

MINUTES
PURCELLVILLE PLANNING COMMISSION
SPECIAL MEETING
THURSDAY, JANUARY 12, 2023, 6:00 PM
TOWN HALL COUNCIL CHAMBERS

Meeting video can be found at the following link: <https://purcellvilleva.new.swagit.com/videos/196689>

COMMISSIONERS PRESENT:

Nan Forbes, Chair/Commissioner
Christopher Bertaut, Town Council Liaison
Ed Neham, Vice Chair/Commissioner *(via remote participation due to medical condition)*
Ron Rise, Commissioner
Brian Green, Commissioner
Jason Dengler, Commissioner

COMMISSIONERS ABSENT:

Nedim Ogelman, Commissioner *(absent due to personal conflict)*

STAFF PRESENT: Town Manager, David Mekarski, Planning Operations Coordinator Jordan Andrews, Town Attorney Sally Hankins *(present remotely starting at 6:57pm)*

CALL TO ORDER:

Chair Forbes called the meeting to order at 6:00 PM. The Pledge of Allegiance followed.

AGENDA AMENDMENTS:

Vice Chair Neham made an amendment to the agenda to move item 7c to 7a to first address the Planning Commission meeting times.

COMMISSIONER DISCLOSURES:

None.

CITIZEN COMMENTS:

Harry Lloyd Harting, 845 Pencoast Dr., presented an alternative access configuration for the Mayfair community in which an emergency access to Mayfair could be established through the Mayfair Industrial Park. The statement is attached to these minutes in final form.

Ryan Martin, obo Upper Loudoun Little League, Mr. Martin spoke to the needs and desires of Upper Loudoun Little League for the baseball fields in the proposed Fields Farm Recreational Facility. Mr. Martin expressed willingness from the league to work with the Town in relation to timing of lighting for the baseball fields.

DISCUSSION/INFORMATIONAL ITEM:

a. Update on ZoneCo Task 3.2 documentation [E. Neham, N. Ogelman]

Vice Chair Neham discussed the recent responses and edits that were sent back to ZoneCo staff regarding their previous deliverable of Task 3.2, delivered on January 4th. Mr. Neham stated that the Planning Commission would be awaiting ZoneCo's response to these comments, as well as other deliverables which would be issued in parallel.

b. Re-review of Fields Farm applications [Commissioners]

Chair Forbes briefly identified the materials available to the Planning Commission, including but not limited to: the original Planning Commission Evaluation, Staff Report, Loudoun County responses to mitigative conditions, and others.

Town Manager Mekarski identified a document that was an update to the previous Staff Report, in which the mitigative conditions were listed relative to the thirteen considerations evaluated by the Planning Commission.

The Planning Commission proceeded to review the re-submission of the County projects by revisiting each of the thirteen considerations as listed in their October 11th, 2022 Planning Commission Evaluation. The Planning Commission reviewed each finding of fact and conclusion, amending as noted in pages 5 through 15 of the revised evaluation report, which will be attached to these minutes in final form. The Planning Commission completed the review of the Commuter Park and Ride Facility and tabled the review of the Athletic Fields Facility until the January 15th, 2023 Special Meeting.

c. Planning Commission meeting times [N. Forbes]

Commissioners discussed potential modifications to Planning Commission regular meeting times, to adjust to an earlier start time and a fixed end time. A proposed start time of 6:00 or 6:30pm was given with an end time of 9:30pm unless extended by vote. Final decision on the meeting time adjustment was deferred to allow any absent Commissioners the opportunity for input.

PLANNING STAFF REPORT:

None.

COUNCIL REPRESENTATIVE'S REPORT:

None.

COMMISSIONER COMMENTS:

None.

NEXT STEPS AND SUMMARY:

Chair Forbes reminded Commissioners of the upcoming Special Meeting of Sunday, January 15, 2023 at 1:00pm to complete review of the Fields Farm applications.

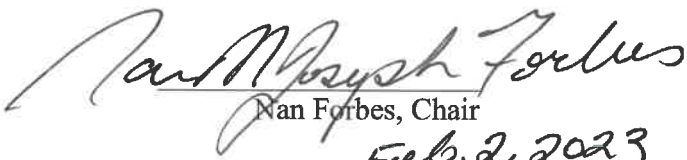
NEXT MEETINGS:

Planning Commission regular meeting of Sunday, January 15, 2023, Thursday, January 19, 2023 and February 2, 2023.

ADJOURNMENT:

With no further business, Commissioner Green made the motion and the meeting was adjourned 10:27 PM.



Jordan Andrews, Planning Operations Coordinator

Nan Forbes, Chair
Feb. 2, 2023

Mayfair Community Association Emergency Access Point Proposal

1. This is a proposal to provide a second entry point for the Mayfair Community Association in order to provide emergency access for public emergency services vehicles to enter the Mayfair Community Association and to provide a second entry and exit point for Mayfair Community Association residents should Mayfair Crown Drive be blocked at Purcellville Road.

2. This second entry and exit point can be created by constructing a one-lane paved road on the existing Right-of-Way (ROW) between Mayfair Crown Drive and Shephardstown Court which is owned by the Mayfair Industrial Park. This ROW provides for a Public Access Easement (PAE). The ROW is identified in the Mayfair Industrial Park recorded plat dated January 26th, 2015. The ROW was never exercised by the Mayfair Industrial Park and a road was never constructed on that ROW when Shephardstown Court was built, however the ROW providing for a PAE can still be exercised by the Mayfair Industrial Park in the future if necessary. The ROW is 155 long and 22 feet wide or 3410 square feet/0.07832 acres, and encroaches upon 1860 feet square feet of lot #8 and 1550 square feet of lot #9. A short, one lane paved road wide enough to accommodate the largest Loudoun County Fire and Rescue Service (LCFRS) fire vehicles can be built on the ROW which would provide a second emergency entry point for the Mayfair Community Association via Shephardstown Court and a second emergency entry point for the Mayfair Industrial Park via Mayfair Crown Drive. LCFRS fire and rescue vehicles would thereby be able to use this access road to reach Mayfair Crown Drive should access to Mayfair Crown Drive from Purcellville Road be blocked and to reach Shephardstown Court should access to Shephardstown Court from Purcellville Road be blocked. There would be no need for traffic control devices such as gates to be placed at the ends of the access road since it would only be a one-lane road and not a two-lane road. However, street signs stating "EMERGENCY USE ONLY-NO THROUGH TRAFFIC" would be placed at the northern and southern entrances to the access road in order to discourage drivers from using the access road as a short-cut thruway. A second entry and exit point between Mayfair Crown Drive and Shephardstown Court would therefore be of mutual benefit to both the Mayfair Community Association and the Mayfair Industrial Park should a major emergency incident occur in either the Mayfair Community Association or the Mayfair Industrial Park.

3. Creation of this emergency entry and exit point for both entities could be accomplished by taking the following twelve (12) steps.

3.a. The Mayfair Community Association Board of Directors obtains the approval of the Mayfair Community Association homeowners to finance the following plan and to proceed forward.

3.b. The Mayfair Community Association Board of Directors approaches the Mayfair Industrial Park and offers to purchase the existing ROW for consideration of one (1) dollar based upon the position that creation of the second emergency access point would be of mutual benefit to the Mayfair Community Association homeowners and the Mayfair Industrial Park businesses and that the Mayfair Community Association will finance the purchase of the necessary land from two businesses and construction of a one-lane, paved emergency access road on the ROW between Mayfair Crown Drive and Shephardstown Court.

- 3.c. The Mayfair Industrial Park sells its ROW to the Mayfair Community Association for consideration of one (1) dollar and notifies the owners of lots #8 and #9 that it has transferred its ROW to the Mayfair Community Association.
- 3.d. The Mayfair Community Association Board of Directors proposes to the Mayfair Town Council to build a one-lane paved road thirteen (13) feet wide on the ROW that it has purchased from the Mayfair Industrial Park and secure its agreement that the Purcellville Town Council will accept the one-lane road on 3410 square feet/0.0783 acres of land as a Town of Purcellville street in exchange for relinquishing its ROW on 8750 square feet/0.201 acres (125 feet long and 70 feet wide) in the Mayfair Homeowners Association that has not yet been exercised and upon which was intended to build an extension of Mayfair Crown Drive (a town of Purcellville Street) westward to the joint Town of Purcellville/Mayfair Community Association property line bordering on the Loudoun County Parks and Recreation property.
- 3.e. The Purcellville Town Council commits in a legally-binding, enforceable contract to exchange the 8750 square feet/0.201 acres on its ROW in the Mayfair Community Association for 3410 square feet/0.07832 acres of land consisting of a one-lane access road thirteen (13) feet wide with curtilage between Mayfair Crown Drive and Shephardstown Court.
- 3.f. The Mayfair Community Association Board of Directors notifies the owners of lots #8 and #9 that it is exercising its ROW and offering to purchase 1200 feet square feet of land from the owner of lot #8 and 1000 square feet of land from the owner of lot #9 at sales prices per square foot based upon the assessed values of that land for property tax calculation by the Town of Purcellville and Loudoun County.
- 3.g. The owners of lots #8 and #9 sell their respective parcels of land to the Mayfair Community Association and the corresponding legal documents are recorded with the Loudoun County Land Records Office. If the owners of lot #8 and #9 decline to sell their respective tracts of land then the Mayfair Community Association Board of Directors will bring appropriate legal action in Loudoun County Circuit Court to enforce its ROW upon the respective property owners.
- 3.h. The Mayfair Community Association Board of Directors contracts with a civil engineering firm to create the construction design documents. The Board of Directors Board of Directors also contracts with a road construction company to build the one-lane emergency access road on the ROW and to regrade and build a parking lot for twenty (20) parking spaces on 5110 square feet of land (73 feet long and 70 feet wide) at the Western end of Mayfair Crown Drive.
- 3.i. The one-lane emergency access road is built by the contracted road construction firm, thereby providing emergency access from Mayfair Crown Drive to Shephardstown Court and from Shephardstown Court to Mayfair Crown Drive.
- 3.j. Ownership of the 3410 square feet/0.07832 acres of land consisting of a one-lane emergency access road with curtilage between Mayfair Crown Drive and Shephardstown Court is transferred from the Mayfair Community Association to the Town of Purcellville and the corresponding legal documents are recorded with the Loudoun County Land Records Office.
- 3.k. Ownership of 8750 square feet/0.201 acres on the existing Town of Purcellville ROW in the Mayfair Community Association is transferred from the Town of Purcellville to the Mayfair Community Association and the corresponding legal documents are recorded with the Loudoun County Land Records Office.
- 3.l. A twenty (20) car visitor parking lot is built by the road construction firm on 5110 square feet of land at the Western end of Mayfair Crown Drive.

HARRY LLOYD HARTING, 845 PENCOAST DR.

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><u>FINDINGS OF FACT:</u></p> <ul style="list-style-type: none"> 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. <p>The following are all citations from the 2030 Comprehensive Plan adopted June 30, 2020:</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. The proposed development is too large in scale and scope and it does not compliment and sustain Purcellville's small town charm and does not adequately preserve the existing neighborhoods. <u>Open Space and Landscaping</u> (page 35): A. Parking areas should include landscaping within and around them 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

Topic	Planning Commission Comments
	<p>lighting should be installed in conformance with the Town's Zoning Ordinance to promote preservation of dark skies. Paving over the ground to provide for 250 parking places will have a substantial impact on the existing environment.</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. Although necessary for people who would be using the parking lot, the downward-aimed lights will be visible from a distance and could disrupt citizens and wildlife; this does not preserve dark skies during hours of operation. • <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. Although the use may be compatible with our Comprehensive Plan, the scale, based on the number of parking spaces, and the design are not compatible based on the predominant input we've received from citizens. • <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. Although the proposal comports with the intended uses in the Comprehensive Plan, the citizens state it is greatly out of scale and is not compatible with our small town character. • <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. The commuter parking lot is not compatible with promoting employment-generating uses because: (1) it would not promote employment; and (2) it is unclear from any evidence supplied by the applicant or anyone else that the commuter parking lot would support the local business environment. • <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

Topic	Planning Commission Comments
	<p>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. The application for the parking lot, as proposed, does not demonstrate how this facility would preserve and manage the character of Purcellville in a way that remains compatible with the scale and development form of our traditional rural town.</p> <ul style="list-style-type: none"> • <u>Guiding Principles- Transportation</u> (page 13): The proposed commuter parking lot furthers this guiding principle of the Comprehensive Plan to provide transportation systems that serve transit users. However, the demand for ridership is uncertain, and the proposed size of 250 spaces may result in over-sizing the Commuter Parking Lot. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The Park & Ride Commuter Parking Facility as currently proposed does not comport with the Comprehensive Plan.
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. • In its September 22, 2022 presentation at the Planning Commission public hearing on the Fields Farm development, the County depicted a 35% County-wide population growth from 2010 to 2020, an exceptional period. This does not accurately reflect the current estimated 28.4% County-wide growth rate for 2020-2030, and it overstates the estimated 13% growth in Western Loudoun for 2020-2030 (see Attachment 2). • The County has not provided any data to substantiate how this project will promote the welfare and convenience of the Town citizens. • The Town's Comprehensive Plan and citizen input demonstrate that the Town aspires to maintain its small town character. The Planning Commission finds that a regional transit facility is a detriment to the Town's small town character. • <u>Comprehensive Plan, Open Space and Landscaping</u> (page 35): A.

Topic	Planning Commission Comments
	<p>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 and J. Green infrastructure should be considered when planning open spaces. Ten acres of paving, including the removal of trees, will destroy natural habitats.</p> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The Park & Ride Commuter Parking Facility will not benefit most of Purcellville’s residents; rather a large number of non-citizens would benefit. • The overarching policy of the Comprehensive Plan, which informs all other policies of the Plan, is to preserve Purcellville’s small town character. The Planning Commission finds that a regional transit facility is a detriment to preserving Purcellville’s small-town character. • The existing commuter parking lot located within the industrial district of the Town is currently grossly underutilized; there is no evidence of commuter-demand for a 250-space commuter parking lot – or even a much smaller commuter parking lot.
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. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The proposed the Park & Ride Commuter Parking Facility is incompatible with the adjacent Mayfair residential 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 vans, buses and cars would be

Topic	Planning Commission Comments
	<p>expected to use the Park & Ride Commuter Parking Facility.</p> <ul style="list-style-type: none"> • Members of the public have expressed concerns with regard to the number of vehicles and the secondary impacts of their use vis-à-vis noise, odors and traffic. • The County has presented no specifics regarding noise, odors and traffic. • The proposed landscaping may provide some buffers. • The Park & Ride Commuter Parking Facility could serve as overflow parking for the athletic fields, and thus be in use seven days a week. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The increased numbers of vans, buses, trucks and cars, especially if a through road to the school 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, which has been placed on the endangered species list, are 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) • 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 3.) • Bats are light sensitive and have difficulty hunting for insects where light is plentiful.

Topic	Planning Commission Comments
	<ul style="list-style-type: none"> • 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 could destroy the habitat of resident long-eared bats. • Comprehensive Plan, Environmental Resources, Recommendations (page 84): 7. Require environmental impact analysis for new developments to identify features and assets to protect or restore environmental resiliency and sustainability. • <u>Comprehensive Plan, Environmental Resources, Recommendations</u> (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. • The Purcellville Comprehensive Plan (pages 84 and 85) promotes the preservation, protection and enhancement of habitats. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • Animals, especially the long-eared bat, could 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 could 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. • A commuter parking lot could displace natural habitats along the stream.
ISSUE 6.	<p>Whether the proposed special use will impact existing water quality or air quality.</p> <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 was not addressed by the County.

Topic	Planning Commission Comments
	<ul style="list-style-type: none"> • <u>Comprehensive Plan, Environmental Resources, Recommendations</u> (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. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • No significant impact on air quality is anticipated from the installation of the Park & Ride Commuter Parking Facility. • Water quality needs to be addressed; there are concerns about <u>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><u>FINDINGS OF FACT:</u></p> <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 are undetermined impacts on North 21st Street and Hirst Road. • The intersection at Route 690/North 21st Street and Hirst Road would be highly used and fairly dangerous without some modification. • There is no funding for a traffic light at Route 690/North 21st Street and Hirst Road. • Purcellville police may be used to supervise this intersection, increasing demand on the Police Department. <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/North 21st Street and Hirst Road traffic, traffic through the school grounds and through the neighborhood. • Mitigation measures should be considered once a new regional transportation plan has been approved. • The Planning Commission finds that the proposed commuter parking lot will have an adverse impact on the Town's existing and congested road system, and that these adverse impacts are not <u>adequately mitigated by the County's proposed signalization of</u>

Topic	Planning Commission Comments
ISSUE 8.	<p data-bbox="581 331 987 363">Hirst Road and Hatcher Avenue.</p> <p data-bbox="537 369 1344 506">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 data-bbox="537 543 824 575"><u>FINDINGS OF FACT:</u></p> <ul data-bbox="537 581 1386 1858" style="list-style-type: none"> <li data-bbox="537 581 1386 827">• <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. <li data-bbox="537 833 1386 1142">• <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. <li data-bbox="537 1148 1386 1285">• <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. <li data-bbox="537 1291 1386 1358">• County has commented that the northern collector road is not supported by the Town. <li data-bbox="537 1365 1386 1501">• <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. <li data-bbox="537 1507 1386 1644">• <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. <li data-bbox="537 1650 1386 1787">• <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. <li data-bbox="537 1793 1386 1858">• <u>Comprehensive Plan, Initial Action Prioritization, Short Term Efforts</u> (page 118): Update the Purcellville Townwide

Topic	Planning Commission Comments
	<p>Transportation Plan.</p> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> The Planning Commission finds that the proposed commuter parking lot will have an adverse impact on the Town's existing and congested road system, and that these adverse impacts are not adequately mitigated by the County's proposed signalization of Hirst Road and Hatcher Avenue.
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. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> These assets will need to be maintained. The Planning Commission finds that the proposed use will require additional police resources, the cost of which would be borne by the Town. As proposed, the County should bear the entire cost of any traffic lights that would be needed to support efficient transportation and safety. The Planning Commission finds that the existing Town transportation network is inadequate to serve this commuter facility.
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.

Topic	Planning Commission Comments
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"> • It is speculative to assume 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 net 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/North 21st Street and Hirst Road. • The Planning Commission finds that the commuter lot will have adverse impact on the Town's existing roadway infrastructure, which is already congested. • There is insufficient information in the County's proposal regarding the number, location and potential volume of electric vehicle charging stations in the parking lot. <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none"> • The Planning Commission finds that the existing Town transportation network is inadequate to serve this commuter facility.
ISSUE 13.	<p>Whether the proposed special use illustrates sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and schools.</p>

Topic	Planning Commission Comments
	<p><u>FINDINGS OF FACT:</u> The applicant has proffered that construction vehicle access shall be from the east via the Route 7/287 interchange and Hirst Road</p> <p><u>CONCLUSIONS:</u></p> <ul style="list-style-type: none">• The County should provide a Construction schedule with milestones.
MOTION & RECOMMENDATION	<p>Based upon the findings of fact and conclusions contained in the Planning Commission's Evaluation Report dated January 19, 2023, I move that the Planning Commission recommend to the Town Council that it deny SUP20-01 for the Park & Ride Commuter Parking Facility.</p>

