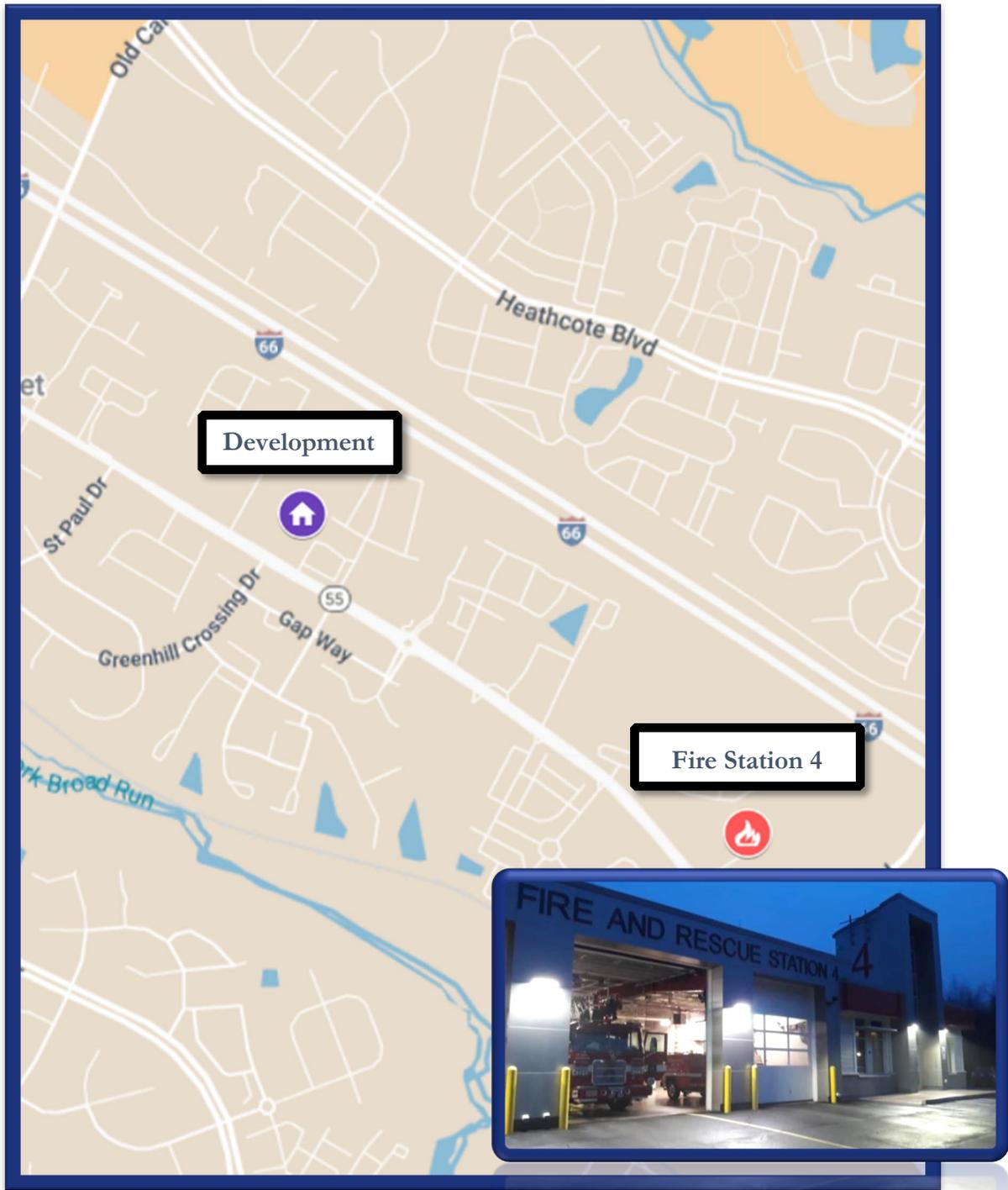
The Development is within the first due area of Station 4, located 0.8 miles away. Due to this distance, it is reasonable to assume that station personnel would be able to respond to an incident at the Development in under four minutes. According to the County Department of Fire and Rescue, the estimated first due population of Station 4 is 35,466 as of August 2025. In Calendar Year 2024, Station 4 had four tactical units, (Engine, Truck, Medic from January through August and Ambulance from September through end of year) each with the capacity to respond to 2,000 incidents per year. In 2024, the units at Station 4 responded to 4,250 total incidents, with Engine 4 responding to 3,595, Truck 4 responding to 1,830, Medic 4 responding to 2,073 and Ambulance 4 responding to 951. This implies that Station 4 is over capacity and cannot accommodate the projected impact of 186 incidents per year generated by residents above by-right at the residential portion of the Development. Table III-B.5 shows this projected call volume increase.

TABLE III-B.5
Projected Fire and Rescue Facility Impacts

<i>Projected Resident Impact^(a)</i>	<i>Average Annual Incident Rate^(b)</i>	<i>Projected Annual Incident Increase^(c)</i>
186	0.12	23
<small>(a)See Table III-B.1.</small>		
<small>(b)Calculated as 4,250 incidents in calendar year 2024 divided by Station 4's first due population of 35,466 as of August 2025.</small>		
<small>(c)Projected annual incidents are rounded up to the next whole number.</small>		

However, no relevant capital expenditures are listed in the County CIP for Station 4. Therefore, a proffer contribution for fire and rescue facilities is inappropriate.

EXHIBIT F: AREA MAP (DEVELOPMENT SITE & FIRE STATION #4 FACILITY)



Mitigation Strategies

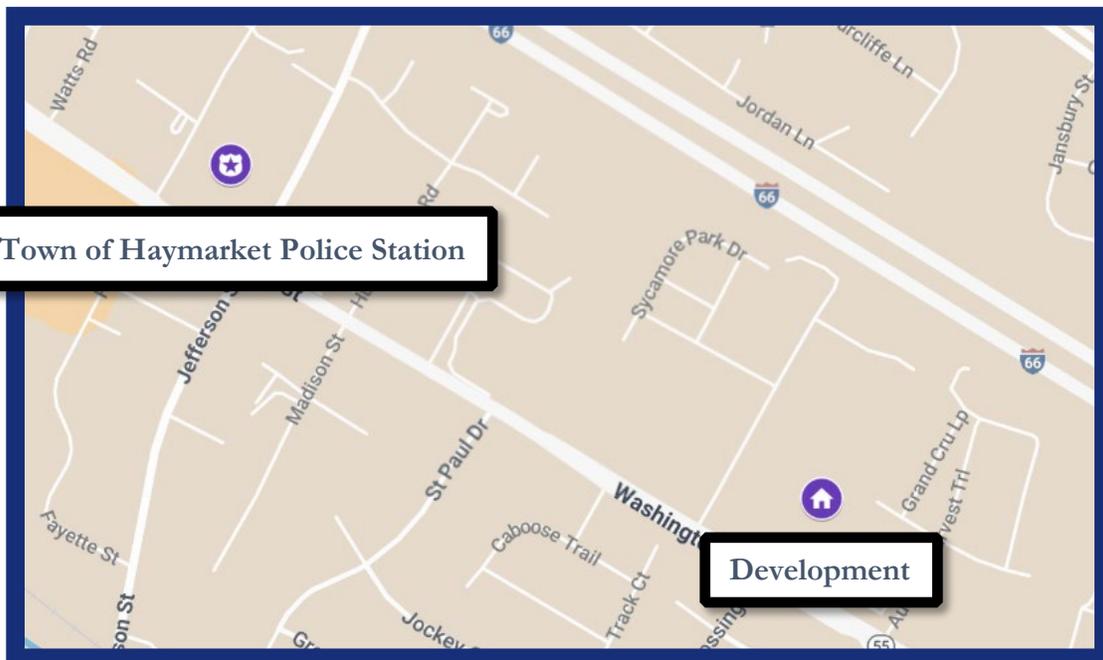
While impacts to Animal Control and Fire and Rescue Facilities from the residential portion of the Development may represent demand beyond current capacity, the County CIP does not include relevant capital improvements that would mitigate these impacts. Therefore, a proffer contribution related to these public safety categories would be inappropriate under the Residential Proffer Legislation.

TOWN OF HAYMARKET

Methodology and Mitigation Strategies

As noted above, the Town has its own police station, shown in Exhibit G below. According to the August 2025 Police Department Report to Council, Town police have responded to 1,208 calls in calendar year 2025, including calls received through dispatch, through direct contact with citizens, and initiated by police officers through their observations. The Town does not have official LOS standards indicating whether the station is currently over capacity or may become over capacity as a result of the residential units. However, in recent conversations with MuniCap, the Town Chief of Police noted that Town police answer service calls within an average of three minutes and thirty seconds and that this is a satisfactory level of service. Additionally, the Town recently hired two police officers and there is no indication that the Town's police force would be unable to meet increases in demand that the residential units may generate. Finally, the Town CIP does not include capital expenditures that would increase Police capacity. Therefore a proffer contribution for Police facilities is not calculated.

EXHIBIT G: AREA MAP (DEVELOPMENT SITE & POLICE DEPARTMENT FACILITY)



III-C. Public Park Facility Impacts

PRINCE WILLIAM COUNTY

Methodology

Town residents are able to visit County parks. Therefore, this analysis estimates an appropriate parks proffer contribution in part by reviewing relevant County park facilities. The Town has a single park, impacts to which will be addressed in the Town portion of this subsection.

To estimate County park impacts, MuniCap reviewed the LOS standards for public parks identified in the County Department of Parks, Recreation & Tourism's Parks, Recreation and Open Space Master Plan 2020, adopted October 6, 2020, (the "Master Plan"). The Applicant understands that the Department of Parks, Recreation & Tourism has a list of expanded services and visionary projects in the Master Plan. However, these improvements are speculative and are not accompanied by specific timeframes for construction and/or development in which the residential portion of the Development would receive a direct material benefit. Therefore, these projects do not meet the Residential Proffer Legislation threshold to be included in this analysis.

Projected Net Resident Impacts

The Development includes 58 single-family attached units. Based on the average occupancy of owner-occupied units in the Town, the residential units will house an estimated 186 residents above by-right, as shown in Table III-B.1.

Current Capacity of Public Parks Facilities

Based on the County's established Park Planning Districts, the Development falls within Park Planning District 3. To show the impacts of the residential portion of the Development on the parks system, service area and LOS quality were taken into account. Table III-C.1 on the following page shows the LOS standards for parks and recreation service areas.

TABLE III-C.1
Prince William County Parks and Recreation Service Area Standards

PARK SERVICE AREAS		
PARK TYPE	WALK/BIKE SERVICE AREA	DRIVE TIME SERVICE AREA
Neighborhood	5 to 10-minute walk/bike time; bus stop within 1/4-mile, preferred	Less than 10 minutes
Community	10 to 15-minute walk/bike time	10 to 20-minute drive time
Regional	Greater than 15-minute walk/bike time	20 to 30-minute drive time
Linear/Greenway	Dependent on Access Points	No Standard
Natural/Cultural Resource	Dependent on Access Points	No Standard
School/Community Use	5 to 10-minute walk/bike time	Less than 10 minutes

Source: Prince William County Parks, Recreation & Open Space Master Plan 2020.

Table III-C.2 notes the developed parks within Park Planning District 3, excluding school use parks due to their connections with the corresponding schools. The County states there are no typical service areas for linear/greenway parks as these parcels may extend across large distances or for natural/cultural resource parks as the locations of these parks are dependent upon the resources being protected. Therefore, service area times have not been calculated for these park types.

TABLE III-C.2
Park Planning District 3 – Service Areas of Developed Parks^(a)

<i>Park</i>	<i>Classification</i>	<i>Distance from Development^(b)</i>	<i>Drive Time Estimate^(b)</i>
Braemar Park	Neighborhood	7.4 miles	16 minutes
Rollins Ford Park	Community	5.4 miles	12 minutes
Prince William Golf Course	Regional	6.3 miles	13 minutes
Broad Run Linear Park (partial)	Linear/greenway	N/A	N/A
^(a) Source: Prince William County Comprehensive Plan - Parks Recreation & Tourism. ^(b) Estimates determined using Google Maps.			

The County evaluates parks and facilities using quality scores and letter grades to assess overall LOS. According to the County Comprehensive Plan – Parks Recreation & Tourism, the County’s goal is for all parks and facilities to have a “B” or above LOS letter grade, which corresponds to a quality score of 0.71 or above. The current quality scores and letter grades of the abovementioned parks are shown in Table III-C.3 on the following page. As of this writing, quality scores and letter grades were not assigned to school-use parks.

TABLE III-C.3
Park Planning District 3 – LOS of Developed Parks^(a)

<i>Park</i>	<i>Classification</i>	<i>Quality Score</i>	<i>LOS Letter Grade</i>
Braemar Park	Neighborhood	0.57	C
Rollins Ford Park ^(b)	Community	0.91	A
Prince William Golf Course	Regional	0.73	B
Broad Run Linear Park (partial)	Linear/greenway	0.60	C
^(a) Source: Prince William County Comprehensive Plan - Parks Recreation & Tourism.			
^(b) Rollins Ford Park completed since publication of comprehensive plan. Letter grade and quality score are inferred based on recent completion and discussion with County.			

Based on the LOS standards above, Rollins Ford Park and Prince William Golf Course meet the County’s stated goal for quality and Braemar Park and Broad Run Linear Park do not. Therefore, the projected impact on neighborhood and linear/greenway park facilities that will be generated by the residential portion of the Development represents a requirement beyond existing capacity. A summary of mitigation strategies follows for these park types.

Mitigation Strategies

Neighborhood Parks

The Master Plan does not list neighborhood parks as a priority for Park Planning District 3. Moreover, the County CIP does not include capital improvements that increase neighborhood park capacity within Park Planning District 3. In addition, the Development will provide its residents with two accessible green spaces, which will feature a community center, a playground with equipment, and open greens for informal sports activities. As such, any proffer related to such facilities would be inappropriate under the Residential Proffer Legislation.

Community Park

The Master Plan notes the following priorities related to community parks in Park Planning District 3.

- Seek opportunities to add additional Community, Regional, Linear/Greenway and Natural/Cultural Resource Parks within this PPD, particularly within the area of the Route 29 Small Area Plan.
- Complete the design and construction of Rollins Ford Park; phase park construction over several budget cycles to realize the full park vision and functionality; seek opportunities to connect Rollins Ford Park with the Broad Run Linear Trail.

Since publication of the Master Plan, Rollins Ford Park has been completed. Due to its recent completion and comments provided to MuniCap by the County Department of Parks, Recreation, &

Tourism, it is assumed to meet County LOS standards. The County CIP does not include additional capital improvements that increase community park capacity within Park Planning District 3. As such, any proffer related to such facilities would be inappropriate under the Residential Proffer Legislation.

Regional Parks

The Master Plan notes the following priorities related to regional parks in Park Planning District 3.

- Seek opportunities to add additional Community, Regional, Linear/Greenway and Natural/Cultural Resource Parks within this PPD, particularly within the area of the Route 29 Small Area Plan.

However, the County CIP does not include capital improvements that increase regional park capacity within Park Planning District 3. As such, any proffer related to such facilities would be inappropriate under the Residential Proffer Legislation.

Linear/Greenway Parks

The Master Plan notes the following priorities related to linear/greenway parks in Park Planning District 3.

- Secure additional land dedications or easements to complete the planned Broad Run Linear Trail between Lake Manassas and Linton Hall Road and identify funding opportunities/partnerships for bridge maintenance and repairs.
- Complete the design and construction of Rollins Ford Park; phase park construction over several budget cycles to realize the full park vision and functionality; seek opportunities to connect Rollins Ford Park with the Broad Run Linear Trail.
- Identify outdoor programming opportunities for families and the district’s balanced age segmentation; utilize existing facilities within Broad Run Linear Park as a “nature classroom” to showcase Broad Run and its habitats.

Additionally, the Master Plan lists planned future construction of Bridlewood-Rocky Branch Park which has not been completed as of August 2025. However, the County CIP does not include capital improvements that increase linear/greenway park capacity within Park Planning District 3. As such, any proffer related to such facilities would be inappropriate under the Residential Proffer Legislation.

TOWN OF HAYMARKET

Methodology and Mitigation Strategies

The Town has a single park, the four-acre Haymarket Park and Playground (previously known as the Harrover Property), which is adjacent to the Development site and within a five-to-ten-minute walk for residents of the Development. The Town has indicated in discussions with MuniCap that the park lacks sufficient greenspace and parking to accommodate residents during peak hours.

The Town proposed improvements to the park as noted in the Harrover Property Master Plan dated December 29, 2015. At the time of this master plan, desired improvements included renovation of a building on the site for use as a park services building, removal of the former police station to create a hilltop green, addition of amenities such as a community multi-use pavilion, lawn amphitheater, playground, gazebo structures, and an improved access drive and parking, and creation of a system of site-wide loop trails, picnicking facilities, and other opportunities for soft recreation activities. Since publication of the master plan, the Town has removed the home that was intended for use as a park service building and has moved the home that formerly served as the police station to the commercial portion of the site, leaving only a garage for storage of maintenance equipment. The Town has also added a playground within the park.

However, the Town has not adopted official LOS standards for park facilities, making it difficult to precisely determine current demand for Town park services in comparison to current park capacity. Additionally, the Town CIP does not include planned capital improvements to expand the park’s capacity. Accordingly, a proffer contribution is not required.

The Town has requested that this analysis review the impact of the Development on James S. Long Park and Silver Lake Park, both of which are located in Prince William County. The Prince William County section above did not address these parks as they are not in the same PPD as the Development. Table III-C.4 shows details regarding these parks in the same manner as Tables III-C.2 and III-C.3.

TABLE III-C.4
Developed Parks – Town Review^(a)

<i>Park</i>	<i>Classification^(a)</i>	<i>Distance from Development^(b)</i>	<i>Drive Time Estimate^(b)</i>	<i>Quality Score^(a)</i>	<i>LOS Letter Grade^(a)</i>
James S. Long Park	Regional	3.8 miles	10 minutes	0.62	B-
Silver Lake Park	Regional	4.2 miles	12 minutes	0.65	B-

^(a)Source: Prince William County Comprehensive Plan - Parks Recreation & Tourism.
^(b)Estimates determined using Google Maps.

As noted, the County’s goal is for all parks and facilities to have a “B” or above LOS letter grade according to the County Comprehensive Plan – Parks Recreation & Tourism, which corresponds to a quality score of 0.71 or above. Based on these standards, James S. Long Park and Silver Lake Park do not meet the County’s stated goal for quality. Therefore, the projected impact on these parks that will be generated by the residential portion of the Development represents a requirement beyond existing capacity. However, because these parks are not located within the Town, a proffer contribution is not calculated.

Finally, the Town has expressed that it does not consider it necessary to evaluate the impact of the Development on two of the parks discussed in the County section, Braemar Park and Prince William Golf Course. The Town has noted that Braemar Park is supervised by a Homeowners Association and Prince William Golf Course is not a fully public park due to its role as a golf course.

III-D. Transportation Facility Impacts

Methodology

A separate traffic impact analysis will be provided that will address impacts to transportation facilities within both the County and Town.

IV. Conclusions, Assumptions, and Limitations

The preceding narrative provides projections of impacts to public facilities as mandated by the County proffer justification narrative requirement and as requested by the Town. This narrative is being submitted to the County and Town for review.

Summary of Analysis

Based on MuniCap's analysis, a cash proffer to the County or the Town is not required as a result of the Development.

Assumptions and Limitations

MuniCap obtained the information presented and used in this narrative from multiple sources. While these sources are believed to be reliable, MuniCap has not undertaken any efforts to independently verify the veracity of any such information.

While the methodology employed, and the content provided herein, are believed to be consistent with applicable law, including the Residential Proffer Legislation, none of the statements in this document should be construed as legal advice.

Section VI



DEED AND METES & BOUNDS LEGAL DESCRIPTION OF THE PROPERTY

Prepared By/Return To: Box 42
Gifford R. Hampshire - ~~04 R~~ # 28954
Blankingship & Keith, P.C.
9300 West Courthouse Road, Suite 201
Manassas, Virginia 20110

GPIN: 7397-19-1734

Title Ins. - Fidelity National Title

PLAT IS RECORDED AS
INSTR. #2013 10110102176

GENERAL WARRANTY DEED

THIS DEED made this 8th day of October, 2013, by and between THE PRINCE WILLIAM COUNTY SCHOOL BOARD, a political subdivision of the Commonwealth of Virginia, GRANTOR and HAYMARKET PROPERTIES GROUP, LLC, a Virginia limited liability company, GRANTEE.

WITNESSETH:

NOW, THEREFORE, for and in consideration of the sum of One Dollar (\$1.00), in cash paid, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor, does hereby grant, bargain, sell and convey unto the Grantee, with GENERAL WARRANTY and English covenants of title, all that lot, piece or parcel of land, and all improvements thereon, and all rights and appurtenances thereto, located in the town of Haymarket and county of Prince William, known as Pace West School, and being more particularly described as follows:

SEE EXHIBIT A FOR LEGAL DESCRIPTION OF PROPERTY.

This being the same property conveyed to Grantor by the deeds recorded in the Land Records of Prince William County in Deed Book 177, page 503, Deed Book 99 at page 260 and Deed Book 97 at page 445.

This conveyance is subject to easements, conditions, restrictions, and rights of way of record, insofar as they may lawfully affect title hereby conveyed or any part thereof.

SEE ATTACHED PLAT

(SIGNATURE ON FOLLOWING PAGE)

Daniel H. Borinsky, Esq.
2080 Old Bridge Rd. Ste. 203
Lake Ridge, VA 22192

Exempt from Grantor's tax
SB. 1-811 C. 5 #
Assessed value: 2,759,500.00
Appraised Value: \$ 2,145,000.00

GRANTEES' ADDRESS
15000 Washington St. #200
Haymarket, VA 20169


201310110102175
Prince William County, VA Pgs: 3
10/11/2013 1:05:31PM
Michèle B. McQuigg, Clerk

WITNESS the following signature and seal:

THE PRINCE WILLIAM COUNTY SCHOOL BOARD

BY: *Milton C. Johns*
Milton C. Johns
TITLE: Chairman-At-Large

STATE OF Virginia
COUNTY/CITY OF Manassas to-wit:

I, the undersigned Notary Public of and for the jurisdiction aforesaid, do hereby certify that MILTON C. JOHNS, Chairman-At-Large of THE PRINCE WILLIAM COUNTY SCHOOL BOARD, whose name is signed to the foregoing Special Warranty Deed dated 10/08, 2013, has this date appeared before me, and acknowledged the same.

Given under my hand and seal this 8th day of October, 2013.

Janet Kristin Valente
NOTARY PUBLIC

Registration No.: 732 3299

My commission expires: 6/30/2014



EXHIBIT A

Legal Description of PACE West School

BEGINNING AT AN IRON PIPE FOUND AT THE SOUTHWEST CORNER OF THE LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC, THE NORTHERN RIGHT-OF-WAY LINE OF JOHN MARSHALL HIGHWAY (ROUTE 55) AND IS FURTHER IDENTIFIED AS THE SOUTHEAST CORNER OF THE PROPERTY HEREIN DESCRIBED.

THENCE, DEPARTING SAID LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC AND RUNNING WITH THE SAID NORTHERN RIGHT-OF-WAY OF JOHN MARSHALL HIGHWAY, N 59°39'41" W A DISTANCE OF 454.00 FEET TO AN IRON ROD SET AT THE INTERSECTION OF THE NORTHERN LINE OF SAID JOHN MARSHALL HIGHWAY AND THE EASTERN RIGHT-OF-WAY LINE OF BLEIGHT DRIVE.

THENCE, DEPARTING SAID JOHN MARSHALL HIGHWAY AND RUNNING WITH THE EASTERN RIGHT-OF-WAY LINE OF SAID BLEIGHT DRIVE, N 28°02'47" E A DISTANCE OF 829.12 FEET TO AN IRON ROD SET AT THE EASTERN RIGHT-OF-WAY LINE OF BLEIGHT DRIVE AND THE SOUTHWEST CORNER OF PARCEL "A", ALEXANDRA'S KEEP BEING THE LAND OF ALEXANDRA'S KEEP HOMEOWNERS ASSOCIATION.

THENCE, DEPARTING SAID EASTERN RIGHT-OF-WAY LINE OF BLEIGHT DRIVE AND RUNNING WITH SAID PARCEL "A" AND THE SAME LINE CONTINUED WITH THE AFOREMENTIONED LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC, S 59°32'55" E A DISTANCE OF 475.67 FEET, CROSSING OVER AN IRON PIPE FOUND AT 416.38 FEET, TO AN IRON PIPE FOUND AT THE AFOREMENTIONED LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC.

THENCE, CONTINUING WITH THE AFOREMENTIONED LAND OF TRUSTED MANAGEMENT AND SERVICES, LLC, S 29°32'37" W A DISTANCE OF 827.60 FEET TO THE POINT OF BEGINNING.

CONTAINING 384,867 SQUARE FEET OR 8.8353 ACRES OF LAND MORE OR LESS.

Appendix A



Zoning Map Amendment Plan, Rezoning Plat, and Existing Conditions Map

Appendix B



Traffic Impact Analysis

Appendix C



Shared Parking Analysis