

Date: July 15, 2022

File No.: REZ-22_____

A. Project Description

The Applicant proposes rezoning the Property - which consists of 2,618.47 acres, more or less, inclusive of 20 parcels, and currently zoned a mixture of Agricultural, Industrial, Residential, and Commercial, to Planned Development – Mixed Use (PDM) (“PDM”) in order to develop a mixed-use project to be constructed over an approximate 40 year timeframe. The Property is more specifically depicted on the GDP attached as **Exhibit A** to this narrative. The GDP includes nine sheets, which generally describe the Applicant’s plan to develop the Property, as does the enclosed Design Guidelines Manual (as described in more detail below). For ease of reference, a list of the parcels identifying the owner and specific zoning for each parcel is attached as **Exhibit B** to this narrative, and further shown on Sheet 2 of the GDP.

The Property is situated in District Four East Precinct of Orange County, Virginia (“County”), at or near the intersection of Germanna Highway (Route 3) and Route 20, all within the Germanna Wilderness Area (“GWA”) as described in the County’s Comprehensive Plan dated December 17, 2013, as last revised May 8, 2018 (“Comp Plan”). The Property is also located in Subarea 4 “Wilderness Run” of the Germanna-Wilderness Area Plan (“GWAP”) (adopted July 14, 2015, and full incorporated into the Comp Plan), with the majority of the land being undeveloped, all as shown on Sheet 3 of the GDP. The GWA includes 3,252 acres, and as noted above, the Project includes 2,618.47 acres or approximately 80% of the area within the GWA. The PDM District is applicable only to those properties located within the GWAP, and encourages a mix of residential, commercial, industrial, civic and institutional uses.

The PDM Zoning District implements the policies, objectives and purposes of the GWAP. The PDM ordinance is intended to permit flexibility and a focus on high-quality design for a mixed-use development and to include: (i) a level of density and intensity in order to promote a dynamic and convenient neighborhood design plan; (ii) establish pedestrian-oriented communities that offer a variety of transportation, housing, commercial and recreational options; (iii) establish a creative approach to preserving and protecting natural areas, and low impact development techniques; and (iv) providing efficient uses of land areas to preserve open spaces and to limit impacts to surrounding properties.

The Project is proposing a rezoning to PDM for purposes of allowing the development of all or some of those mixed uses described in the attached Wilderness Crossing Land Use Chart marked as **Exhibit E** (“Land Use Chart”). There is also an allocation for extensive open space and amenities, all as provided more particularly on Sheet 8 of the GDP. The proposed Project at full-build out is also more specifically detailed in the attached Design Guidelines Manual, which is dated May 2022, and title “Wilderness Crossing Design Guidelines Manual, marked as **Exhibit C**. The Design Guidelines Manual includes the following: (i) an overview description of the Project, (ii) a Land Use Plan, (iii) Transportation and Open Space Plan, (iv) Wilderness

Town Center Plan, (v) Residential Building & Property Standards Plan, (vi) Commercial & Industrial Property Standards Plan, (vii) Signage Plan, and (viii) Landscape Standards Plan.

As noted, the Project is planned to include a mix of residential, commercial retail, industrial, cultural, institutional and civic uses, all as described more particularly in the Land Use Chart, and the Design Guidelines Manual. Further, Sheet 6 of the GDP reflects the anticipated general locations of a variety of land use bays within the context of the Property, which includes a mix of residential and commercial uses in closer proximity and running along the Rt. 3 corridor (east to west), with anticipated industrial uses within the Project located to the further west, and a transition of residential single family and institutional uses further embedded within the Project to the more northern sections of the Property. There are also various natural areas and open spaces spread throughout the Project, and other amenities like walking trails, parks, clubhouses, pools, mini parks and community gathering areas, and other traditional residential development amenities are as described more particularly in the Design Guidelines Manual and Sheet 8 of the GDP.

The Project is designed to include ample open space and conservation areas, as well as both active and passive recreational areas. The Open Space Plan as described in the Design Guidelines Manual and GDP depicts the general locations of these areas, which include approximately 45% of the gross Project area (over 1,178 acres of land). Open space and conservation areas include a proposed dedicated park, a Town Center park, and numerous pocket and neighborhood parks within each neighborhood. The Project also is served by a comprehensive network of walking and biking trails, share used paths, and sidewalk connections, all as more particularly depicted in the Design Guidelines Manual and GDP.

The Applicant has also submitted with this Application a proffer statement, which includes a cap on the number of residential units not to exceed 6,500 units. The residential cap represents roughly 20% of the allowable density under the PDM (the “Proffers”). The Proffers also include the dedication of land for future school, public safety and regional park sites, as well as other transportation improvements, environmental mitigation matters, and other positive attributes that will contribute towards the viable development of the Project, all as more particularly provided in the Proffers.

The Applicant has also conducted a traffic impact analysis, which was prepared by Gorove Slade Transportation Planners and Engineers dated May 8, 2020 and last revised June 1, 2022, and titled “Traffic Impact Study – Wilderness Crossing Development” (the “TIA”), which has been previously provided to and under review by the County and VDOT. The TIA evaluates several intersections and anticipates certain road improvements during various phases of the Project when certain vehicles per day (VPD) thresholds are exceeded. We have also included a proffer statement with this application that proffers certain voluntary conditions and transportation improvements, all in accordance with the results of the TIA.

The Applicant has also conducted a fiscal impact analysis, which was prepared by RKG Associates Inc., dated April 2022, and titled “Fiscal Impact Analysis of Wilderness Crossing Build-Out (2020-2060), Orange County Virginia” (the “FIA”), which is attached hereto and marked as **Exhibit D**. The FIA concludes that the net fiscal impact results are anticipated to be

as follows: (i) for the first ten (10) year of the Project = \$4.2 million; (ii) by year 20 = \$21.5 million; (iii) by year 30 = \$60.9 million and (iv) by year 40 = \$133.4 million. We have included additional FIA analysis below.

B. Comprehensive Plan

The Comprehensive Plan classifies the Property as part of the GWAP (adopted by the County on July 14, 2015), and within Subarea 4 of the GWAP identified as “Wilderness Run”. The Comprehensive Plan specifies that the GWAP is intended for use as a stand-alone document, but still within the larger context of the goals and objectives of the Comprehensive Plan.

As articulated below, the Applicant’s proposal conforms to the policies established by the Comprehensive Plan and more specifically, the GWAP.

(a) *The Proposal is consistent with the future vision of the GWA as set forth in the Comprehensive Plan.*

The GWA is a designated County growth area under the Comprehensive Plan and has been recognized by the County as its *primary development area*. The GWAP establishes a strategic future vision for the GWA to accomplish specified objectives. The *Forward* to the GWAP acknowledges the following as one of the “theme statements” capturing the essence of the GWA future vision:

A Place to Live, Work, and Play with a higher standard of design and development which is a self-contained, complete community that is appealing to current and prospective residents and is a place clearly differentiated from other places. It will be a dynamic destination that results in a an economic engine for the entire County.

The proposal supports the future vision of the GWAP. The proposal to rezone the Property to PDM will allow the development of a dynamic, self-contained and cohesive community as depicted in the GDP and containing commercial, light industrial, and residential uses. The proposal will provide current and prospective residents with onsite employment opportunities and a variety of both active and passive recreational options. The diverse uses and distinct, yet integrated planning and high quality design features will distinguish the community from other areas.

The Project also includes a robust, centralized Town Center fronting Germanna Highway (Route 3) which will provide significant opportunity for economic growth and community development by incorporating opportunities for anchor retailers, smaller retail companies, entertainment, dining options, office space, and a proposed industrial park, for the use and benefit of the Project community and the County population at large.

(b) *The Proposal supports the four key considerations of the GWAP.*

The *Forward* to the GWAP further specifies that the vision of the GWAP hinges on **four** key considerations:

- 1) Promote connectivity;
- 2) Provide ample conservation areas and open space;
- 3) Set standards and expectations for attractive and harmonious development; and
- 4) Encourage and support economic growth and development.

The Project addresses each one of these GWAP key considerations. As reflected in both the TIA and the GDP, the Project is designed to promote vehicular and pedestrian mobile connectivity, served by primary intersections, additional future external intersections, and future internal intersections as reflected in the TIA and GDP. Collector roads through the Town Center will efficiently distribute vehicular movement to prime destinations, while localized roads will require slower vehicular movement and priority pedestrian access and safety. Transit stops (if and when available) will be provided in relation to the highest concentration of users and will be located within walking distance to the commercial and retail areas of the community. The Project design also promotes pedestrian connectivity, served by a comprehensive network of sidewalks, share access paths and trails (both pedestrian and cycling) serving all areas of the community, ensuring safe and efficient pedestrian access to destinations within the Project, all as described more particularly in the Design Guidelines Manual and GDP.

The Project also provides ample conservation areas and open space (over 45% of the gross land area). These conservation areas are situated to promote natural resource conservation and to preserve existing mature vegetation to serve as a natural buffer bounding the perimeter of the Property, as well as between neighborhoods and other areas in the community. The open space areas are anticipated to consist of the proposed dedicated Regional Park, the Town Center park, and numerous pocket parks and neighborhood parks interspersed throughout the Project. Please see the GDP (**Exhibit A**) and Design Guidelines Manual (**Exhibit C**) for more specific information and locations.

The Project will include building design standards which promote a distinct, yet coherent architecture that will foster a unique identity for the community. Residences will be built in the tradition of simple, yet elegant design utilizing traditional, high quality, and durable materials, with the overall aesthetic emerging from elevation components and building details rather than from mere orientation. The residences will have a variety of designs, which are harmonious, but provide interest. The commercial and industrial building design standards require appropriate setbacks, sizes, parking locations, and accessibility locations to ensure a unified aesthetic, appropriateness of scale, and an aesthetically pleasing, pedestrian experience. Please see the Design Guidelines Manual for more particular design details.

(c) *The Project's location within Subarea Four of the GWAP supports approval of the proposed rezoning.*

As discussed above, the Property is located in Subarea Four of the GWAP. Subarea Four consists of a total of 3,252 acres. Because the Property comprises a ***significant portion*** (over

80%) of the area in Subarea 4, approval of the rezoning provides a unique opportunity for the County to ensure that the Comprehensive Plan objectives are achieved.

The GWAP establishes **three** areas of consideration in the 50 Year Vision for Subarea Four – 1) Land Uses & Zoning; 2) Economic Development, and 3) and Infrastructure. The Project is consistent with the 50 Year Vision in each of these areas, as outlined below.

C. Land Uses & Zoning

The proposal is consistent with the 50 Year Vision for Land Uses & Zoning as it relates to housing and commercial uses. The Project, including the uses described in the attached Land Use Chart, is a mixed-use community consisting of clustered residential neighborhoods with ample open space and a variety of housing types – including multifamily, single family homes and townhomes. The Project is also served by an attractive, cohesive mixed-use Town Center with multi-family housing, attached single family housing and housing above retail uses, as well as a broad assortment of commercial uses located along the Germanna Highway (Route 3) corridor, across from Lake of the Woods.

In addition, the Project is consistent with the 50 Year Vision as it relates to the development of hospitality and health-care related uses, public uses, and open space and recreational uses. The Project contemplates light industrial and related uses, a potential hotel, a medical-focused community college campus, a wellness center, a medical center, a pharmacy, and assisted living facilities. The Applicant is also proposing the proffer of dedicated land for a future school site, public safety facility and dedicated park areas. In addition, the Applicant will proffer the installation and construction of certain recreational improvements and will partner with the County's Economic Development Authority to attract new investment to the Economic Opportunity Zone identified on the GDP. Furthermore, the Project will include both active and passive recreational park uses, served by numerous pocket parks and neighborhood parks, as well as a comprehensive system of pedestrian and cycling trails interspersed throughout the entire community. For more details regarding all of the aforesaid, please refer to the GDP attached as **Exhibit A** and the Design Guidelines Manual attached as **Exhibit C** to this narrative.

D. Economic Development

The proposal is consistent with the 50 Year Vision for economic development in Subarea Four. The Project contemplates a variety of commercial and industrial development types within the Town Center and Economic Opportunity Zone area which will support and enhance the economic vitality of the County. The Town Center will be a walkable, dynamic mixed-use space with an open and pleasant appearance, designed to be compatible with adjacent residential areas, all as generally described in the Design Guideline Manual. The Town Center provides an opportunity for local and broader civic engagement through various retail, restaurant, entertainment, and hospitality uses in immediate relation to a range of residential housing types. The Economic Opportunity Zone provides the County a unique opportunity to attract larger employment-sector investors, and the Applicant agrees to work cohesively with the County to attract new employers to the County.

The Project has been designed in a manner that will promote a strong brand economic identity, especially with the vibrant and diverse Town Center, as well as designed in a manner that centers proximity to the regional population and employment centers, providing a competitive, advantage for new business development. As noted above, the Applicant has provided with this application a FIA.

The FIA contemplates a development pattern that extends for forty (40) years. The FIA evaluated a projected 751,500 SF of commercial and industrial uses within the Project, including the Town Center and Economic Opportunity Zone areas, and close to 6200 residential units. The FIA reviewed both the anticipated revenue generation of the Project over 40 years and the municipal expenditure projections during that same period. The FIA concluded that it is anticipated that the Project will generate the following net benefits: (i) for the first ten (10) year of the Project = \$4.2 million; (ii) by year 20 = \$21.5 million; (iii) by year 30 = \$60.9 million and (iv) by year 40 = \$133.4 million. It is also projected that during the first ten (10) years of the Project there will be 3,319 construction jobs created that will generate \$401 million in total output, and during the first ten (10) years of the operational phase of the Project there will be roughly 3,000 jobs created and over \$254 million in total output.

E. Infrastructure

The proposal is consistent with the 50 Year Vision for infrastructure in Subarea Four. Again, transportation improvements will integrate safety, capacity, and efficiency and will be sufficient to meet demands, all as provided more particularly in the TIA. Also note as reflected in the GDP, appropriate infrastructure, including a vast network of trails, shared use paths and sidewalks will support pedestrian mobility to and throughout and from the Project, and allow public access to the Rapidan River, while also ensuring environmentally sensitive riverfront development is protected by wide buffers and open space. These trail and shared use paths are also located throughout the conservation and open space areas to provide connectivity to Project neighborhoods and amenities.

The Applicant will also work closely with the Rapidan Service Authority (RSA) to develop utility infrastructure plans and improvements, including the extension and construction of water and wastewater facilities. The Applicant will also address stormwater management needs of the Project, and extend private utilities such as available telecommunications, broadband, electricity and natural gas to serve the Project.

The Applicant has also proffered a process, and shown on the GDP the potential for the impoundment of future reservoirs within the Property.

The Proposal also is consistent with the overarching objectives identified in the Comprehensive Plan to guide the development, conservation and general use of land within the GWAP.

The proposal is consistent with and will aid the County in accomplishing the **overarching objectives** identified in the Comprehensive Plan relating to the development,

conservation and general use of land within the GWAP. The objectives are recited below, followed by our response to each as it relates to the Project.

Objective. Development will be coordinated with the availability of adequate public facilities so that the expansion of water/wastewater, transportation, telecommunications, electrical capacity and other related infrastructure occurs in timely conjunction with development proposals.

The Project will be developed in several phases over a 40-year timeframe. Each phase of development will be coordinated with the County and appropriate authorities to ensure timely availability of public facilities, services, and infrastructure.

Objective. Planned development proposals are preferred to those utilizing traditional zoning techniques.

The proposal is to rezone the Property to PDM, which, as the above objective specifies, is a development technique favored over traditional zoning in the GWAP.

Objective. Conservation areas will be maintained along and adjacent to all extreme topography, wetlands, water features, and most-importantly along the Rapidan River.

The Project provides ample conservation areas and open space. A large area of the Project has been allocated to open space and conservation area, strategically located to accommodate topography, wetlands, and water features, including the Rapidan River. More specifically, the conservation areas are situated to promote riverfront and waterway conservation – with wide wooded buffers running along the full length of Rapidan River and Wilderness Run, as well as between neighborhoods and other areas in the community. Please see the GDP and the Design Guidelines Manual for more specific details.

Objective. A focus will be maintained on quality development to fit with the economic development branding and marketing strategy for the area. Part of this objective will be achieved by maintaining higher standards for site and building layout and design, enforcing access management standards along Route 3, and promoting multi-modal connectivity.

The Project will include building design standards which promote a high quality development that will foster a unique identity and sense of place for the community. Residences will be in the tradition of simple, but elegant design, using traditional, high quality and durable materials throughout the community. The design standards for the commercial and industrial uses include minimum setbacks, coordinated building compositions, and other elements to provide visual building continuity and promote an open-air feel, a pleasing aesthetic, and pedestrian-friendly experience in the Town Center. Like the residential community, the Town Center will be built using high quality and durable materials. Please see the Design Guidelines Manual attached as **Exhibit C** to this narrative for additional detail.

Objective. Historic and cultural assets and natural resources in the area will be protected, celebrated and endorsed as reinforcement of the quality of life within this area of the County.

The Project is designed to preserve the site's natural resources and to allow residents and visitors to enjoy those natural resources, all as described in this narrative and depicted in the GDP attached as **Exhibit A** to this narrative.

Objective. Economic development will be incentivized as a means of inducing business investment, improving the median personal/household income, and expanding the tax base, thereby providing for a more balanced and sustainable economy for the entire County.

The Project satisfies the foregoing economic-related objectives. Please see the FIA attached as **Exhibit D** to this narrative.

F. Zoning District and Ordinance

Furthermore, the Property's location and proposed rezoning is consistent with the intent of the PDM District as articulated under the County Zoning Ordinance ("Ordinance").

As noted above, the Property consists of approximately 2,168.47 acres and inclusive of 20 Parcels which are currently zoned a mixture of Agricultural, Industrial, Residential, and Commercial. All of the Parcels are located in Subarea 4: Wilderness Run of the GWAP. The PDM District is one of three zoning districts available only within the GWAP.

The Applicant's proposal to rezone the Property PDM is in line with the purpose of the PDM District as outlined in Division 13 of Section 70-567A(b) of the Ordinance, which specifically provides:

The intent of this district is to permit flexibility and a focus on high-quality design for mixed-use developments which:

- (1) Provide a level of density and intensity in order to promote a dynamic and convenient neighborhood;
- (2) Exemplify traditional communities that are pedestrian-oriented and offer a variety of transportation, housing, commercial and recreational options;
- (3) Take a creative approach in preserving and protecting natural site features through innovative site planning and the use of low impact development (LID) principles for stormwater management as may be permitted by the Virginia Department of Environmental Quality; and,
- (4) Provide for the efficient use of land which preserves open space and limits impacts to surrounding properties.

The Project contemplates mixed uses, consisting of clustered residential neighborhoods with differing densities and a variety of housing types which are served by the mixed-use Town

Center and a range of both active and passive recreational features, all as provided more particularly on the Land Use Chart, Design Guideline Manual and GDP. The neighborhoods and Town Center are pedestrian oriented, served by a comprehensive network of roads and sidewalks throughout the Project. The recreational features include extensive natural and multi-use trails serving the Property (both pedestrian and cycling), the Town Center park, pocket parks and neighborhood parks, all which are interspersed throughout the Project, as well as a potential wellness center and dedicated Regional Park.

The Project design contemplates the preservation of existing wooded areas, topography, and natural features within and between neighborhoods, as well as the preservation of the natural vegetative buffer surrounding the perimeter of the Project, with the exception of that portion of the Project fronting Germanna Highway (Route 3) and which is part of the Town Center. The preservation of these natural features limits impact to surrounding properties.

The Project also is in compliance with the PDM area standards, general site layout guidelines, and building standards established in Sections 70-567D, E, and F of the Ordinance as reflected in this narrative and the exhibits to this Narrative.

G. Transportation Impact Analysis

As noted above, the Applicant conducted a TIA to assess transportation impacts of the proposed Project and identify possible transportation improvements to offset the impacts of the increase in future traffic demand and the changes in traffic operations and characteristics due to the Project. The TIA has been submitted to the County and to the Virginia Department of Transportation (“VDOT”) for review.

H. Impacts on the Provision of Public Facilities

The Applicant will work with the Rapidan Service Authority (RSA) to develop a utility infrastructure plan to provide public water and wastewater facilities to serve the Project. It is anticipated that RSA will be able to deliver adequate capacity for the Project over the estimated full build-out period of the same.

I. Fire and Rescue

The Project will have an impact on the County’s fire and rescue facilities, which will be mitigated and offset by tax revenues generated from the Project, including taxes paid towards the new countywide Fire & EMT district taxes. It is anticipated that a public safety facility will eventually be constructed within the Project and serve not only the Project, but also other areas of the County. In this regard, the Applicant will dedicate land for the future public safety facility as provided in more detail pursuant to the attached proffer statement. Pursuant to the FIA, the consultant estimated that the Project, at full build-out by 2060, will generate \$59.8 million in fire and EMT expenses, which will be off-set by the new Fire & EMT tax (\$49.9 million) plus other tax revenue streams generated from the Project, which is reflected on Table 8 (page 13) of the FIA.

J. Law Enforcement

The County Sherriff's Department has indicated that there is not a need for a police substation in the Wilderness Crossing area. While they believe the demand for public safety, traffic, and court services will rise with a growing population generated by the Project, it is our understanding that the department does not believe that having a fixed operation center in the Project is the most efficient way to serve the area. The department believes it can adequately serve the Project, which will require new officers and equipment. During the full build-out period of the Project, it is anticipated that \$45.2 million in public safety services from the Sheriff's Department will be required. These costs will be offset by County tax revenue streams generated by the Project, which is reflected on Table 8 (page 13) of the FIA.

K. Schools

Pursuant to the FIA, our consultant utilized a student multiplier of 0.352 school aged children per household, which is consistent with current County generation. At full build-out of the Project, it is anticipated that roughly 2,176 new school aged children will be added to the County's schools in all grades or 45.9% increase over the next 40 years. The average cost of educating each student to the County is \$4,075 (pursuant to data provided by school system 2018-2019). By 2060, the anticipated cost will equal roughly \$166.8 million. The vast majority of education costs are paid by state and local sources. It is further anticipated that a new school site will be required within the Project. In this regard and as provided more particularly in the enclosed proffer statement, the Applicant will dedicate land for a future school site. It is further anticipated and as reflected on Table 8 (page 13) of the FIA, that tax revenue streams generated from the Project will offset school expenditures required for the Project.

L. Parks, Buffers, and Open Space

The County Parks and Recreation Department does not anticipate any changes in service levels due to the Project nor do they anticipate any capital planning needs or budgetary changes. In addition and as discussed earlier in this narrative, the Project is designed to include ample conservation areas and open space, as well as both active and passive recreational areas, strategically located within the Project. Further, and as provided more particularly in the proffer statement, the Applicant will dedicate land within the Project for a regional park, and will further construct and install new improvements and recreational facilities for the benefit of the public. All new recreation facilities will be dedicated to the County. The Applicant will work with County staff to develop a parks and recreation master plan or similar plan prior to said dedications.

M. Environmental Matters

The majority of the Property is wooded, with some fields and open areas. Portions of the Property along waterways including Wilderness Run on the southeast border of the Property and a tributary of the Rapidan River on the northwest corner of the Property, are within the Lake of the Woods Keaton's Dam Inundation Zone and the Lake of the Woods Main Dam Inundation

Zone, respectively. A portion of the Property fronting the Rapidan River is within a 100-year flood zone, all of which is generally shown on the GDP.

The Project's design minimizes the impact to the natural resources located on the Property, with the preservation of existing mature vegetation along Wilderness Run and the Rapidan River and other areas within inundation and flood zones. Other portions of the Property similarly maintain mature vegetation or be reserved for open space as depicted on the GDP. The Applicant will perform all applicable studies as is typically necessary for state and federal permitting for the Project prior to final site plan approval.

The Applicant anticipates close collaboration with the County during the permitting process to identify and manage environmental conditions and design criteria specific to the Project. Through the permitting process, the Applicant will implement all required mitigation measures and Best Management Practices as determined by the County and applicable regulatory agencies.

Further, the Applicant has submitted to the County an outline plan to identify and mitigate potential environmental hazards that may exist due to gold mining operations that previously occurred on portions of the Property. This outlined strategy was presented to the County via SDI's January 26, 2022, letter, which has been further included in the Applicant's proffer statement. We have enclosed another copy of the said January 26, 2022, letter, marked as **Exhibit F**, for your convenience.

O. Impact to Surrounding Properties.

In the proposal, all neighborhoods along Germanna Highway (Route 3) are planned with an anticipated building setback of 100 feet and anticipated parking setbacks at 50 feet from the right-of-way of Route 3. The setback requirement complies with the Ordinance and ensures the rustic landscape of the majority of the County remains intact with the development of the Project. The setback aims to minimize the impact of Germanna Highway (Route 3) to the residential development in the Town Center, while maintaining visual access to the commercial buildings from the highway.

It is crucial that the planted buffer along Germanna Highway follows the same principle to maintain visibility to commercial store fronts and signage. The parking areas are screened where possible with grouped plantings and berming that provide clear breaks at frequent intervals to allow for passing vehicular traffic to view through the buffer. For example, deciduous trees with higher growing limbs could be specified in combination with lower growing shrubs, grasses, and perennials or berming that will screen parking areas, while maintain an open view to the Town Center.

The Project follows the GWAP zoning strategy to provide appropriate natural buffering to the neighboring properties. An anticipated 100 foot buffer to maintain existing vegetation is planned for the western buffer adjacent to the existing agricultural properties. These buffers protect the natural landscape by reducing clearings while providing a dense buffer to minimize development impact of the Project on adjacent properties. The same anticipated 100 foot buffer

is also planned along the north and east boundary of the Project, following the Rapidan River and Wilderness Run. Considering the environmental restrictions such as steep slope, flood plain, and potentially higher stream level caused by potential flooding or other impoundments, it is critical to establish such buffers to protect the natural area from disturbances and keep such areas undeveloped. All buffers will consist of existing trees and supplemental plantings where deemed necessary in the later site planning process in specific neighborhoods.

P. Cultural and Historic Resources

The GWAP plan dated July 14th, 2015 identifies a couple Culturally/Historically significant sites located on the Wilderness Crossing property; those sites are the Pilgrim Baptist Church, various abandoned gold mines and references the 2012 Gateway Study Cultural Resources Inventory which makes reference to potential Civil War era camp sites. Most of those however appear to be located outside the Wilderness Crossing project boundary. In order to preserve these Culturally significant sites the Pilgrim Baptist Church is to remain in its current location and any development will be located outside of the limits of the church property. As development nears the Church site the Developer will be in consistent contact with a Church representative. Related to the gold mines that have been identified it is the intent of the developer to keep a significant buffer from the mines and mine shafts and leave them completely undisturbed. During development of the site if any historically or culturally significant items become unearthed the develop will complete due diligence studies to determine the significance, if any, to the items found

Exhibit A

“Generalized Development Plan”

Exhibit B

“List of Parcels”

	Owners	Parcel #	Current Zoning
1	King-Evans Culpeper Property LLC c/o Jan King-Evans	02400000000090	R-1 Conditional and C-2
2	KEG Associates III LLC	01300000000200	I2 Conditional
3	KEG Associates III LLC	01300000000190	I2 Conditional
4	KEG Associates III LLC	01300000000070	I2 Conditional, A and C-2
5	KEG Associates III LLC	0240000000002A	A
6	KEG Associates III LLC	02400000000020	A
7	KEG Associates III LLC	0130000000016B	A
8	Evans King 2 LLC	01300000000100	A
9	Evans King LLC	01300000000110	A
10	Evans King LLC	01300000000160	C-2
11	Evans King LLC	0130000000005B	A and C-2
12	Evans, Jan King et al	01300000000130	A
13	Charles B. King Jr., et al	0130000000006A	A
14	Charles B. King Jr., et al	0130000000006B	A
15	Charles B. King Jr., et al	0130000000006C	A
16	Charles B. King Jr., et al	01300000000060	A
17	Jan A K Evans Trustee, et al	01300000000030	A
18	Charles B. King Jr.	01400000000010	A
19	Jan A K Evans Trustee, et al	01300000000020	A
20	Jennifer Lee King, Trustee	0130000000003A	A
21	Spotsylvania County TM 3-A-3		RU

Exhibit C

“Design Guidelines Manual”

Exhibit D

“Wilderness Crossing Fiscal Impact Analysis”

Exhibit E

“Land Use Chart”

Exhibit F

“Gold Mine Mitigation Plan”

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