

Located:

30 miles to Capital Beltway;

40 miles Washington, DC

60 miles Richmond, VA

Source: Stafford Regional Airport

◆ **First large development land bay off I-95 and Centerport Parkway;**

- ◆ Capability to handle **Large TRAFFIC LOADINGS**; there are presently no demands on the transportation infrastructure.
- ◆ **Centerport Parkway I-95 Interchange** was built as an **“Intermodal Transportation Hub”** for interface of the regional airport (jets), VRE rail, and vehicular traffic of I-95;
- ◆ **Exit 136** has rights of way to convert Centerport Parkway in the area of Subject to a 4 lane divided highway (or perhaps 6 lanes); rights of way exist to convert the diamond interchange into a cloverleaf (see light blue, above). Consult VDOT for confirmation and comments.
- ◆ **Centerport Parkway** is a limited access highway from the interchange to the “elbow”
- ◆ **Airport runway:** 5,000 x 100’; 70,000 gw; 80’ wingspan
- ◆ **VRE rail** express is at Leeland station
- ◆ **Outer Connector** road plan connecting Rt. 17 to Centerport is in the Comp Plan.



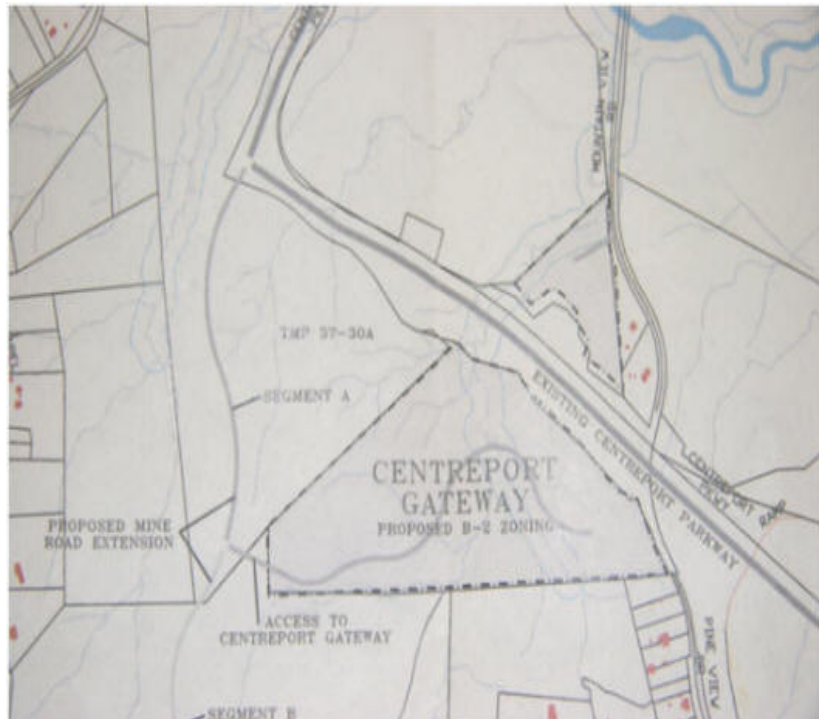
Please NOTE: Information is not guaranteed in terms of accuracy and/or scope. You are advised to investigate any and all issues and information. **Mr. Alex Long**, Weichert Realtors; Licensed in Virginia. **540.371.8700**



Above, a bubble plan sketch that was proffered to get the B-2, Urban Commercial zoning.

At right, a sketch illustrates the proffered access that is now a part of the Stafford County future transportation plan. “Segment A” begins at the ‘elbow’ of Centerport Parkway and extends down towards Mine Road and at the Subject 51 acres.

WHY? Because Centerport Parkway was designed to carry heavy traffic loadings; and it is bad planning to put access near interchange exits,



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Zoning

Subject is zoned B-2, Urban Commercial with proffers. Below, is an excerpt from the proffers.

Stafford County Comprehensive Plan places the Subject property and immediate surroundings in the designated growth area and Urban Services Area. Also, Stafford designated the Subject property and immediate surrounding properties as part of the Urban Development Area. (UDA) Since the Commonwealth of Virginia is now allowing localities to choose whether to pursue UDA designation, Stafford is considering what course to take. Irrespective, the Subject property and immediate surrounding area in geography Stafford County wants to see developed.

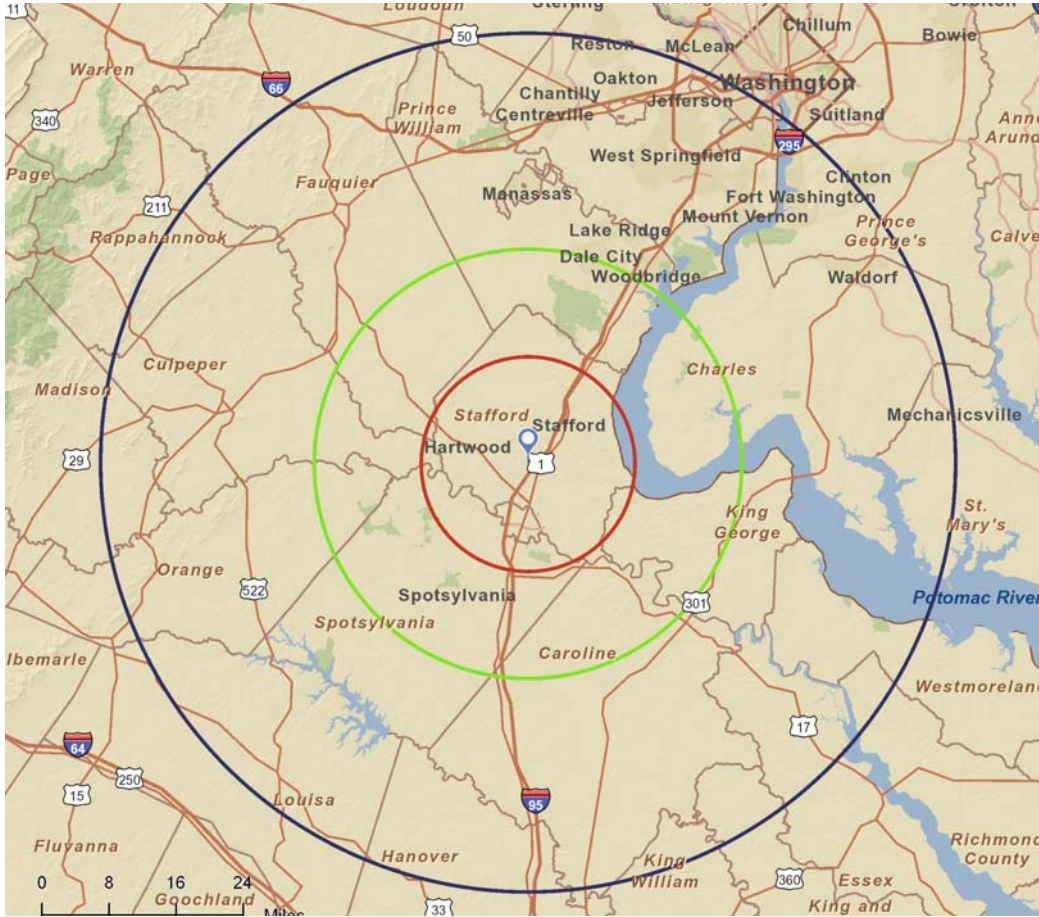
- ◆ **Mr. Jeff Harvey** is director of the Stafford County office of Planning and Community Development: 540.658.8668.
- ◆ Subject is Stafford Tax Map # 37—25 (use this to identify the property).

- a Minimum intensity of use for office/hotel/non-retail employment buildings shall not be less than 80% of combined retail, freestanding restaurant, and office/hotel/non-retail employment gross floor area
- b Maximum intensity of use for retail commercial and free-standing restaurant buildings shall not exceed 20% of combined retail, restaurant, and office/hotel/non-retail employment gross floor area, provided that the total intensity of all combined retail commercial and free-standing restaurant uses shall not exceed 50,000 square feet of gross floor area (SFGFA)
- c Maximum of two (2) free-standing restaurants shall be located within the project, provided that no more than one (1) free-standing restaurant may be developed before the development of the first office/hotel/non-retail employment building
- d Maximum of two (2) hotels shall be located within the project

You can access the entire proffer statement at: www.Best-Location.com ; go to the icon “Centerport”

- a **Maximum Density** The density of development for office, business, retail, restaurant, lodging, and other permitted uses shall not exceed a floor area ratio of 0.30 FAR in relation to the gross area of the site. Parking structures are excluded from the calculation of floor area ratio. Total development within the Property shall not exceed the total density incorporated into the Traffic Impact Analysis (dated March 19, 2007) developed for the project. This total density was calculated as 379,200 square feet of gross floor area (SFGFA) for non-residential uses, exclusive of hotel and conference space.
- b **Maximum Building Coverage** The maximum building coverage by all buildings and parking structures within the Property shall not exceed 50% of the gross area of the site.

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Ring: 10, 20, 40 Miles

Latitude: 38.377409; Longitude: -77.471597

Reverse Commute

Many commuters travel north to employment centers, making the AM north bound lanes full and slow, whereas the southbound AM traffic is much lighter. A reverse commute pulls employees from the north, bringing them south on roads less clogged. A unique feature of the Subject tract is the ability to handle large traffic loadings.

Population	2000	2010
10 miles	156,548	208,958
20 miles	313,838	423,043
40 miles	2,048,226	2,439,530

Note: Quantico Marine Corps base and several parks create areas of little population near Subject.

Source: ESRI; U.S. Census Bureau, 2000 and ESRI extrapolations

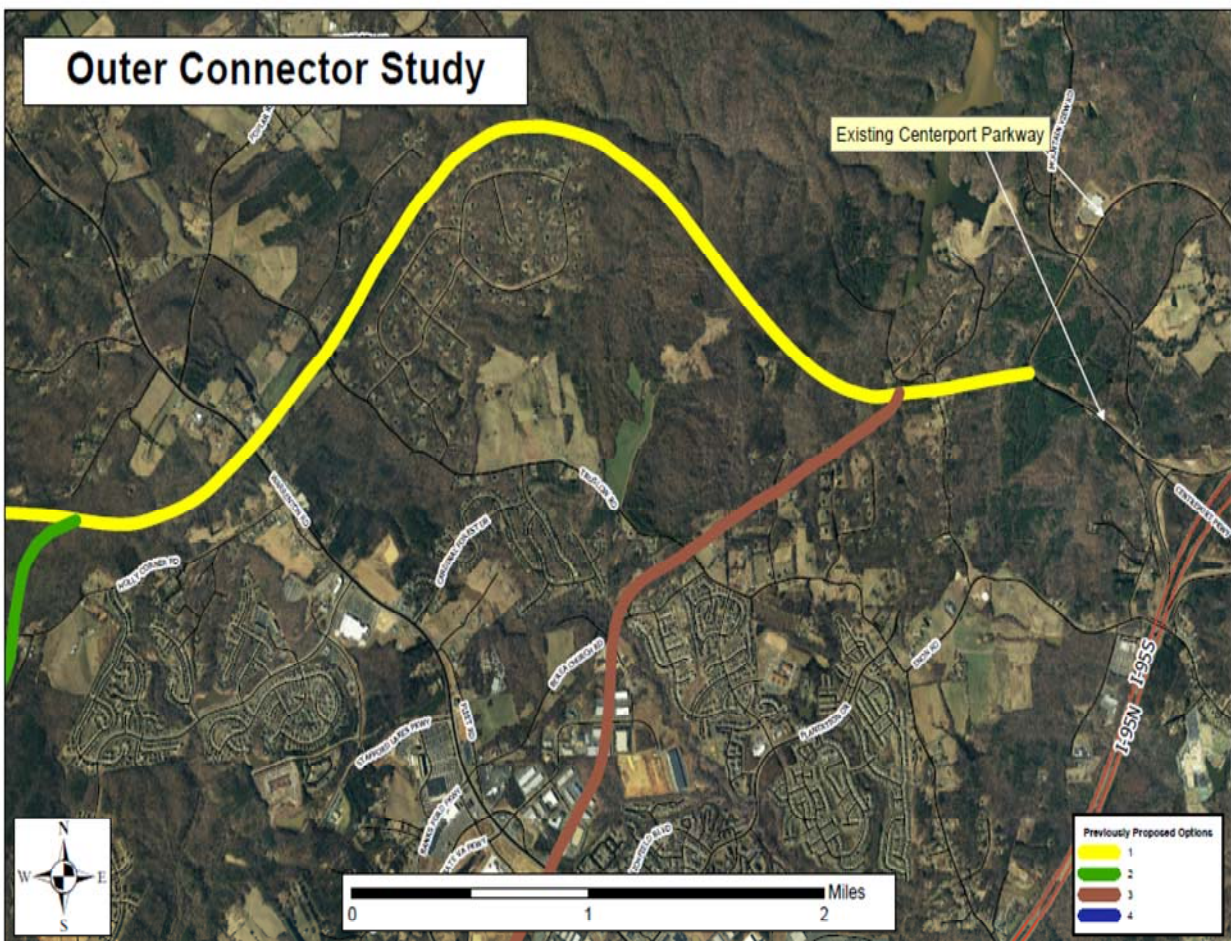
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Outer Connector/Berea Parkway/Stafford Parkway

July 3, 2012 Meeting of Stafford County Infrastructure Committee.

Next Steps

- The portion that connects I-95 to US-17 is still part of the Comprehensive Plan
- There may be options to work with the developer to renew or rework the alignment



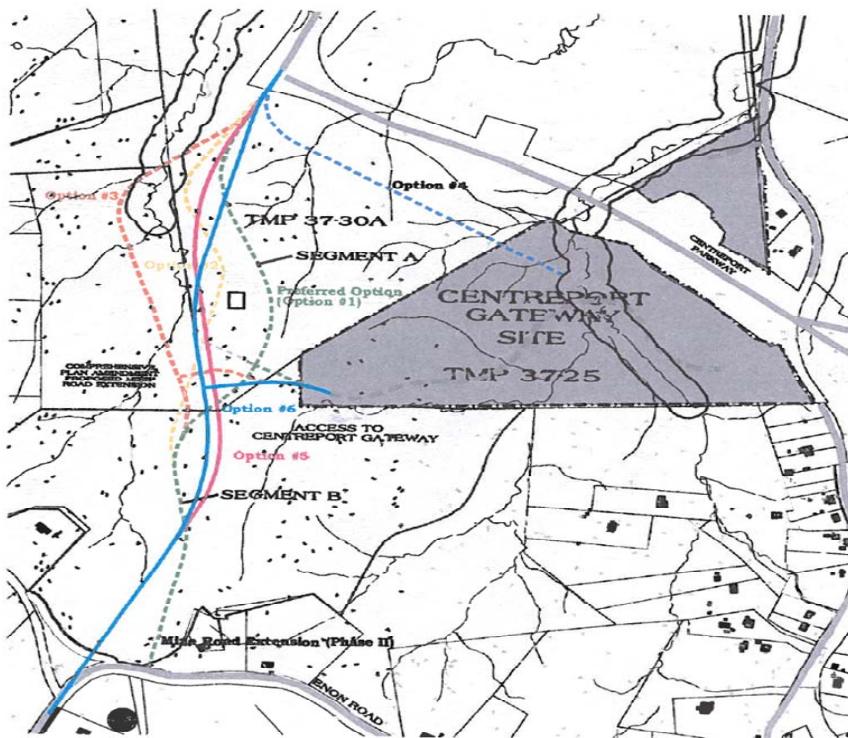
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Centreport Parkway Extension

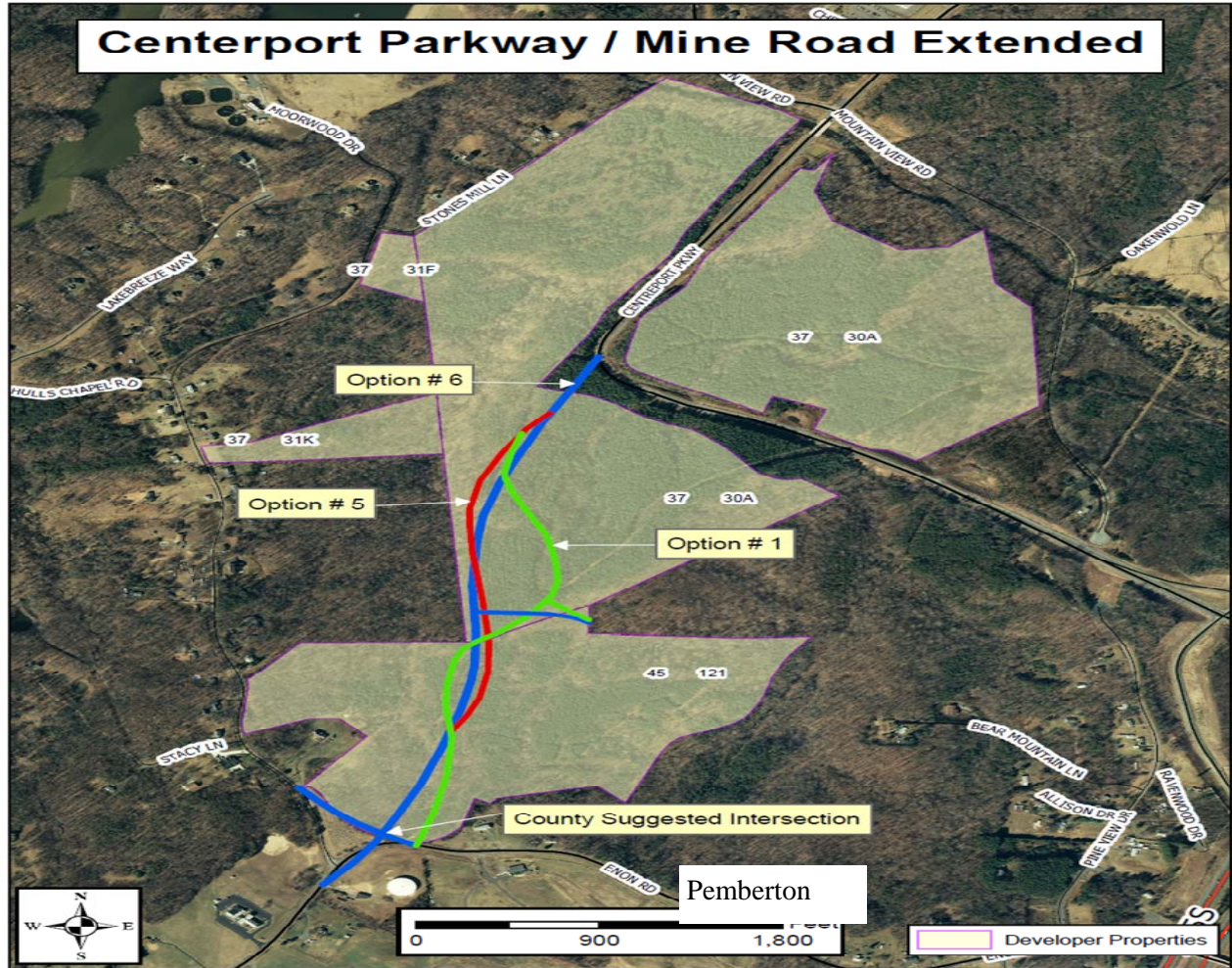
July 3, 2012 Meeting of Stafford County Infrastructure Committee.

Background

- This section of road was envisioned as part of the development proposal for the Centerport rezoning which was approved in 1989. The development project would need to accommodate the road.
- This project was considered as part of a required parallel road network for the exit 136 interchange justification study
- It has been identified in the Comprehensive Plan since 1996.
- Centerport Gateway project (**Pemberton Property**) is a commercial property near the interchange which is required to connect to the proposed road segment
- There is a potential to have the property surrounding the alignment rezoned, which may be an alternative for the completion of this project
- The land owner has contacted the County about potential alignments and alternatives



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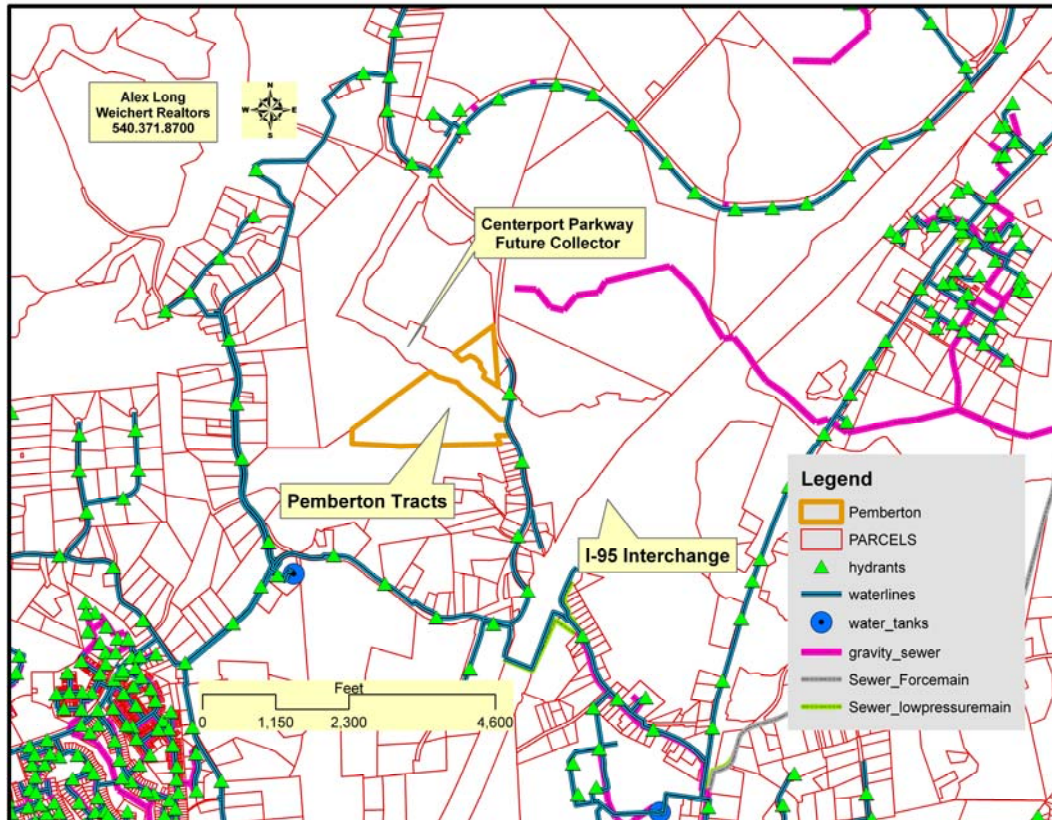


Preferred Options

- Staff prefers alternatives 1, 5 or 6
- Staff would also suggest a realignment of the Hulls Chapel and Enon Road intersection to accompany this project.
- This intersection improvement would alleviate any potential problems from having multiple intersections close together.

Source: Stafford County; July 03, 2012; PowerPoint

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- ◆ GIS map, above applies data from Stafford County Utilities Dept.; dark pink is gravity sewer trunk line of 12”; blue indicates water trunk lines, storage; and green fire hydrants.
- ◆ Stafford County provides public water and sewer services. Water is presently from Able Lake and Smith Lake with a combined capacity of 13.8 mgpd. Within several years the new Rocky Pen Reservoir on the Rappahannock River will generate an added capacity of 26.5 mgpd.
- ◆ Mr. Harry Critzer is Director of Utilities: Phone: 540-658-8630. **Subject is Stafford Tax Map # 37—25.**

Electricity is provided by Dominion Resources. Mr. Bryan Smith, Economic Development Manager, can assist with details as to capacity, redundancy potential, substations, and other details: 804.7713423.

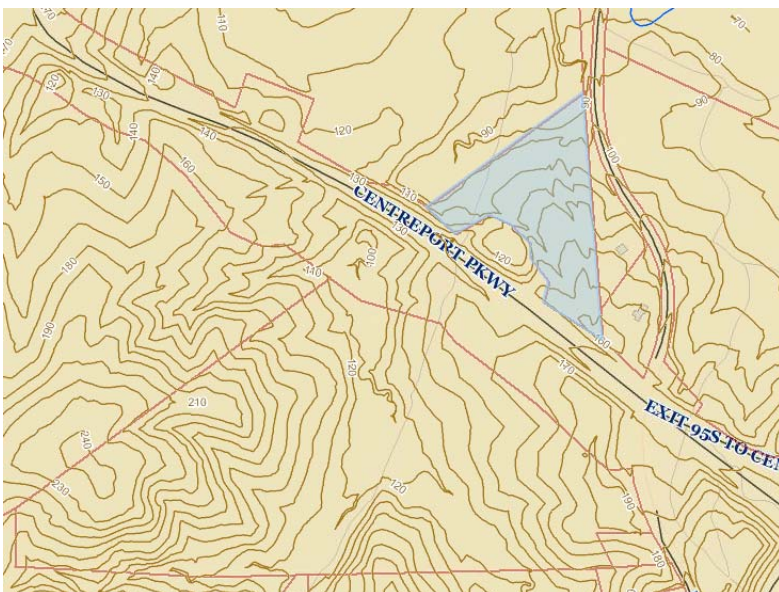
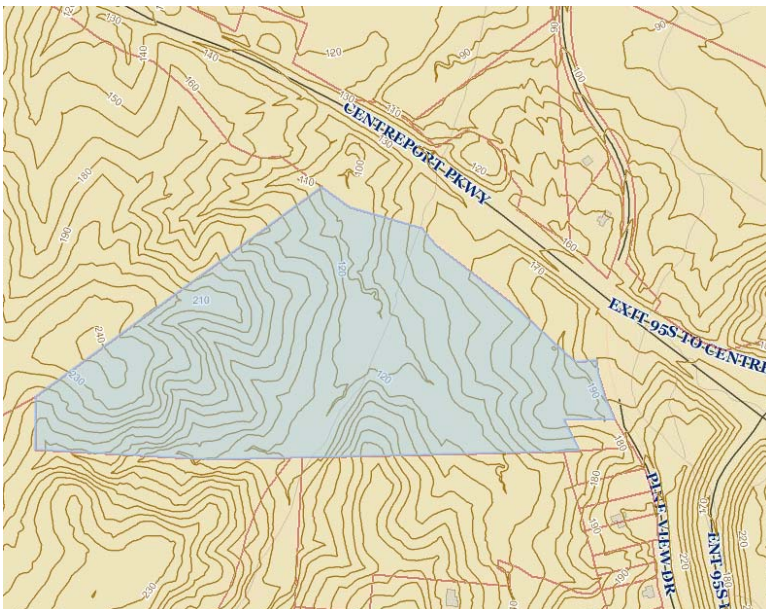
Telephone / Fiber are provided by Verizon Virginia, Inc. in several formats and Comcast. Contact the vendors for details.

Natural Gas: Columbia Gas of Virginia trunk lines appear to be about four to six miles away: Mr. Bob Williams: (540) 368-3216 (office) (540) 424-8129 (cellular)

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Geophysical

Subject is at the cusp between the Virginia coastal plain / piedmont physiographic regions and is dissected by Centerport Parkway. Note the large rights of way retained by VDOT for future expansion of the highway. The main tract of about 44 acres is undulating coastal plain uplands dissected by a small, well defined stream system. Note from the GPD, the developers envisioned that area to become a small lake amenity for the project. Elevations generally range from 120 to 230 feet. Also note that bulk density requirements limit coverage to no more than 50% of Subject. The parcel to the north of Centerport Parkway is about 7 acres and dominated by a level to gently sloping plateau.



Maps at left are from Stafford County interactive GIS mapper:

<http://www.staffordcountygis.org/geoprime>

Contours are at 10 feet; boundary per Stafford Tax Parcels layer; Centerport Parkway takes up significant rights of way for future expansion.

Stafford County GIS revealed no designated flood plain, per **FEMA data** layers.

STUDIES

A wetlands delineation study was performed on Subject by BIOHABITATS OF VIRGINIA, (Richmond, VA) February 2007.

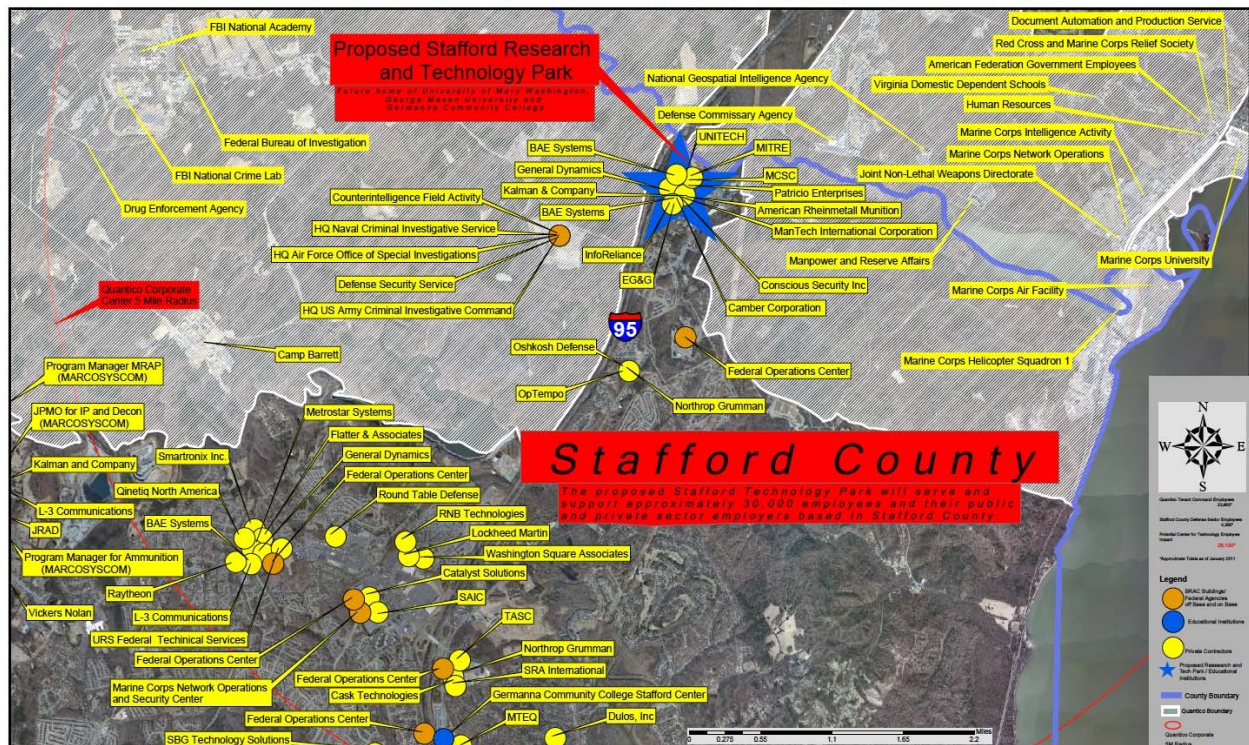
Phase I Archaeological Survey by Paul P. Kreisa, Phd, RPA, Greenhorne & O'Mara, Inc. (Laurel, MD).

Traffic Study by COX Company (Charlottesville, VA), March 2007.

NOTE: studies are found in rezoning request to **Stafford County # 007-63.**

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PROPOSED STAFFORD RESEARCH AND TECHNOLOGY PARK



Economic Drivers

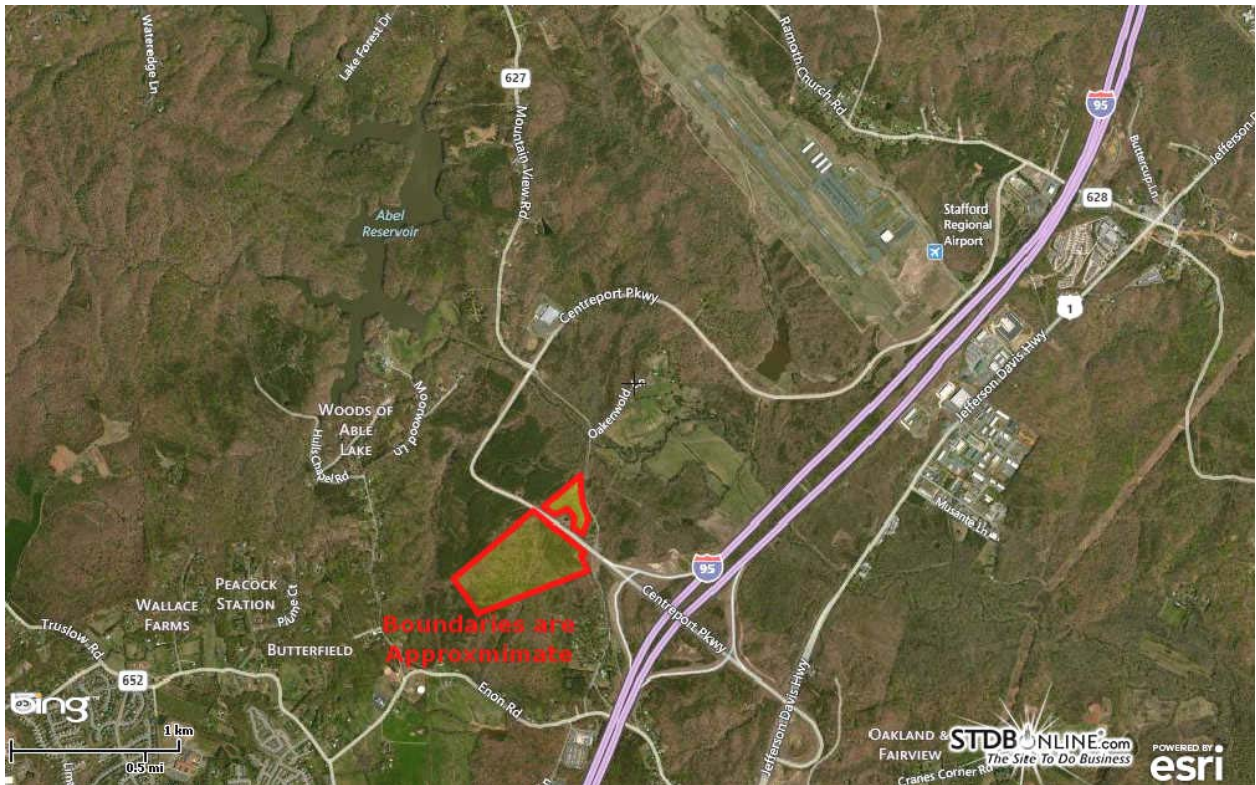
Defense contractors pursuing a wide array of disciplines and activities are a strong presence in the greater Washington D.C. and Stafford market. Clusters of expertise related to such activities have the potential for spillover into other applications to private industry.

Marine Corps Base Quantico is the crossroads for Marines and a platform for a number of tenants including the FBI labs, new Military Investigative Services (new 719,000 sq. ft. building), and Systems Command, which is responsible for purchasing about \$26 billion worth of goods each year.

Destination Tourism is a strong potential resulting from large land bays, location near Washington, D.C. and greater public water resources coming on line soon (26.5 mgpd to be added).

Back Office activities are feasible as a result of lower costs of doing business in Stafford as contrasted to CBD of Washington, D.C.

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Above, imagery of Subject; New Interchange, Regional Airport, surrounding vacant lands

Traffic Movements Are Critical

The areas around the “Mark Center” in Alexandria experience what it is like to put ten pounds of tomatoes in a five pound can with a sledgehammer—traffic conditions are horrendous.

Likewise, the area around Bowell’s Corner in Stafford also have traffic problems due to BRAC impacts: “...backups can stretch from Route 610 to Telegraph Road, more than three miles”; “It can take an hour to get to 610 sometimes”. (Shenk, S., May 12, 2012, Free Lance Star, Fredericksburg, VA.)

Competitive Advantage

No Congestion

Handle Large Traffic Loadings

New Airport

New Interchange

New Parkway

No Lines

A Clean Slate

A Fresh Approach

A Blank Canvass

Your Design - Your Solutions

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Large Businesses, Operations Centers: Affordable, New Housing is Nearby

Live-Work planning options are sought after by such companies as Science Applications International Corporation (SAIC), a FORTUNE 500® company, and its subsidiaries have approximately 41,000 employees at locations worldwide. SAIC campus at Tysons Corner is an excellent example. However, not everyone wants an urban setting for their family.

This tract offers a suburban context with a very good school system, many employees with families insist upon.

Centerport: 600 housing units approved; more possible; contiguous

Embrey Mill: 1,800 housing units; nearby

Other housing has been approved and several projects are in the process of entitlements

MORE INFORMATION:

Mr. Alex Long, Weichert Realtors: 540.371.8700 along@ccim.net

Web site: www.Best-Location.com go to icon "Centerport"

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