

**MINUTES
PLANNING COMMISSION SPECIAL MEETING
MONDAY, OCTOBER 6, 2022, 7:00 PM
TOWN HALL COUNCIL CHAMBERS**

Meeting video can be found at the following link: <https://purcellvilleva.new.swagit.com/videos/186188>

COMMISSIONERS PRESENT:

Chair Nan Forbes, Commissioners Mary Bennett (Vice Chair), Ed Neham, *(via remote participation due to medical condition)*, Nedim Ogelman, Carol Luke *(remote due to illness)* Council liaison Stan Milan

STAFF PRESENT:

Director of Planning and Economic Development Don Dooley, Deputy Town Clerk Kimberly Bandy

CALL TO ORDER:

Chair Nan Forbes called the meeting to order at 7:00 PM and lead the Pledge of Allegiance.

CITIZEN/BUSINESS COMMENTS:

Lloyd Harding, 845 Pencoast Drive, shared ideas on other solutions for a second entry to the Mayfair subdivision.

Christine Green, 229 Upperheyford Place, representing those Mayfair residents that signed the petition and shared being against the through road on Mayfair Crown Drive and need for a Park and Ride. She shared that the Fireman's Field lights were on when leaving the Monday evening meeting and to consider the possible noise from a multi sports field.

Casey Chapman, 205 Hirst Road, shared the use of buzz words at previous meetings and providing goods and services to western Loudoun County is a positive for our town with assistance from the County.

William and Paula Hicks email was read into the record in favour of the County project.

Aliesha Tessean email was read into the record in favour of the County project.

Chair Forbes allowed Commissioner Ogelman to respond to citizen comments.

Chair Forbes referenced an email From Mr. Harding from the October 3 special meeting.

DISCUSSION ITEMS:

Chair Forbes opened the discussion by referencing the working paper "Planning Commission Evaluation Report" along with attachments prepared by Commissioner Neham and asked for input from Commissioners. *(Report with attachments will be attached in the minutes final form)* Chair Forbes referenced at the previous meeting, per Mr. Dooley's guidance to focus on performing linkage between Findings of Fact with Conclusions, and if the rezoning was consistent with the Comprehensive Plan, with Commissioner's decisions on each of the county submissions; then 1) to review analysis of the rezoning **(RZ20-01 Park and Ride Commuter Lot)** 2) review analysis of each special use permit **((Special Use Permits SUP20-01 (Commuter Parking Facility) and SUP20-02 (Field's Farm Recreational Park))** and 3) review analysis of each commission permit **(Commission Permits CP20-01 and CP20-02: Park & Ride Commuter Parking Facility)** while drawing all the information gathered from citizens, meetings, documents, and research along with based upon Finding of Fact to formulate Commissioner's conclusions, recommendations, conditions, and mitigation ideas for each submission and move to action on each.

Mr. Dooley also suggested to consult with the applicant on potential mitigations for a response on record or adopt conditions of approval/issues of consideration from the Commission to bring to Town Council. Also, there could be no reason to put conditions on an application if you were to reject the application. It was also noted that these Planning Commission decisions being made at this meeting are all recommendations to Town Council. Town Council would then make the decisions on how to take action and next steps in regards to the county submissions.

a. Rezoning Application RZ20-01 Park and Ride Commuter Lot

Reference: Planning Commission Evaluation Report-Analysis of Rezoning Application (pgs. 3-4 attached)

Chair Forbes began with discussion on RZ20-01 and a recommendation was added: “if the applicant would like to reapply in the future with this kind of application that they get directive from the neighbors and broader Purcellville town citizens.”

Commissioner straw vote was taken in favor of adding this recommendation. **(6-0)**

A discussion was based on the amendment of the agenda’s order of items for the meeting with the following; after each Discussion item, Commissioners would like to take action and hold a vote instead of waiting to discuss all items. Don Dooley, Staff liaison, looked to legal advice and Chair stated with the absence of legal at the meeting they would go forward with the amendment to the agenda and make alterations to motions/votes, if need be.

Commissioner straw vote was taken in favor of this process. **(6-0)**

Chair Forbes requested a motion be made in regard to the RZ 20-01 rezoning of the property from Transition X to Institutional and Public Use IP having listed suggested Findings of Fact, Conclusions, and Recommendations listed on pages 3 and 4 and part of that motion to include the further recommendation added this evening. Commissioner Ogelman gave the advice that the motions made on each county submission be to first include “recommend to Town Council” and then reference Planning Commission adopts each of their decisions by reference to the working paper Planning Commission Evaluation Report. Chair asked Council Liaison Milan if he was ready to make the motion.

Council Liaison Milan made the motion that the Rezoning application RZ 20-01, which proposes to amend the zoning designation of the subject property from “X- Transitional” to “Institutional and Public Use District” to disapprove this application based on the Findings of Facts listed on page 3 and 4 of the Planning Commission Worksheet; Analysis of Rezoning Application, (*note: recommends to the Town Council*).

Chair Forbes made a friendly amendment to include the conclusions that are on page 4, and the recommendation on page 4, to also be included as part of your motion.

Confirmed friendly amendment by Council Liaison Milan.

Vice Chair Bennett seconded the motion.

Carried (6-0)

b. Special Use Permits SUP20-01 (Commuter Parking Facility) and SUP20-02 (Field’s Farm Recreational Park)

Reference: Planning Commission Evaluation Report (pgs. 5-6 attached)

Chair Forbes suggested to go bullet by bullet while referencing the Comp Plan. Also she made the following statement that would be applied to each issue and findings of fact to be relevant to each and redundant to each:

“We (Commissioners) considered our Comprehensive Plan on page A Executive Summary, where it says that the Town goals are to protect and shape land uses, new development, infill development and redevelopment, and sustain Purcellville’s small-town charm and preserve existing neighborhoods through compatible infill and property improvement. And, therefore, one Finding of Fact that we could make that, links to this Executive Summary is that, as a general proposition, we find that this development is too large in this proposed fields Farm development, is too large and in scale and scope. And it does not compliment and sustain Purcellville’s small town charm does not properly or adequately preserved the existing neighborhood.”

A straw vote was taken and this statement was unanimously agreed upon. (6-0)

Chair Forbes made the following statement in regards to Issue 2 “For example, with bullet number two, where it says that, because on page 14, if the goal in our Comp Plan is that the Purcellville County, the state and national must mitigate and manage increasing traffic in a way that ensures efficiency, safety, and attractiveness, it would seem to me that we could make a general finding that the plan as written, does not sufficiently mitigate traffic issues. But, in fact, we have received, very varied comments from people in the neighboring community and the broader community that suggest that the existing plan would create major traffic problems for the neighborhood of Mayfair. That it would potentially create problems for young drivers at the school and it would create major traffic problems on 690. That would be my suggested finding, for the second bullet point.”

A straw vote was taken and this statement was unanimously agreed upon. (6-0)

Chair Forbes made the following suggestion: “My suggested remark does not focus too much on the landscaping but it speaks more to the issue of the outdoor lighting.

It talks about outdoor lighting being installed in conformance with the Town's Zoning ordinance to promote the preservation of dark skies and my suggested finding is that there are two issues with the existing plan that we find problematic and one is that that there is lighting all night which is not consistent with dark skies even though we have heard from the county that it would conform to all of the regulations, even though the lights would point downward and they may even go out at a certain time at night that it still is going to impact on habitat, and the lights will still be seen.

Commissioner Ogelman shared he did not want to change the statement, but to add the following: “Our Comp plan here is basically saying that we want to know that these landscaping, and other issues and open space issues are addressed at this stage and not at a later stage in the process.

Chair Forbes also added “I would also want to add that independent of landscaping that when you pave over as much ground as would need to be paved over in order to provide 250-260 parking places that is going to have a substantial, significant impact on the existing environment.”

A straw vote was taken and this statement was unanimously agreed upon. (6-0)

Chair Forbes stated, “That It would seem to her that we can incorporate, by reference, the finding that we (Commissioners) made, with regard to the prior bullet point, and note that even though the lighting would meet certain standards as indicated by the Town, it does not preserve dark

skies, but obviously lighting is, if there is a parking lot, would be necessary in order to provide for the safety of the people using the lot.”

A straw vote was taken and this statement was unanimously agreed upon to be overall applied to each permit. **(6-0)**

Chair Forbes continued and stated “Mix of Uses which is found on page 38 of our Comp Plan. 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 would 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 in relationship to the street.”

Chair Forbes noted that the subject is a parking lot, not a building.

Commissioner Ogelman added, “However, as those two statements, say, it's making sure that the Mix of Uses of which the parking lot would be one in that area and that it be compatible with the residential character in the surrounding area and with the massing and the relationship to the street and materials related to the surrounding residential area and, he would submit that, to the extent that we've been able to get a variety of input from the citizens living in that neighborhood, and in those surrounding areas, that input has been predominantly reflected, the sentiment that the parking lot as proposed would adversely affect the residential character of the surrounding area, and as proposed, was not compatible with the scale massing in relationship to the streets.” A straw vote was taken and those statements were unanimously agreed upon. **(6-0)**

Chair Forbes continued, “The next bullet point, in our Comp Plan, that it references on page 45. It is the Future Land Use Map and it says that the land use this area is identified as institutional and government in the 2030 Comprehensive Plan.”

Commissioner Ogelman shared, “The finding he would have is that the use that the Comprehensive Plan suggests, might be compatible as it's in there under the current one as an SUP, we don't know what it would be in the future, the scale and design are not compatible based on predominant input we've received from citizens.”

Commissioner Neham shared that it seemed to him that some of the findings of fact that we've made are just simply fact and there is no need to put reasoning behind each and every one. Mr. Dooley disagreed with Commissioner Neham's statement and supported going through details.

Commissioner Ogelman understood the Chair's proposal earlier, doing this intensely on this item, what is said is going to be fungible across all the other categories.

A straw vote was taken on Commissioner Ogelman's statements which resulted in a vote **(5-1)**.

Chair Forbes continued to reference page 58 of the Comp Plan in regards to Institutional and Government on page 58 of our Comp Plan, where it says that in sub E. Landscape 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.

Commissioner Ogelman shared that he would say the same as he did for the last one, as while the that language comports to the to the intended uses, the input we received from the citizens suggested scale and layout, and things like that, are not compatible with small town character.

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

Chair Forbes continued to the next one on Economic Development in the Comp Plan on page 95 specifically Recommendations: 1. Continue supporting local business environment for 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. And 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.

Commissioner Ogelman shared the commuter parking lot, is not compatible with the idea of generating higher efficiency or with promoting employment generating uses because it would be a remote parking lot that does not require access to Town services, and would not promote employment. Secondly, it is unclear from any evidence whether the applicant provided, or anyone else provided, that the commuter parking lot would or would not support the local business environment.

A straw vote was taken and the statement was agreed upon with one abstain. **(5-0-1 abstain)**

Chair Forbes referenced the last bullet point in the Comp Plan on page 113, which has to do with implementation of Regulation's, Handbooks and Guidelines - Residents noted that there is a strong desire to preserve and manage the character Purcellville in a way that remains compatible with the scale, architecture, and development form of the traditional rural town 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.

Commissioner Ogelman shared that an application for this use would be more appropriate following the completion of our updated zoning ordinance based on this existing Comprehensive Plan.

Mr. Dooley advised not to base on anything that is not there yet for the town.

Chair Forbes restated that the application has not demonstrated that it would preserve and manage the character of Purcellville in a way that remains compatible with the scale and development form of its traditional rural town.

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

Chair Forbes summarized that the linkage was complete.

Reference: Planning Commission Evaluation Report (pgs. 5-13 attached)

Chair Forbes directed Commissioners to take the time to review and suggest any changes in regards to the SUP 20-01 Commuter Parking Facility, the proposed Findings of Fact and tentative Conclusions found in the Planning Commission Evaluation Report-Analysis of Special Use Permit Application; SUP 20-01 (pgs. 5-13 attached) and specifically paying attention to those notes added from the previous Planning Commission Special Meetings and the new attachments provided along with the report. This review would have Commissioners move to formulating a decision on these Findings and Conclusions.

Commissioner Neham referenced the long eared bat and the Federal government stated that it is not an issue.

Commissioner Ogelman referred to page 10, Issue 7, final bullet reads as “finding”, but should be “funding” and pages 11-12, Issue 9, to restate the question into a statement by omitting “Will” and page 13, Issue 12, to restate the question which was answered by the County Representative Zeller and add a replacement statement repeated by Chair Forbes “The parking lot may contain electric charging stations, but there's no detail that has been provided with regard to how many, where they're located, the number of cars using these, and so there's inadequate information with regard to these.”

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

Chair Forbes drew attention to page 13, Issue 13, (second bullet) being a question and a discussion occurred on the item being premature with a Construction Plan to be in place and where the construction vehicles would be stored and how these vehicles would access the site. This resulted in County Representative Zeller sharing the following statement: “The County would be happy to agree to a Condition of Approval where construction access with the Special Permit Use shall be from the west via the Route 7/690 interchange and Mayfair Crown Drive, construction vehicle access shall not be permitted of the portion of Mayfair Crown Drive east of the subject property between the school access road and Purcellville Road. Everyone is coming in via 690 and leaving via 690, everyone staying on the County property.

No one's going on the portion of Mayfair Crown east of the County property.”

Chair Forbes requested a straw vote on entering as Findings of Fact for Issue 13 in which what the applicant (The County) has asserted (proffered) in the above statement.

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

Mr. Dooley pointed out two statements; page 7, Issue 2, under Findings of Fact bullet 4 and on page 8, Issue 4, bullet 2 that after a discussion Commissioners agreed by straw vote to omit bullet on page 7, Issue 2, bullet 4. **(6-0)**

Chair Forbes had the following bullet added to page 8, Issue 4: Members of the public have expressed concern with regard to the number of vehicles and the secondary impact vis-à-vis noise, odors, and traffic and the applicant has presented no specific data with regarding noise, odors, and traffic vis-à-vis the parking lot.

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

Commissioner Ogelman stated adding to page 7, Issue 2 bullet 3: Instead of Our citizens care about scale add: The Town's Comprehensive Plan and citizen input demonstrate that the town aspires to maintain its small town character and small-town charm.

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

Mr. Dooley also reviewed and Commissioners discussed page 9, Issue 5, second bullet to be omitted and rewritten to state: The comprehensive plan page 84-85 requires or promotes the preservation of habitat and specifically page 84 paragraph 7 to preserve, protect, and enhance natural habitats.

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

Chair Forbes questioned if there were any other additions or corrections with regard to the findings on pages 5-13 and confirmed there were no other changes or additions. She requested all Commissioners being in favor of adopting these as amended.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Commissioners discussed the SUP20-01 Commuter Parking Facility and how they weigh their concerns with the project in regards to their recommendation to Town Council regarding this application. *(Recording timestamp 1:57-2:11)*

Commissioner Ogelman made the motion that the Planning Commission advise the Town Council, to reject application SUP 20-01 Park and Ride Commuter Parking Facility, as proposed, based on the Findings of Fact and Conclusions on pages 5 through 13 of the Planning Commission Evaluation Report. Council Liaison Milan seconded the motion. **Carried (6-0)**

Reference: Planning Commission Evaluation Report (pgs. 14-25 attached)

Chair Forbes stated to continue to the next application SUP 20-02 Fields Farm Recreational Park referencing pages 14-25 of the Planning Commission Evaluation Report and whether or not any of the Findings of Facts and the linkages that were made previously with SUP 20-01, should be adopted, as the linkages for the Fields Farm Recreational Park to be adopted by reference in the same.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Issue 1 pages 5 in regards to Comp Plan Executive Summary A to apply same to Issue 1 page 14 Executive Summary A.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Issue 1 pages 5 in regards to Our Goals to apply same to Issue 1 page 14-15, Bullets 2, 3,4,5,6.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Issue 1 pages 5-6 in regards to Open Space and Landscaping (re: Comp Plan page 35) to apply same to Issue 1 page 15 Bullet 7 Open Space and Landscaping

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Next Page 15 Bullet 8 Site Design that the application is not consistent with the Comprehensive Plan and because it does not minimize light intrusion and it does not provide adequate site buffering judging from the dominant concerns expressed by neighborhood residents.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Issue 1 page 6 top bullet in regards to Safety (re: Comp Plan page 37) to apply same to Issue 1 page 15 Bullet 9 Safety

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Issue 1 page 6 bullet in regards to Mix of Uses (re: Comp Plan page 38) to apply same to Issue 1 page 15 Bullet 10 Mix of Uses

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Issue 1 page 6 Map 3 Future Land Use Plan (re: Comp Plan page 45) to apply same to Issue 1 page 15 Bullet 11 Map 3

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Next Page 15 Bullet 12 Parks and Open Space (re: Comp Plan page 47) same as for Map 3 as the application might be compatible for use, but the scale and design does not fit health, safety and welfare and also the area where it is proposed from concerns received from citizens and Commissioners concerns of other parts of the Comp Plan.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Next Page 15 Bullet 13 Areas to Sustain (re: Comp Plan page 61) same as Parks and Open Space as the application might be compatible for use, but the scale and design does not meet the health, safety and welfare based upon concerns expressed from citizens and Commissioners concerns of other parts of the Comp Plan in particular of the linkage trails elsewhere in the town are inadequate.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

County representative shared the history with this application.

Next page 15 Bullet 14 Cultural Resources (re: Comp Plan page 90) as the proposed SUP application is not compatible with design or the footprint for Purcellville's small-town character, and co-ordination with the county to explore options for a recreation center has not happened.

A straw vote was taken with one abstaining agreed upon. **(5-1)**

Chair asked for any other additions of Findings of Fact Issue 1 in reference to SUP 20-02 and confirmed the Conclusion to completing this task. Also, Chair Forbes made reference to all other pages 16-25 that were reviewed at the previous meeting and would there be agreement to make a motion to adopt Working Paper pages 14-25 and pages 14-15 as amended vis-à-vis SUP 20-01. Prior to adopting, Commissioner Neham suggested reviewing pages 16-25 and specifically page 16 omitting Issue 2 Findings of Fact Bullet 1. Mr. Dooley also suggested doing the same to Issue 2 Bullet 1, in agreement with Commissioner Neham, and also Bullet 2, along with suggesting to omit Bullets 6 and 7. Commissioner Ogelman disagreed. Chair Forbes suggested replacing Bullet 1 and 2 with the following: 1) Purcellville Planning Commission is responsible to the citizens of Purcellville, 2) The proposal for the fields is not primarily to meet the needs of the citizens of Purcellville, but for the needs of the County.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

There was reference made to Issue 2 the 5th bullet point with the amount of existing sports fields in Loudoun County and to review the attachments included with the Working paper regarding these fields.

Chair Forbes suggested removing the 7th Bullet (Issue 2) framed as a question referencing percentage of fields used by citizens of Purcellville.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Commissioner Ogelman comment's in green on Pages 17 and 22 of the Working Paper were discussed and to replace a question with a statement to read as "The County has not provided..." in lieu of "Please have the County provide..." and Page 23 comments in green be changed to "The County should provide..." Also, remove the italicized, green remarks on Page 17 and removing the "Thanks..." on page 17 and 23.

A straw vote was taken and this was unanimously agreed upon. **(6-0)**

Chair Forbes made a motion that Planning Commission adopt as our Findings of Fact, and our sub conclusions with regard to Issues 1 through 13, language found on pages 14 through 25 as amended by the edits just made. Council Liaison Milan seconded. **Carried (6-0)**

Commissioner Ogelman made the motion that the Planning Commission advise the Town Council, to reject application SUP 20-02 Fields Farm Recreational Park, as proposed, based on the Findings of Fact and Conclusions on pages 14 through 25 of the Planning Commission Evaluation Report. Council Liaison Milan seconded the motion. **Carried (6-0)**

Council Liaison Milan suggested several mitigations/conditions to get an approval. Commissioner Neham shared losing track of the number of fields in the suggestion. Chair Forbes suggested to break down conditions and individually discuss them to avoid any confusion. Commissioner Ogelman suggested proposing a recommendation for the County process to change with applications going forward.

Chair Forbes proposed the question to Commissioners if anyone wanted to discuss "Conditions of Approval".

A straw vote was taken and there was a split result. **Carried (3-3)** *One of the "yes" had a caveat with "not tonight"*. There was no movement forward on discussing "Conditions of Approval".

c. Commission Permits CP20-01: Park & Ride Commuter Parking and CP20-02 Fields Farm Recreational Park

Chair Forbes referenced the Commission Permit analysis with regard to the Park and Ride is found on Pages 26, 27 and 28 of the Working Paper. The issues that Commissioners found with regard to starting on page 26 had Findings of Facts that were citations from the Comprehensive Plan. These are the same Findings of Fact that Commissioners made on pages 5 and 6, with regard to the Park and Ride that were adopted. The proposed question is to the extent that Commissioners created sentences that linked the Comprehensive Plan to Findings of Fact, on pages 5 and 6, vis-à-vis the SUP, do Commissioners wish to adopt and incorporate by reference the same linking statements that were made earlier this evening, that they are the same point.

Chair Forbes requested that a Commissioner make a motion that with regard to the Findings of Fact on page 26, 27, and 28 to the extent that these are the same as the Findings of Fact on pages 5 and 6 that the linking statements that we came up with earlier this evening would be adopted by

the Commission Permit analysis. Commissioner Bennet agreed to make the motion stated by Chair Forbes. Commissioner Luke seconded the motion. **Carried (6-0)**

Chair Forbes made note that Commissioners have not made a recommendation with regard to whether or not to approve the Commission Permit and did not approve SUP 20-01.

Commissioner Ogelman moved that the Planning Commission deny CP 20-01 Park and Ride Commuter Facility on the grounds that it does not reflect the aspirations presented in the Comprehensive Plan as captured in the Findings of Fact on pages 26, 27, and 28 of Planning Commission Evaluation Report. Council Liaison Milan seconded the motion. **Carried (6-0)**

Chair Forbes referenced Commission Permit 20-02 Fields Farm Recreational Park, the Findings of Fact found Issue 1 on pages 29 and 30 are the same Findings of Fact reviewed from pages 14, 15, and partial page 16 as edited by our respective motions. The question was whether or not to adopt same linking sentences with pages 14, 15, and 16 for the same paragraphs vis-à-vis our Comp Plan. Commissioner Bennet agreed to make the motion stated by Chair Forbes. Council Liaison Milan seconded the motion. **Carried (6-0)**

Chair Forbes referenced having to still state a conclusion from the deferral from the previous meeting regarding to the Commission Permit Analysis for Fields Farm Recreational Park.

Commissioner Ogelman moved that the Planning Commission Deny Commission Permit CP 20-02 Fields Farm Recreational Park because the project, as proposed, does not align with the Town's Comprehensive Plan as captured in the Findings of Fact on Pages 29 through 31 of the Planning Commissions Evaluation Report. Council Liaison Milan seconded the motion. **Carried (6-0)**

Chair Forbes stated this concluded the Discussion agenda items 7a, b, and c and Action agenda items 8 a, b, and c. There was reference to "Conditions of Approval" and Mr. Dooley suggested that there was no need to discuss this because of the denial of all five permits.

PLANNING STAFF REPORT

a. Inquiries of Interest to the Planning Commission (upcoming presentations, applications, permits, etc.)

Mr. Dooley gave the report. (the Drive-thru restaurant proposal, Piper Dan Martial Arts, Ace Hardware, the future I-Hop, expecting an application from the former Blue Ridge Hospice building for a beauty salon/spa)

COUNCIL REPRESENTATIVES REPORT

Council member Milan gave the report. Mayfair Survey is still being discussed. Planning Commission will provide an update to Town Council at the next Town Council Meeting.

CITIZEN/BUSINESS COMMENTS

Casey Chapman, 205 Hirst Road, made comment in reference to previous comments made by a Commissioner regarding Mr. Chapman's motives.

COMMISSIONER COMMENTS

Chair Forbes shared the hope that the Zoning Ordinance rewrite would be to develop systems and patterns for Economic Development within the Town. Also, the Chair presented a brochure created by the Virginia Cooperative Extension on the harm of English ivy growing on trees to be included in a water bill.

Council Liaison Milan disagreed with comments made by Mr. Chapman.

SUMMARIES/NEXT STEPS

Chair Forbes shared a debt of gratitude to Commissioner Neham and Ogelman and each Commissioner of the amount of work and hours dedicated to this recent permit process.

NEXT MEETINGS

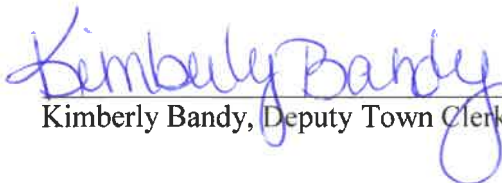
The next meeting is scheduled on Thursday, October 20, 2022 at 7:00 PM. (ZoneCo)

The next meeting is scheduled on Thursday, November 3, 2022 at 7:00 PM.

The next meeting is scheduled on Thursday, November 17, 2022 at 7:00 PM.

ADJOURNMENT

With no further business, Council Liaison Milan made a motion to adjourn the meeting at 10:55PM.


Kimberly Bandy, Deputy Town Clerk


Nan Forbes, Chair
11/9/22

ANALYSIS OF SPECIAL USE PERMIT APPLICATION

SUP20-01: Park & Ride Commuter Parking Facility

Topic	Planning Commission Comments
DESCRIPTION	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.
ISSUE 1.	<p>Whether the proposed application is consistent with the Comprehensive Plan.</p> <p>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> • <u>The County's Statement of Justification in its August 20, 2020 SUP application refers to the out-of-date 2025 Comprehensive Plan adopted December 19, 2006.</u> <p>The following are all citations from the <u>2030 Comprehensive Plan adopted June 30, 2020</u>:</p> <ul style="list-style-type: none"> • <u>Executive Summary</u> (page A): 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</u> (page 14): 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</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; 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

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Topic	Planning Commission Comments
	<p>lighting should be installed in conformance with the Town's Zoning Ordinance to promote preservation of dark skies.</p> <ul style="list-style-type: none"> • <u>Safety</u> (page 37): B. Appropriately-scaled lighting should be provided to create visible and well-lit streets, sidewalks, and parking lots, while at the same time minimizing undesired light intrusion/pollution. • <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"> • <u>[TENTATIVE:] The Park & Ride Commuter Parking Facility as currently proposed does not comport with the Comprehensive Plan.</u>

Topic	Planning Commission Comments
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 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. • <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.

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	<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, 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 are present 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) In addition to the long-eared bat, the Virginia Department of Wildlife Resources publication "A Guide to the Bats of Virginia" lists three other species of Tier I concern (Little Brown, Tri colored and Indiana). Three bats of concern (Northern Long eared, Little Brown and Tri colored) have been detected in nearby NABat grids in 2022. (See Attachment 2.) The NEPA study, under Natural Resources, states: "The project may negatively affect the NLEB..." Because a presence/absence survey was not performed, use of the

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Topic	Planning Commission Comments
	<p><u>forested area as a bat maternity area cannot be completely ruled out.</u></p> <ul style="list-style-type: none"> • Removal of trees would destroy the habitat of resident long-eared bats. • There are no ordinances addressing wildlife habitats in our Town code. <p>CONCLUSIONS:</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. • <u>The installation of the Park & Ride Commuter Parking Facility would damage existing natural habitats.</u> • <u>Need contradictions between applicant response to 13 questions and NEPA study to be resolved with clear, transparent data and to see proposed mitigation strategies.</u>
ISSUE 6.	<p>Whether the proposed special use will impact existing water quality or air quality.</p> <p>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> • <u>The NEPA Report (page 9) indicates that the Park & Ride Commuter Parking Facility will not impact air quality.</u> • <u>Water quality was not addressed by the County.</u> • <u>Comprehensive Plan, Environmental Resources, Recommendations (page 85): 9. Examine the hydrology of Purcellville and adjacent areas on a watershed scale and identify areas of high runoff potential, impervious surfaces, and flooding to effectively site green infrastructure projects and support other efforts such as water quality/stream monitoring.</u> <p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • <u>No significant impact on air and water-quality is anticipated from the installation of the Park & Ride Commuter Parking Facility.</u> • <u>Water quality needs to be addressed; there are concerns about managing runoff from impervious surfaces.</u>
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>FINDINGS OF FACT:</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.

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	<ul style="list-style-type: none"> • 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> (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. • <u>Comprehensive Plan, Transportation and Mobility</u> (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,</u>

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	<p><u>Recommended Roadway Improvements</u> (page 98): Includes this note: Planned County Collector. Not supported by Town of Purcellville per resolution.</p> <ul style="list-style-type: none"> • 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><u>CONCLUSIONS:</u></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 higher order effects for this proposed use.
ISSUE 9.	<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

Topic	Planning Commission Comments
	<p>Parking Facility are expected to be non-citizens of Purcellville?</p> <ul style="list-style-type: none"> 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 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. 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

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	<p>full scope of infrastructure needs will be.</p> <ul style="list-style-type: none"> • 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	

ANALYSIS OF SPECIAL USE PERMIT APPLICATION

SUP20-02: Fields Farm Recreational Park

Topic	Planning Commission Comments
DESCRIPTION	<p>The Fields Farm recreational park will include three baseball/t-ball/softball diamonds, as well as three additional soccer/multipurpose fields, which will complement the two soccer/multipurpose fields that already exist within the subject property. Adjacent to these facilities, there will be a minimum of 500 parking spaces (as approved by the Town on March 10, 2022 in accordance with the parking study prepared by Gorove Slade), picnic pavilions, restroom facilities, maintenance buildings, and a concession stand. <u>There will also be lights on 80 ft. poles that may be operated until 11 PM.</u></p>
ISSUE 1.	<p>Whether the proposed application is consistent with the Comprehensive Plan.</p> <p>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> <u>The County's Statement of Justification in its August 20, 2020 SUP application refers to the out-of-date 2025 Comprehensive Plan adopted December 19, 2006.</u> <p>The following are all citations from the Comprehensive Plan:</p> <ul style="list-style-type: none"> <u>Executive Summary</u> (page A): 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 compliment and sustain Purcellville's small town charm; manage development so that the Town's services and infrastructure are not overwhelmed; protect the Town's ability to phase any growth with the availability of Town services; protect and enhance the aesthetics and viability of the downtown area; preserve existing neighborhoods through compatible infill and property improvement; adopt cooperative County and Town plans to provide policy framework for rural preservation. Growth and development should pursue the highest levels of environmental sustainability. <u>Our Goals regarding scale of such a project (page14):</u> A. ...look for future land uses and development that complement, rather than detract from its small town charm. (p-14) <u>Our Goals regarding infrastructure (page14):</u> C, D.... ensure that development does not overwhelm the Town's services and infrastructure, or destroy Purcellville's character ...phase growth with the availability of Town services. (p-14) <u>Our Goals (page14):</u> F. ...mitigate and manage increasing traffic in a way that ensures the efficiency, safety, and attractiveness of

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	<p>our streets. (p.14)</p> <ul style="list-style-type: none"> ● <u>Our Goals (page 14)</u>: H. The Town and Loudoun County must cooperate to provide the policy framework for rural preservation, or significant portions of this landscape could be irrevocably lost. (p.14) ● <u>Our Goals (page 14)</u>: J. <u>The Town should</u> ensure that any future development and growth takes place with the highest levels of environmental sustainability, using our natural systems as an integral part of our community's future. The Town should complement this by generally pursuing and adopting sustainable decisions ● <u>Open Space and Landscaping (page 35)</u>: <u>J. Green infrastructure should be considered when planning open spaces</u>: M. All outdoor lighting should be installed in conformance with the Town's Zoning Ordinance to promote preservation of dark skies. ● <u>Site Design (page 36)</u>: H. Outdoor lighting should minimize light intrusion and site buffering should be provided to minimize noise and odors. ● <u>Safety (page 37)</u>: B. Appropriately-scaled lighting should be provided to create visible and well-lit streets, sidewalks, and parking lots, while at the same time minimizing undesired light intrusion/pollution. ● <u>Mix of Uses (page 38)</u>: 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 (page 45)</u>: The land use of this area is identified as Institutional & Government in the 2030 Comprehensive Plan. ● <u>Parks and Open Space (page 47)</u>: A. Parks are publicly-owned lands that have been improved for use by the Town and/or County residents. They may include facilities for active recreation like playgrounds or ball courts/fields, and/or they may include trails and picnic areas for enjoyment of the outdoors. Parks can range from half an acre to hundreds of acres. ● <u>Areas to Sustain - Parks and Protected Space (page 61)</u>, "C. The Town should include walking and biking trails within public open spaces to enhance mobility and connectivity between neighborhoods while also providing outdoor recreation opportunities". ● <u>Cultural Resources -Recommendations (page 90)</u>: Coordinate

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	<p>with Loudoun County to explore options for a western county recreation center in the Purcellville area compatible in design and footprint to Purcellville's small town character.</p> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> The types of uses proposed are consistent with the land use for recreational facilities expressed in the Zoning Ordinance and the Comprehensive Plan; however they are too many and hence are out of scale and could threaten/overwhelm the Town's infrastructure, resulting in additional debt and higher rates and taxes.
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"> <u>Our responsibility is to the citizens of Purcellville.</u> <u>"The public" needs to be specified: does it mean the citizens of Purcellville, Western Loudoun County, or everybody? If more than just Purcellville, an operating ratio of Purcellville citizens to the whole needs to be determined.</u> <u>Comprehensive Plan, Environmental Resources, Recommendations (page 85):11. Preserve, protect, and enhance existing natural habitats, such as the watershed property, the Bowman Park Property, the Chapman DeMary Trail (for which the Town holds the conservation easement), the Suzanne R. Kane Nature Preserve, and other Town owned green space areas seeking wildlife habitat designations.</u> The applicant has provided no data to support the assertion that the facilities will generate economic benefit to the town, despite a request from 8/11/2022 for this type of information and detailed proposals for mitigating any adverse impacts. <u>The County currently has 350 sports fields (not including gymnasiums); see Attachment 3. A count of the number of these that are in Western Loudoun is not available.</u> <u>The applicant asserted, but provided no supporting data, that the Town has a growing need for additional playing fields.</u> <u>What percentage of these fields would be used by citizens of Purcellville</u> <u>Citizens have expressed concerns about the number of fields, noise, lights, and especially the changes to the roadways and the traffic.</u> <u>An aquatic center would be "nice to have".</u> <p>Commissioner Nedim Ogelman's Comments (Received August 11,</p>

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	<p><u>2022)</u> Please have the County provide detailed, fully transparent information on the methodology, data sources, and analysis the County is using to evaluate immediate and higher order impacts on the Town's infrastructure, natural environment, economy, traffic, noise and other resources going out as long as the county's proposed projects would have an impact on the Town and its citizens. Please request that the County provide detailed proposals for how the County would mitigate any negative impacts related to the preceding request. Thanks! (Comments from 8/11/22)</p> <p><i>See discussion above regarding mitigation of various issues related to infrastructure, traffic, visual impacts, lighting control, and noise. Regarding natural environment, the project will comply with all local, state, and federal regulations as applicable. Also, it should be noted that most of the property had been farmed in the past, rendering the natural environment to be already impacted. Regarding economic impacts, the project will bring more visitors to the Town of Purcellville, thereby bringing more potential customers to town businesses.</i></p> <p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • The types of uses proposed are consistent with the land use for recreational facilities expressed in the Zoning Ordinance and the Comprehensive Plan; however they are too many and hence are out of scale and could threaten/overwhelm the Town's infrastructure, resulting in additional debt and higher rates and taxes. It remains unclear that the Town itself needs additional playing fields.
ISSUE 3.	<p>Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.</p> <p>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> • Citizens of the adjacent neighborhoods have expressed significant reservations about the proposed project and its impact on their health, safety and welfare. I am<u>We are</u> unaware as of yet of any efforts by the applicant to mitigate these concerns expressed by the neighbors. The Town, at expense to its citizens, has made some efforts to mitigate the citizens' concerns. • <u>Citizens have expressed concerns about the number of fields, noise, lights, and especially the changes to the roadways and the traffic.</u> • <u>The County has not offered any mitigation strategies to counter these concerns.</u> <p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • <u>Fields Farm Recreational Park is not compatible with the existing uses in the neighborhood due to its scale.</u> • <u>The applicant has not identified the ways in which it will mitigate</u>

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	<p>health, safety and welfare concerns of the neighborhood.</p> <ul style="list-style-type: none"> The project as envisioned is too large, it subjects Mayfair residents to higher than typical noise and light levels, and it would turn a rural neighborhood greenspace into an urban "sportsplex".
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, negatively impacts the uses in the immediate area.</p> <p><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> Citizens of the adjacent neighborhood in multiple public input sessions have expressed concerns about the impact of noise. 1 am We are unaware of any concerns expressed about odor. The applicant said "it is not anticipated that noise...will be of concern or negatively affect adjacent uses" but it provides no data or mitigation strategy to reduce uncertainty on this issue. The applicant has indicated that the fields would be supported by concession stands but has not provided any data or mitigation strategy related to odors. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> Given the large number of fields proposed by the applicant, Town residents' concerns about noise and odor issues need to be addressed with data and mitigated to the satisfaction of the neighborsTown before the project could move forward.
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"> The applicant asserts that the permit "will not damage existing animal habitat, vegetation, and water/air quality." However, the NEPA study, <u>written for the adjacent Park & Ride Commuter Parking Facility</u>, references potential impact to the threatened/endangered Northern Long-eared Bat, and the removal of roughly 10 percent of the forested area. <u>Paving of the existing greenspace and meadows will destroy natural habitats.</u> <u>A report from the Loudoun Wildlife Conservancy (https://loudounwildlife.org/2022/06/bat-species-black-oak/) indicates that the Northern Long-Eared Bat are present Loudoun County.</u> <u>USGS has a North American bat monitoring program in which the long-eared bat's presence in our area is indicated. (See:</u>

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Topic	Planning Commission Comments
	<p>https://tableau.usgs.gov/views/NABatInteractiveOccupancyMapv1_4/Continental?%3Aembed=v&%3Aiid=2&%3AisGuestRedirectFromVizportal=y</p> <ul style="list-style-type: none"> • In addition to the long-eared bat, the Virginia Department of Wildlife Resources publication “A Guide to the Bats of Virginia” lists three other species of Tier I concern (Little Brown, Tri colored and Indiana). • Three bats of concern (Northern Long eared, Little Brown and Tri colored) have been detected in nearby NABat grids in 2022. (See Attachment 2.) • The NEPA study, under Natural Resources, states: “The project may negatively affect the NLEB...” • Because a presence/absence survey was not performed, use of the forested area as a bat maternity area cannot be completely ruled out. • Removal of trees would destroy the habitat of resident long-eared bats. • Spraying insecticides over the sports field areas would negatively affect the other species that rely upon the insects as a food source. • There are no ordinances addressing wildlife habitats in our Town code. <p>CONCLUSIONS:</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 Recreational Park. • The installation of the Recreational Park and the extensive paving for about 636 parking spaces would damage existing natural habitats. • Need contradictions between applicant response to 13 questions and NEPA study to be resolved with clear, transparent data and to see proposed mitigation strategies.
ISSUE 6.	<p>Whether the proposed special use will impact existing water quality or air quality.</p> <p>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> • Citizens raised concerns about the impact of artificial fields on health safety and welfare. • Applicant said that the fields would be natural initially but left open the potential to resurface with artificial fields in the future. • Storm water management standards will apply to the Recreational Park parking areas as well as to the Park & Ride Commuter Parking Facility.

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Topic	Planning Commission Comments
	<p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • Town needs to get assurances before accepting the SUP that the applicant will commit legally to retain and maintain natural surface fields. • <u>No significant impact on air quality is anticipated from the installation of the Fields Farm Recreational Park.</u> • <u>Water quality needs to be addressed; there are concerns about managing runoff from impervious surfaces.</u>
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>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> • <u>If Mayfair Crown Drive is extended, there would be a negative impact from the expected daily traffic increase of 2,000 cars.</u> • <u>The NEPA Report (page 11) addresses cumulative and indirect impacts but essentially discounts Purcellville's impacts as being insignificant.</u> • <u>Higher-order impacts are an indirect result of transportation projects.</u> • <u>Even if Mayfair Crown Drive is not extended to the east, there will still be significant impacts to traffic on Route 690.</u> • <u>If Mayfair Crown Drive is extended, it would open the school to through traffic.</u> • <u>Pedestrian connections are more likely to the neighborhood but not to the Town.</u> • <u>The intersection at Route 690 and Hirst Road would be highly used and fairly dangerous without some modification.</u> • <u>There is no finding for a traffic light at Route 690 and Hirst Road.</u> • The map on p.98 of the Town's Comprehensive Plan states "The Town does not support the proposed Northern Collector road in the JLMA and 2019 County Plan. The Town anticipates updating the Townwide Transportation Plan in the next few years." The Town appealed to the County to help it conduct a regional transportation plan in partial fulfillment of this Comprehensive Plan aspiration but the County rejected this request according to CM Stinnette's comments on 12/10/2019. <p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • <u>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.</u> • <u>Mitigation measures should be considered once a new regional transportation plan has been approved.</u>

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	<ul style="list-style-type: none"> The Town's Comprehensive Plan on p.98, the fact that the Town's existing Transportation Plan from 2009 is outdated, and comments by TC members regarding the unwillingness of the County to support a new regional transportation plan suggests that the Planning Commission lacks the necessary information necessary to confidently assess that the traffic generated by the proposed use will be adequately and safely served by roads.
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>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> See above response to Issue 7. <u>Comprehensive Plan, Implications of Transportation Projects (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.</u> <u>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> <u>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.</u> <u>County has commented that the northern collector road is not supported by the Town.</u> <u>Comprehensive Plan, Roadway and Vehicular Recommendations (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> <u>Comprehensive Plan, Roadway and Vehicular Recommendations (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>

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	<ul style="list-style-type: none"> • <u>Comprehensive Plan, Bike, Pedestrian and Equestrian Trail Recommendations (page 101): 1. Update, adopt, and implement of The Purcellville Townwide Transportation Plan (including the bike and pedestrian trails) pursuant to public input.</u> • <u>Comprehensive Plan, Initial Action Prioritization, Short Term Efforts (page 118): Update the Purcellville Townwide Transportation Plan.</u> <p>CONCLUSIONS:</p> <ul style="list-style-type: none"> • <u>See above response to Issue 7.</u> • <u>The Town needs to prioritize the update of its transportation plan; the current version is from 2009.</u> • <u>Any further action on this SUP for the Park & Ride Commuter Parking Facility must wait until an updated transportation plan is approved.</u> • <u>Neither the County nor the Town has proposed mitigations of higher order effects for this proposed use.</u>
ISSUE 9.	<p>Whether the proposed use will be served adequately by essential public facilities and services.</p> <p>FINDINGS OF FACT:</p> <ul style="list-style-type: none"> • <u>Public facilities include water, sewer, emergency services, maintenance, trash pickup, etc.</u> • <u>A new traffic light for the intersection of Route 690 and Hirst Road was recommended, but no funding for this has been identified.</u> • <u>The County will pay for maintaining the sports fields, upkeep of roads, and trash removal.</u> • <u>We need a better understanding of higher-order impacts such as: traffic, law enforcement, maintenance, etc.</u> • Applicant anticipates that the proposed use will be served adequately by essential public facilities and services but provides no commitment to fund the additional costs of such facilities and services presented by the new use. The Town has already expended Town taxpayer resources to alleviate safety and traffic concerns raised in anticipation of the proposed use. Applicant has failed to provide detailed responses to the following related questions submitted 8/11/2022: <p><u>Commissioner Nedim Ogelman's Comments (Received August 11, 2022)</u> Please have the County provide detailed, fully transparent information on the methodology, data sources, and analysis the County is using to evaluate immediate and higher order impacts on the Town's infrastructure, natural environment, economy, traffic, noise and other resources going out</p>

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Topic	Planning Commission Comments
	<p>as long as the county's proposed projects would have an impact on the Town and its citizens. Please request that the County provide detailed proposals for how the County would mitigate any negative impacts related to the preceding request. Thanks! (Comments from 8/11/22)</p> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • <u>Uncertainty remains around if and how the applicant will mitigate higher-order impact costs to the Town for items such as infrastructure, law enforcement and safety.</u> • Town should not support the SUP without detailed responses on how the applicant would mitigate burdens on the Town's taxpayers related to higher order costs related to the use.
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"> • The applicant has asserted that there are currently no existing structures of historic significance in the application area. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • If the applicant is correct, there is nothing to mitigate directly related to Issue 10None.
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"> • <u>The applicant makes reference to the Town's expired 2025 Comprehensive Plan (adopted in 2006) to argue that the proposed use contributes to the long-term economic sustainability of the town. However, the applicant provides no evidence to support the assertion that the proposed uses will contribute to the town's long-term economic sustainability. Furthermore, the applicant fails to acknowledge and reference the Town's active 2030 Comprehensive Plan adopted in 2020, which reflects evolving citizen aspirations and the economic, technological, and developmental trends from the past 16 years (since 2006).</u> • <u>There may be economic benefits to the Town, especially its restaurants, owing to the patronage of the sports fields users.</u> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The types of uses proposed are consistent with the land use for

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	<p>recreational facilities expressed in the Zoning Ordinance and the Comprehensive Plan; however they are too many and hence are out of scale and could threaten/overwhelm the Town's infrastructure, resulting in additional debt and higher rates and taxes. It remains unclear that the Town itself needs additional playing fields. The actual amount of economic benefit is unclear and has not been quantified.</p>
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 applicant asserts that existing public water and sewer services will be able to serve the use. However, the applicant has not provided information on how it will mitigate any higher order consequences/impacts related to providing these resources. • <u>A new traffic light for the intersection of Route 690 and Hirst Road was recommended, but no funding for this has been identified.</u> • <u>The County will pay for maintaining the sports fields, upkeep of roads, and trash removal.</u> • <u>We need a better understanding of higher-order impacts such as: traffic, law enforcement, maintenance, etc.</u> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • <u>Uncertainty remains around if and how the applicant will mitigate higher-order impact costs to the Town for items such as infrastructure, law enforcement and safety.</u> • The Town should make sure that the applicant addresses higher order consequences related to the use before providing the SUP.
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"> • <u>The applicant asserts that Hillsboro Road and Rt 7 highway are a major collector and a freeway respectively and that the applicant anticipates using these roads to access the site for construction and avoid the adjacent neighborhoods. However, the applicant provides no assurance or evidence to back this assertion. Without a current regional transportation study, it is unclear how the applicant can substantiate the impact assessment and provide a proposal for mitigation.</u> • <u>No information on construction impacts has been provided.</u> <p><u>CONCLUSIONS:</u></p>

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Topic	Planning Commission Comments
	<ul style="list-style-type: none"> • Urge the applicant to support the regional transportation plan recommended in the 2030 Comprehensive Plan and make support for the applications contingent on mitigation related to data and analysis of the impacts and issues that such a study identifies. • No further conclusions can be drawn without a construction plan.
RECOMMENDATION	<p>Recommend rejection of the SUP based on the current proposal because the scale of the proposed project does not fit the aspirations of the Town as reflected in the Comprehensive Plan, because the proposed scale suggests higher costs related to the uncertainties than a smaller scale project would, because the applicant has not provided sufficient data or mitigation strategies to address concerns raised by citizens and the Planning Commission since July 2022.</p>