

**MINUTES
PLANNING COMMISSION SPECIAL MEETING
FRIDAY, SEPTEMBER 30, 2022, 5:00 PM
TOWN HALL COUNCIL CHAMBERS**

Meeting video can be found at the following link: <https://purcellvilleva.new.swagit.com/videos/185839>

COMMISSIONERS PRESENT:

Chair Nan Forbes, Commissioners Mary Bennett (*Vice Chair*), Stan Milan, Ed Neham (*via remote participation due to medical condition*), Nedim Ogelman, Carol Luke (*via remote participation due to illness, left at 9:43pm*)

TOWN STAFF PRESENT:

Town Attorney Sally Hankins (*Left at 7:38pm*), Director of Planning and Economic Development Don Dooley, Deputy Town Clerk Kimberly Bandy, Stacy Werner (*Left at 6:25pm*)

COUNTY STAFF PRESENT:

Acting Director of Dept. of Transportation and Infrastructure Nancy Boyd and Design Program Manager Mark Hoffman

CALL TO ORDER:

Chair Nan Forbes called the meeting to order at 5:16 PM and lead the Pledge of Allegiance.

CITIZEN/BUSINESS COMMENTS

Christine Green, 229 Upper Heyford Pl., opposing rezoning and concerns to rezoning and high school cross country course (email will be attached to these minutes in final form).

Bill Conover, 811 W. Country Club Dr., opposing rezoning and concerns to described hasty decision making.

Andrew McCoy, 214 Miles Hawk Terr., opposing rezoning and concerns to insufficient information and evaluation conducted for project.

Sharon Hoffman, 821 Pencoast Dr., questioned to projected costs of the project, County representatives responded approximately \$40 million, for the capital expenditure.

Brian Green, 229 Upper Heyford Pl., concerns to the previously stated cost and the projection of future costs associated with the project.

DISCUSSION ITEMS:

a. Rezoning Application RZ20-01

Discussion items reference the Working Paper, "Planning Commission Evaluation Report" which will be attached to these minutes in final form.

PAGE 3 OF 30, ISSUE 1 Whether the proposed rezoning is consistent with the Comprehensive Plan.

FINDINGS OF FACT

Zoning Ordinance, Section 14. IP Institutional and Public Use district, 14.1 Purpose of the district: The district is intended to encourage the retention or adaptive reuse {not encourage new construction} of larger public and institutional uses on sites identified for such uses in the adopted comprehensive plan. The regulations within this district are intended to achieve the following specific purposes: 2. Minimize the potential for adverse impacts of institutional and public uses on adjacent land uses, including traffic congestion, adequate parking, and pedestrian linkages. A straw vote was taken and the statement was agreed upon. *(5-0-1 with abstention from Commissioner Luke)*

Current Zoning Ordinance IP Institutional and Public Use district uses include the two SUP uses: Lighted sports field and Parking lot, commuter; and the Permitted use: Parking lot, public. [There is no use defined for Unlighted sports field.] The permitted "Parking lot, public use" would be applied to the sports field parking areas. See Attachment 1 which is a comparison of the Transition X and Institution and Public uses. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

Comprehensive Plan, Intent and Purpose (page 11): The Code of Virginia requires that the Town of Purcellville prepare and adopt a comprehensive plan for the physical development of the land within its jurisdiction. The Plan must include assessments of existing conditions, trends of growth, and the probable future needs of the community to promote the health, safety, order, convenience, prosperity, and general welfare of all of the Town's inhabitants. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

Comprehensive Plan, Mix of Uses (page 39): A. 1. The external effects of the use will not adversely affect the residential character of the surrounding area; and 2. The design of any building related to the use is compatible with the surrounding residential area with regard to materials, scale, massing, and relationship to the street. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

Comprehensive Plan, Transportation and Mobility, Map 25. Recommended Roadway Improvements (page 98): Includes this note: Planned County Collector. Not supported by Town of Purcellville per resolution. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

Comprehensive Plan, Civic and Institutional Areas (page 64): The civic and institutional properties in Purcellville should serve as an example for the use, character, and architecture that is most suitable for a rural small town. These are committed land uses that the Town anticipates will remain consistent for many decades. Elements of civic and institutional areas to protect include: A. Landmark architecture and site design; B. Delivery of quality public services; and C. Gathering places and places for community. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

The Town's Zoning Ordinance does not comport with the Comprehensive Plan – the Zoning Ordinance is in the process of revision. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

CONCLUSIONS:

Until the Zoning Ordinance is revised and approved, there is no guarantee that this rezoning or any modification of district uses will be substantiated. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

There has been no demonstration of how the proposed use would benefit the citizens of Purcellville. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

The Park & Ride Commuter Parking Facility use is not acceptable to the Planning Commission; and the potential for adverse impacts of the Fields Farm Recreational Park use on the adjacent neighbors is too great to warrant Planning Commission approval. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

RECOMMENDATION:

Disapprove the rezoning of the property from X Transitional to IP Institutional and Public Use. A straw vote was taken and the statement was unanimously agreed upon. **(6-0)**

b. Special Use Permits SUP20-01 and SUP20-02

PAGE 5 OF 30, ISSUE 1

FINDINGS OF FACT: The following are all citations from the Comprehensive Plan

Executive Summary (page A)

Our Goals (page 14)

Open Space and Landscaping (page 35)

Safety (page 37)

Mix of Uses (page 38)

Map 3. Future Land Use Plan (page 45)

Institutional and Government (page 58)

Economic Development - Recommendations (page 95)

Implementation - Regulations, Handbooks and Guidelines (page 113)

CONCLUSIONS:

Deferred until review completed.

PAGE 6 OF 30, ISSUE 2

FINDINGS OF FACT:

The “public” is all who utilize the Park & Ride Commuter Parking Facility, not just Purcellville’s citizens. The general expectation is the non-residents will be the primary and majority users of this facility.

The County has not provided any data to substantiate how this project will promote the welfare and convenience of the Town citizens.

Our citizens care about scale.

Our first obligation to our citizens is to do no harm.

Comprehensive Plan, Open Space and Landscaping (page 35): A. Parking areas should include landscaping within and around them as a means to soften their appearance and reduce the visual dominance of automobiles at retail and commercial sites. This landscaping should include plants native to the area, as well as plants that benefit pollinators and other desirable wildlife. Consider sizing parking spaces to accommodate larger family vehicles; J. Green infrastructure should be considered when planning open spaces; and M. All outdoor lighting should be installed in conformance with the Town's Zoning Ordinance to promote preservation of dark skies.

Ten acres of paving, including the removal of trees, will destroy natural habitats.

CONCLUSIONS:

The Park & Ride Commuter Parking Facility will not benefit most of Purcellville’s citizens; rather a large number of non-citizens would benefit.

At best, it is uncertain if the Park & Ride Commuter Parking Facility will promote the welfare of Purcellville. A straw vote was taken and the conclusion statements were unanimously agreed upon. **(6-0)**

PAGE 7 OF 30, ISSUE 3

FINDINGS OF FACT:

Neighbors said the Park & Ride Commuter Parking Facility use will not be compatible and the increased traffic it will bring will present safety and security risks.

The installation of this parking lot will have a significant negative effect on existing property’s values

CONCLUSIONS:

The proposed the Park & Ride Commuter Parking Facility will have a measurable adverse impact on the Mayfair community. A straw vote was taken and the conclusion statements were unanimously agreed upon. **(6-0)**

PAGE 8 OF 30, ISSUE 4

FINDINGS OF FACT:

Trucks and the large number of cars would be expected to use the Park & Ride Commuter Parking Facility.

The County has presented no facts regarding this issue

CONCLUSIONS:

The increased numbers of cars and trucks, especially if a through road is constructed, will increase the ambient noise and unnatural odors. A straw vote was taken and the conclusion statement was agreed upon. **(5-0-1 with abstention from Chair Forbes)**

PAGE 8 OF 30, ISSUE 5

FINDINGS OF FACT:

Paving of the existing greenspace and meadows will destroy natural habitats.

A report from the Loudoun Wildlife Conservancy indicates that the Northern Long-Eared Bat may be present in Loudoun County.

USGS has a North American bat monitoring program in which the long-eared bat's presence in our area is indicated.

Removal of trees would destroy the habitat of resident long-eared bats.

There are no ordinances addressing wildlife habitats in our Town code.

CONCLUSIONS:

Animals, especially the long-eared bat, would be displaced because their habitat will be destroyed by the installation of the Park & Ride Commuter Parking Facility.

Request a survey to determine the presence of the long-eared bat in this area be performed.

The installation of the Park & Ride Commuter Parking Facility would damage existing natural habitats. A straw vote was taken and the conclusion statements were unanimously agreed upon.

(6-0)

PAGE 9 OF 30, ISSUE 6

FINDINGS OF FACT:

The NEPA Report (page 9) indicates that the Park & Ride Commuter Parking Facility will not impact air quality.

Water quality needs to be addressed; there are concerns about managing runoff from impervious surfaces.

CONCLUSIONS:

No significant impact on air and water quality is anticipated from the installation of the Park & Ride Commuter Parking Facility. A straw vote was taken and the conclusion statement was unanimously agreed upon. **(6-0)**

PAGE 9 OF 30, ISSUE 7

FINDINGS OF FACT:

If Mayfair Crown Drive is extended, there would be a negative impact from the expected daily traffic increase of 2,000 cars.

The NEPA Report (page 11) addresses cumulative and indirect impacts but essentially discounts Purcellville's impacts as being insignificant.

Higher-order impacts are an indirect result of transportation projects.

Even if Mayfair Crown Drive is not extended to the east, there will still be significant impacts to traffic on Route 690.

If Mayfair Crown Drive is extended, it would open the school to through traffic.

Pedestrian connections are more likely to the neighborhood but not to the Town.

The intersection at Route 690 and Hirst Road would be highly used and fairly dangerous without some modification.

There is no finding for a traffic light at Route 690 and Hirst Road.

CONCLUSIONS:

This project should not be constructed without significant study and design work on Route 690 traffic, traffic through the school grounds and through the neighborhood.

Mitigation measures should be considered once a new regional transportation plan has been approved. A straw vote was taken and the conclusion statements were unanimously agreed upon.

(6-0)

PAGE 10 OF 30, ISSUE 8

FINDINGS OF FACT:

Comprehensive Plan, Implications of Transportation Projects (page 27)

Comprehensive Plan, Transportation and Mobility (page 97)

Comprehensive Plan, Transportation and Mobility, Map 25. Recommended Roadway Improvements (page 98)

County has commented that the northern collector road is not supported by the Town.

Comprehensive Plan, Roadway and Vehicular Recommendations (page 99)

Comprehensive Plan, Roadway and Vehicular Recommendations (page 100)

Comprehensive Plan, Bike, Pedestrian and Equestrian Trail Recommendations (page 101)

Comprehensive Plan, Initial Action Prioritization, Short Term Efforts (page 118)

CONCLUSIONS:

The Town needs to prioritize the update of its transportation plan; the current version is from 2009.

Any further action on this SUP for the Park & Ride Commuter Parking Facility must wait until an updated transportation plan is approved.

Neither the County nor the Town has proposed mitigations of higher order effects for this proposed use. A straw vote was taken and the conclusion statements were unanimously agreed upon. **(6-0)**

PAGE 11 OF 30, ISSUE 9

FINDINGS OF FACT:

Public facilities may include electric charging stations, buses and bus shelters, bicycle lockers, lighting, etc.

If there is more traffic, there will be an increased need for law enforcement.

If there is more traffic, traffic lights will likely be required – at whose cost?

CONCLUSIONS:

These assets will need to be maintained.

Will the Town need to bear the entire cost of additional policing even though the majority of users of the Park & Ride Commuter Parking Facility are expected to be non-citizens of Purcellville?

Will the Town need to bear the entire cost of any traffic lights that would be needed to support efficient transportation and safety?

A straw vote was taken and the conclusion statements were unanimously agreed upon. **(6-0)**

PAGE 11 OF 30, ISSUE 10

FINDINGS OF FACT:

There are no existing structures.

CONCLUSIONS:

None

PAGE 11 OF 30, ISSUE 11

FINDINGS OF FACT:

Speculative assumption that many of the Park & Ride Commuter Parking Facility users will come into Town to make purchases. In the evening, they would be starting the last step of the homeward commute.

On the other hand, in the evening, Purcellville citizen-users of the Park & Ride Commuter Parking Facility will have arrived home and would make purchases in Town more or less as they usually do.

Strong Towns, an organization dedicated to making communities strong and resilient claims that driving through towns doesn't provide benefits since they don't usually stop. A better indicator of a healthier town economy is to see more people walking about the town than driving.

No economic studies have been provided on this issue.

CONCLUSIONS:

This SUP for the Park & Ride Commuter Parking Facility does not provide evidence on if and how the facility would contribute to the economic needs of the Town. A straw vote was taken and the conclusion statements were agreed upon. **(5-0-1 Commissioner Luke absent)**

PAGE 12 OF 30, ISSUE 12

FINDINGS OF FACT:

The traffic study states there is a need for a traffic light at Route 690 and Hirst Road.

Without an updated traffic study, it is difficult to state what the full scope of infrastructure needs will be.

What existing or future electric service will power the lights, and who will pay for it?

CONCLUSIONS:

Not enough information has been presented to support an infrastructure assessment. A straw vote was taken and the conclusion statement was agreed upon. **(5-0-1 Commissioner Luke absent)**

PAGE 12 OF 30, ISSUE 13

FINDINGS OF FACT:

No information has been provided on the construction aspects of the proposed Park & Ride Commuter Parking Facility.

Where will heavy equipment be “housed” and where will the construction workers park?

CONCLUSIONS:

No conclusions can be drawn without a construction plan. A straw vote was taken and the conclusion statement was agreed upon. **(5-0-1 Commissioner Luke absent)**

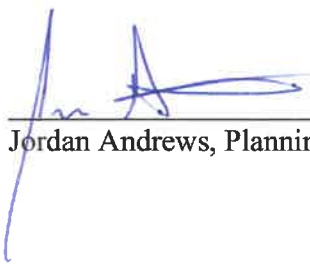
c. Commission Permits CP20-01 and CP20-02

Deferred until next Planning Commission meeting on October 03, 2022.

ADJOURNMENT

With no further business, Commissioner Milan made a motion to adjourn the meeting at 10:07 PM.


Nan Forbes, Chair


Jordan Andrews, Planning Operations Coordinator

From: [Christine Green](#)
To: [Planning Commission](#)
Cc: [Christine Green](#)
Subject: IELDS FARM/CONNECTOR ROAD PROJECT
Date: Friday, September 23, 2022 1:09:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Commission,

I want to thank you for listening to our concerns at last night's meeting regarding the zoning submissions from the County for the Fields Farm Project, and especially for advising the County that the Mayfair Crown Drive connector road cannot be separated from this project.

I wanted to ensure that the Commission understood the position presented last night. As the petition states, which was submitted to you yesterday evening, we do not want Mayfair Crown Drive to be extended or attached to the Fields Farm project in any way. The County raised the idea of using a gate at the end of the road, so only rescue vehicles could have access. However it was brought to our attention that this has been tried before, and Fire and Rescue had the gates removed from the town road for safety concerns. This would result in the exact opposite of what we hope to achieve in working with the County. This would also leave room for the County to 'open' the road at a later date once the Route 7 connector is completed.

Alternative solutions were raised:

- Use Hillsboro Road as the entrance to the park and ride, fields and high school. Based on the County's current plan, this shouldn't pose a problem as they already had plans for a road off of Hillsboro Road
- IF a second entrance to Mayfair is required, the industrial complex next to Mayfair could be used as the emergency second access road to the Mayfair Development – this would avoid any thru traffic for the park and ride, route 7 interchange, fields and high school, and would only be utilized in the case of an emergency when the main entrance to the development could not be accessed

Regarding the fields and park and ride:

- The number of fields is excessive, even with the County's claim of growth. It was suggested that perhaps 2 soccer fields and 2 baseball fields would meet the needs of the County, along with utilizing fields already at schools in Purcellville, Round Hill and Hamilton (plus the fields at Franklin Park, Woodgrove Park, Fireman's Field, etc.)
- The buffer between Pencoast Drive and the actual Fields project should be significantly more than the 120' the County proposed, with greenery to block neighbors from viewing soccer games in their backyards.
- It was also raised by another resident that lighting the fields should be avoided
- Any remaining green space could be utilized for playgrounds or parks, thus meeting

the environmental concerns raised by another Mayfair resident (although not meeting all of the concerns he presented)

If the County is willing to make these changes, this would help to keep the Mayfair Community safe, a bit more quiet and peaceful, and protect our home values – something that is a concern of many residents here.

I hope this clarifies the position a bit better on the project. I believe if the County works with the Town, and Mayfair, we can come up with a solution that works for everyone.

Thank you,
Christine Green
229 Upper Heyford Place
Purcellville

ANALYSIS OF SPECIAL USE PERMIT APPLICATION

SUP20-01: Park & Ride Commuter Parking Facility

Topic	Planning Commission Comments
DESCRIPTION	<p>A Special Use Permit is requested to develop a 9.98-acre portion of the subject property as a Commuter Parking Lot consisting of a maximum of 250 parking spaces. Commuters may either carpool from this facility, or they may access public bus service at this facility. The lot is to include a kiss and ride area for commuter drop-offs, as well as bus shelters and bike lockers. It is yet to be determined whether the facilities will include charging stations for electric vehicles.</p>
ISSUE 1.	<p>Whether the proposed application is consistent with the Comprehensive Plan.</p> <p>FINDINGS OF FACT: The following are all citations from the Comprehensive Plan:</p> <ul style="list-style-type: none"> • <u>Executive Summary (page A)</u>: The Town's goals, as set forth in Plan Purcellville, are to protect and shape land uses in existing development, new development, infill development, and redevelopment that complement and sustain Purcellville's small town charm; ... preserve existing neighborhoods through compatible infill and property improvement. • <u>Our Goals (page 14)</u>: F. Purcellville and its county, state, and national agents must mitigate and manage increasing traffic in a way that ensures the efficiency, safety, and attractiveness of our streets. • <u>Open Space and Landscaping (page 35)</u>: A. Parking areas should include landscaping within and around them as a means to soften their appearance and reduce the visual dominance of automobiles at retail and commercial sites. This landscaping should include plants native to the area, as well as plants that benefit pollinators and other desirable wildlife. Consider sizing parking spaces to accommodate larger family vehicles; B. The perimeter of all parking lots should be screened from adjacent off-site streets, pedestrian circulation systems, open space areas, and adjacent residential uses through the use of canopy trees, landscape screening, opaque fences or walls, berms or other methods; E. Opaque landscape buffering should be provided between commercial uses and adjacent residential uses; M. All outdoor lighting should be installed in conformance with the Town's Zoning Ordinance to promote preservation of dark skies. • <u>Safety (page 37)</u>: B. Appropriately-scaled lighting should be provided to create visible and well-lit streets, sidewalks, and

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	<p><u>parking lots, while at the same time minimizing undesired light intrusion/pollution.</u></p> <ul style="list-style-type: none"> • <u>Mix of Uses</u> (page 38): A limited mix of institutional, open space, public institutional, and home-based commercial land uses may be appropriate when: 1. The external effects of the use will not adversely affect the residential character of the surrounding area; 2. The design of any building related to the use is compatible with the surrounding residential area with regard to materials, scale, massing, and relationship to the street. • <u>Map 3. Future Land Use Plan</u> (page 45): The land use of this area is identified as Institutional & Government in the 2030 Comprehensive Plan. • <u>Institutional and Government</u> (page 58): E. Landscaped parking lots are typically included in the site plan to provide the majority of necessary parking for the uses. Shared public parking lots may be included on these sites. • <u>Economic Development - Recommendations</u> (page 95): 1. Continue supporting the local business environment of retail, entertainment, and professional services, and foster entrepreneurship in the community, provided that all of these are compatible with the small town character citizens seek to protect; 7. Generate higher efficiency in the use of land in the Town by promoting employment-generating uses rather than uses such as storage, warehousing, and remote parking that do not require access to Town services and infrastructure. • <u>Implementation - Regulations, Handbooks and Guidelines</u> (page 113): residents noted that there is a strong desire to preserve and manage the character of Purcellville in a way that remains compatible with the scale, architecture, and development form of the traditional rural town that is at the heart of Purcellville's identity. A comprehensive update of the Town's Zoning Ordinance would allow for improved protection of existing character during infill or redevelopment and would codify the desired scale and form of new development so that it remains consistent with the character of Purcellville. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> •
ISSUE 2.	<p>Whether the proposed special use at the specified location will contribute to or promote the welfare and convenience of the public.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • The "public" is all who utilize the Park & Ride Commuter Parking Facility, not just Purcellville's citizens. The general

Topic	Planning Commission Comments
	<p>expectation is the non-residents will be the primary and majority users of this facility.</p> <ul style="list-style-type: none"> • The County has not provided any data to substantiate how this project will promote the welfare and convenience of the Town citizens. • Our citizens care about scale. • Our first obligation to our citizens is to do no harm. • <u>Comprehensive Plan, Open Space and Landscaping</u> (page 35): A. Parking areas should include landscaping within and around them as a means to soften their appearance and reduce the visual dominance of automobiles at retail and commercial sites. This landscaping should include plants native to the area, as well as plants that benefit pollinators and other desirable wildlife. Consider sizing parking spaces to accommodate larger family vehicles; J. Green infrastructure should be considered when planning open spaces; and M. All outdoor lighting should be installed in conformance with the Town's Zoning Ordinance to promote preservation of dark skies. • Ten acres of paving, including the removal of trees, will destroy natural habitats. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The Park & Ride Commuter Parking Facility will not benefit most of Purcellville's citizens; rather a large number of non-citizens would benefit. • At best, it is uncertain if the Park & Ride Commuter Parking Facility will promote the welfare of Purcellville.
ISSUE 3.	<p>Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • Neighbors said the Park & Ride Commuter Parking Facility use will not be compatible and the increased traffic it will bring will present safety and security risks. • The installation of this parking lot will have a significant negative effect on existing property's values. • The installation of this parking lot will destroy the existing Woodgrove cross-country track. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The proposed the Park & Ride Commuter Parking Facility will have a measurable adverse impact on the Mayfair community.
ISSUE 4.	<p>Whether the level and impact of any noise or odor emanating from the site, including that generated by the proposed special use,</p>

Topic	Planning Commission Comments
	<p>negatively impacts the uses in the immediate area.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • Trucks and the large number of cars would be expected to use the Park & Ride Commuter Parking Facility. • The County has presented no facts regarding this issue. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The increased numbers of cars and trucks, especially if a through road is constructed, will increase the ambient noise and unnatural odors.
ISSUE 5.	<p>Whether the proposed special use will result in the preservation or damage of any existing habitats, vegetation, topographic or physical, natural, scenic, archeological, or historic feature of significant importance.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • Paving of the existing greenspace and meadows will destroy natural habitats. • A report from the Loudoun Wildlife Conservancy (https://loudounwildlife.org/2022/06/bat-species-black-oak/) indicates that the Northern Long-Eared Bat may be present in Loudoun County. • USGS has a North American bat monitoring program in which the long-eared bat's presence in our area is indicated. (See: https://tableau.usgs.gov/views/NABatInteractiveOccupancyMapv1_4/Continental?%3Aembed=y&%3Aiid=2&%3AisGuestRedirectFromVizportal=y) • Removal of trees would destroy the habitat of resident long-eared bats. • There are no ordinances addressing wildlife habitats in our Town code. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • Animals, especially the long-eared bat, would be displaced because their habitat will be destroyed by the installation of the Park & Ride Commuter Parking Facility. • Request a survey to determine the presence of the long-eared bat in this area be performed. • The installation of the Park & Ride Commuter Parking Facility would damage existing natural habitats.
ISSUE 6.	<p>Whether the proposed special use will impact existing water quality or air quality.</p>

Topic	Planning Commission Comments
	<p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • The NEPA Report (page 9) indicates that the Park & Ride Commuter Parking Facility will not impact air quality. • Water quality needs to be addressed; there are concerns about managing runoff from impervious surfaces. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • No significant impact on air and water quality is anticipated from the installation of the Park & Ride Commuter Parking Facility.
ISSUE 7.	<p>Whether the traffic generated by the proposed use will be adequately and safely served by roads, pedestrian connections, and other transportation services.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • If Mayfair Crown Drive is extended, there would be a negative impact from the expected daily traffic increase of 2,000 cars. • The NEPA Report (page 11) addresses cumulative and indirect impacts but essentially discounts Purcellville's impacts as being insignificant. • Higher-order impacts are an indirect result of transportation projects. • Even if Mayfair Crown Drive is not extended to the east, there will still be significant impacts to traffic on Route 690. • If Mayfair Crown Drive is extended, it would open the school to through traffic. • Pedestrian connections are more likely to the neighborhood but not to the Town. • The intersection at Route 690 and Hirst Road would be highly used and fairly dangerous without some modification. • There is no finding for a traffic light at Route 690 and Hirst Road. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • This project should not be constructed without significant study and design work on Route 690 traffic, traffic through the school grounds and through the neighborhood. • Mitigation measures should be considered once a new regional transportation plan has been approved.
ISSUE 8.	<p>Whether the proposed use will negatively impact orderly and safe road development and transportation in accordance with the Comprehensive Plan and all relevant transportation and corridor plans.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • <u>Comprehensive Plan, Implications of Transportation Projects</u>

Topic	Planning Commission Comments
	<p>(page 27): The update of the Town's Transportation Plan, from a regional perspective, is a top priority in order to incorporate improvements on Main Street such as bicycle lanes/facilities, sidewalk enhancements, intersection modifications, consolidated nonresidential driveways, bus shelters, and improved street lighting.</p> <ul style="list-style-type: none"> • Comprehensive Plan, Transportation and Mobility (page 97): The present Purcellville Townwide Transportation Plan (Transportation Plan) was established as a response to the large amount of growth taking place near and in Purcellville. Several transportation and mobility projects have already been completed since its adoption, though others have yet to be done – several of which are still in a phase of study or development. This activity and new forces indicate that it is time for the Transportation Plan to be updated. • <u>Comprehensive Plan, Transportation and Mobility, Map 25. Recommended Roadway Improvements</u> (page 98): Includes this note: Planned County Collector. Not supported by Town of Purcellville per resolution. • County has commented that the northern collector road is not supported by the Town. • <u>Comprehensive Plan, Roadway and Vehicular Recommendations</u> (page 99): 1. Update the Purcellville Townwide Transportation Plan using a regional perspective; 2. Support Loudoun County's efforts to conduct a Regional Traffic Study. • <u>Comprehensive Plan, Roadway and Vehicular Recommendations</u> (page 100): 11. Coordinate with other relevant transportation agencies to direct Commonwealth and regional transportation improvement efforts to the advantage of the Town of Purcellville. • <u>Comprehensive Plan, Bike, Pedestrian and Equestrian Trail Recommendations</u> (page 101): 1. Update, adopt, and implement of The Purcellville Townwide Transportation Plan (including the bike and pedestrian trails) pursuant to public input. • <u>Comprehensive Plan, Initial Action Prioritization, Short Term Efforts</u> (page 118): Update the Purcellville Townwide Transportation Plan. <p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • The Town needs to prioritize the update of its transportation plan; the current version is from 2009. • Any further action on this SUP for the Park & Ride Commuter Parking Facility must wait until an updated transportation plan is approved. • Neither the County nor the Town has proposed mitigations of

Topic	Planning Commission Comments
ISSUE 9.	<p>higher order effects for this proposed use.</p> <p>Whether the proposed use will be served adequately by essential public facilities and services.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> Public facilities may include electric charging stations, buses and bus shelters, bicycle lockers, lighting, etc. If there is more traffic, there will be an increased need for law enforcement. If there is more traffic, traffic lights will likely be required – at whose cost? <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> These assets will need to be maintained. Will the Town need to bear the entire cost of additional policing even though the majority of users of the Park & Ride Commuter Parking Facility are expected to be non-citizens of Purcellville? Will the Town need to bear the entire cost of any traffic lights that would be needed to support efficient transportation and safety?
ISSUE 10.	<p>Whether, in the case of existing structures to be converted to uses requiring a special use permit, the existing structures can be converted in such a way that retains the character of the neighborhood in which the existing structures are located, especially when an application seeks to convert a building of historic significance.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> There are no existing structures. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> None.
ISSUE 11.	<p>Whether the proposed special use contributes to the economic development needs of the town.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> Speculative assumption that many of the Park & Ride Commuter Parking Facility users will come into Town to make purchases. In the evening, they would be starting the last step of the homeward commute. On the other hand, in the evening, Purcellville citizen-users of the Park & Ride Commuter Parking Facility will have arrived home and would make purchases in Town more or less as they usually do. Strong Towns, an organization dedicated to making communities

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	<p>strong and resilient (https://www.strongtowns.org/) claims that driving through towns doesn't provide benefits since they don't usually stop. A better indicator of a healthier town economy is to see more people walking about the town than driving.</p> <ul style="list-style-type: none"> • No economic studies have been provided on this issue. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • This SUP for the Park & Ride Commuter Parking Facility does not provide evidence on if and how the facility would contribute to the economic needs of the Town.
ISSUE 12.	<p>Whether adequate on and off-site infrastructure is available.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • The traffic study states there is a need for a traffic light at Route 690 and Hirst Road. • Without an updated traffic study, it is difficult to state what the full scope of infrastructure needs will be. • What existing or future electric service will power the lights, and who will pay for it? <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • Not enough information has been presented to support an infrastructure assessment.
ISSUE 13.	<p>Whether the proposed special use illustrates sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and schools.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> • No information has been provided on the construction aspects of the proposed Park & Ride Commuter Parking Facility. • Where will heavy equipment be “housed” and where will the construction workers park? <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • No conclusions can be drawn without a construction plan.
RECOMMENDATION	