



STAFF REPORT
(DISCUSSION ITEM No. 2)

SUBJECT: **RZ20-01 Fields Farm Projects**
 SUP20-01 Park & Ride Commuter Parking Facility
 SUP20-02 Fields Farm Recreational Park
 CP20-01 Park & Ride Commuter Parking Facility
 CP20-02 Fields Farm Recreational Park

DATE OF MEETING: July 7, 2022

STAFF CONTACT: Andrew Conlon, Senior Planner

Application Information				
Applicant Name and Contact Information:		Property Owner Name & Contact Information:	Designer/Engineer Name and Contact Information:	
Loudoun County Department of Transportation and Capital Infrastructure Attn: Nancy Boyd		Loudoun County Board of Supervisors Attn: Hon. Phyllis Randall, Chair	J2 Engineers, Inc. Attn: Robert W. Brown	
101 Blue Seal Drive Suite 102 Leesburg, VA 20177		P.O. Box 7000 MSC 01 Leesburg, VA 20177-7000	4080 Lafayette Center Drive Suite 330 Chantilly, VA 20151	
Property Information				
PIN(s)	Tax Map	Proposed Zoning	Current Zoning	Project Acreage
522-29-5928 (Part) 522-29-6381 Dedicated Right-of-Way	/35/////////21-2/ /35/////////23/ N/A	IP (Institutional and Public Use)	"X" (Transitional) "X" (Transitional)	70.17

Land-Use Requests
<p>RZ20-01 Fields Farm Projects: Loudoun County requests to amend the Town Zoning Map from the current “X Transitional” Zoning District to the “IP, Institutional and Public Use” Zoning District for the two subject properties as well as within an area of right-of-way that has been previously dedicated for the future extension of Mayfair Crown Drive.</p>
<p>SUP20-01 Park & Ride Commuter Parking Facility: 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 vehicle parking spaces, a kiss-and-ride, and a bus pick-up/drop-off area including bus shelters.</p>
<p>SUP20-02 Fields Farm Recreational Park: A Special Use Permit is requested to develop a 50.54-acre portion of the subject property as a Public Recreational Facility consisting of 8 Athletic Fields: 3 new soccer/multipurpose fields, 2 existing (but never approved) soccer/multipurpose fields, and 3 new baseball fields. The development also includes picnic pavilions, maintenance structures, restrooms, and a concessions structure.</p>
<p>CP20-01 Park & Ride Commuter Parking Facility: A Commission 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 vehicle parking spaces, a kiss-and-ride, and a bus pick-up/drop-off area including bus shelters.</p>
<p>CP20-02 Fields Farm Recreational Park: A Commission Permit is requested to develop a 50.54-acre portion of the subject property as a Public Recreational Facility consisting of 8 Athletic Fields: 3 new soccer/multipurpose fields, 2 existing (but never approved) soccer/multipurpose fields, and 3 new ballfields. The development also includes picnic pavilions, maintenance structures, restrooms, and a concessions structure.</p>

PROJECT BACKGROUND & OVERVIEW:

Loudoun County, primarily through the Department of Transportation and Capital Infrastructure (DTCI), has been coordinating with the Town over the past several years to add the following public facilities on a 200± acre property owned by Loudoun County, currently occupied by Woodgrove High School and Mountain View Elementary School: (1) a Public Recreational Facility consisting of 8 athletic fields, (2) a 250-space Commuter Parking Lot, and (3) a public roadway known as Fields Farm Parkway that will connect Route 690 to the proposed Commuter Parking Lot and, ultimately, to Mayfair Crown Drive.

These projects have been presented to the public several times over the past several years: In furtherance of establishing Fields Farm Parkway, a boundary line adjustment agreement (BLA) was approved by the Town Council in December, 2019, after a public hearing, and was later approved by the Loudoun County Circuit Court. This BLA had the effect of making minor adjustments to the Town and County's shared jurisdictional boundary. A public information meeting concerning the new Fields Farm Parkway was held in May, 2016. A public information meeting for the Routes 7 and 690 interchange was held in April, 2018. A public information meeting for the Athletic Fields and Commuter Parking Lot was held in December, 2018 and again in April, 2022. And, representatives from Loudoun County presented an overview of these projects to the Town Council in January, 2021.

The applications under review by the Town affect 70.17 acres of the County's larger 200± acre parcel. These 70-acres are referred to herein as the "**Property.**" Loudoun County proposes to rezone the Property from "X-Transitional" to "IP, Institutional and Public Use." Both the Commuter Parking Lot and the Public Recreation Facility are uses that are permitted within the IP zoning district, by Special Use Permit. A Commission Permit is also required as a means of determining whether the proposed uses conform to the Town's Comprehensive Plan.

ANALYSIS OF REZONING APPLICATION, RZ 20-01

RZ20-01 Fields Farm Projects

The County is requesting to amend the Town's Zoning Map as it relates to the Property, remapping the Property from the current zoning designation of "X, Transitional," to "IP, Institutional and Public Use," to allow for public uses on the Property.

According to the *Zoning Ordinance of the Town of Purcellville, Virginia*, the "X, Transitional" Zoning District is intended to provide for the "reasonable and orderly interim regulation of use and development of land annexed or brought into the Town."

The proposed IP zoning designation is compatible with the *future land use* designation in the Town's Comprehensive Plan, which contemplates an institutional and government land use at the Property. The proposal is also compatible with the adjacent existing land uses of Woodgrove High School and Mountain View Elementary School.

Staff recommends approval of this proposed zoning map amendment.

ANALYSIS OF SPECIAL USE PERMIT APPLICATIONS (two applications)

SUP20-01 Park & Ride Commuter Parking Lot

The proposed Park and Ride Commuter Parking Facility is to include 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.

Pursuant to Article 8, Section 1.4 (D) of the Purcellville Zoning Ordinance, the following 13 issues are to be considered in the review of a Special Use Permit Application. These considerations and their justifications are as follows:

1. Whether the proposed application is consistent with the comprehensive plan.

With the Town's approval to rezone of the applicant's property from "X" (Transitional) to "IP" (Institutional and Public Use) under Rezoning 20-01, the new zoning classification will align with Purcellville's 2030 Comprehensive Plan land-use designation of "Institutional & Government" for the property. As such, the zoning classification permits commuter parking lots in the "IP" (Institutional and Public Use) Zone, subject to the approval a Special Use Permit. As detailed on Page 58 (Section "A") of Purcellville's 2030 Comprehensive Plan, "*Typical uses* [envisioned under the Institutional and Government Comprehensive Plan land-use designation] *include government buildings, schools, colleges, public facilities, community centers, religious organizations, libraries, museums, and other public uses.*" A public or government building, facility or use is defined in the Purcellville Zoning Code as "*Any facility owned or operated by a public utility or an agency of local, regional, state or federal government and not otherwise defined within this article.*" Therefore, with the approval of Rezoning 20-01 and Special Use Permit 20-01, the applicant's project will be in consistent the Town's 2030 Comprehensive Plan for the property.

2. Whether the proposed special use at the specified location will contribute to or promote the welfare and convenience of the public.

The commuter parking lot will contribute to and promote the welfare and convenience of the public as it will provide an opportunity for vehicular staging and temporary storage of private vehicles to promote alternative transportation methods such as private ride sharing, vanpooling, and using commuter (public) buses. In turn, the commuter lot will help reduce carbon emissions, vehicular congestion on public streets and highways and contribute to protecting the Earth's ozone layer. The development of a commuter parking lot is also consistent with goals of the 2030 Purcellville Comprehensive Plan, under "Roadway and Vehicular Recommendations" (Pages 99-100). Specifically, Section 4 states, "*Identify and implement congestion management techniques in key areas including Main Street.*" At present, there are no public or commuter parking lots north of Route 7 to serve local residents and businesses. In addition, Section 18 of the 2030 Comprehensive Plan also states that the Town should, "*Seek and accept transportation improvements to fully offset the impact of new development, as allowed under the Code of Virginia.*" The commuter parking lot will therefore be an important public transportation improvement as it provides ready access for ride-share users and public transportation providers to conveniently pick-up and drop-off commuters from Route 7 for travel.

3. Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.

The 250-space commuter parking lot will be located at the northeast intersection of Route 7 and Hillsboro Road, south of the future extension of Mayfair Crown Drive.

Immediately to the north of the proposed commuter parking lot is the existing Loudoun RV and Boat Storage facility which will remain. To the south of the project site is Route 7. Immediately to the east of the commuter lot are two proposed baseball diamonds and a softball field to be developed by the County under proposed Special Use Permit 20-02. The property immediately to the west of the commuter lot will remain vacant except for a future SWM pond.

Given the proposed commuter parking lot will be located off of a future public street (Mayfair Crown Drive extension) and will be adjacent to three, proposed, public recreational sports fields (under Special Use Permit 20-02), serving to provide public parking for the recreational fields, the commuter lot will be harmonious with its surrounding environment. In addition, there is no current or anticipated residential development that will be created immediately adjacent to the commuter lot. As the commuter lot is also a public land-use, to be developed on property consistent for that purpose (under "Institutional & Government"), its compatibility with other surrounding land-uses in the Comprehensive Plan has already been considered as part of the adoption of the Town's current Comprehensive Plan.

According to the applicant's NEPA (National Environmental Protection Act) Categorical Exclusion for the project, no land-use compatibility impacts (current or future) were associated with this project. Therefore, the commuter parking lot is expected to be compatible with its environs.

4. 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.

Based on the findings contained under *Noise* in the applicant's NEPA Categorical Exclusion document for the commuter parking lot, *"No increase is anticipated between the existing and design year P&R [park and ride] traffic noise only levels, and future predicted noise levels of the proposed P&R Lot and the associated future traffic do not reach or exceed impact criteria. Therefore, it is was determined that no noise impacts would result from the completion and operation of the P&R Lot. Finally, any construction noise impacts are anticipated to be temporary in nature and will cease upon completion of the project's construction phase. The contractor will be required to conform to the construction noise specifications found in VDOT's [Virginia Department of Transportation] 2020 Road and Bridge Specifications, Section 107.16(b.3), Noise."* This noise mitigation measure is being included as a condition of approval for Special Use Permit 20-01.

With respect to odor emissions, carbon monoxide will be released within the parking lot from gasoline or diesel powered vehicles that access and use the commuter parking lot. However, the parking spaces within the commuter lot are generally located substantial distances away from any human gather places (i.e., sport bleachers, concession stands, bus terminal, single-family homes, etc.). All vehicular emissions that do occur will rapidly be dispersed in the open air as the commuter parking lot is not within any enclosed structure.

5. 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.

The project's National Environmental Protection Act ("NEPA") findings for the proposed commuter parking lot are documented in the attached Categorical Exclusion ("CE") for the development. According to the report, *"Federally-listed threatened and endangered species reported to occur in the project area were identified by reviewing the USFWS' IPaC database and using available determination keys with the IPaC regulatory review. State and federally-listed threatened and endangered species in the vicinity of the project area were identified using the VDWR Fish and Wildlife Information System database and project review results using the Virginia Department of Conservation and Recreation- Division of Natural Heritage's Natural Heritage Date Explorer.*

The VDWR Northern Long-Eared Bat (NLEB) Winter Habitat and Roost Trees Application was queried to determine if confirmed maternity roost trees, or hibernacula, are confirmed

in/near the project area. No known maternity roosts or hibernaculum were identified within the vicinity of the project area. A project-specific natural resource field visit was completed to confirm the database review results. A verification letter for the 'Western Loudoun Park and Ride' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions (June 1, 2020) was obtained.

The only listed and confirmed federal and/or state-listed species identified through the review was the NLEB. VDCR project review results indicate that no listed plant or insect species would be impacted by the project. VDWR Fish and Wildlife Information System Coordination recommendations indicate that coordination is required only for those species listed as "confirmed" in the project area search results. No other threatened or endangered species are listed as confirmed within two miles of the project area according to the VaFWIS search results. In addition, no critical habitats were identified within the project area.

Suitable summer roost habitat was noted during the natural resource field visit in the forested areas within the project area. The project would result in approximately 0.98 acre of the tree clearing. A presence/absence survey for the bat species was not conducted.

The project may negatively affect the NLEB; however, any take that may occur as a result of the project is not prohibited under the ESA Section 4(d) Rule adopted for the species at 50 CFR § 17.40(o). The USFWS provided a letter on June 2, 2020 verifying that the PBO satisfies and concludes the responsibilities for this project under ESA Section 7(a)(2) with respect to the NLEB.

According to data obtained from the Center for Conservation Biology, through use of their Eagle Nest Locator, no known bald eagle nests are within, or adjacent to, the project area."

The project site appears to be generally flat with a variety of common plant and tree species on and surrounding the property. While there will be grading associated with the development of the commuter parking lot, no unique topographical features were identified as being associated with the site. In addition, there are no documented streams, rivers, or wetlands present on-site or in its environs. Therefore, no apparent conflicts are known between the project and the Town's 2030 Comprehensive Plan recommendations for Environmental Resources.

With respect to archeological resources, *"The Section 106 process was implemented to determine the project's effects on historic properties listed in, or eligible for listing the National Register of Historic Places (NRHP). A search of the Virginia Department of Historic Resources' (VDHR) V-CRIS online database was conducted on April 20, 2020 to identify any previous cultural resource surveys, previously-recorded archaeological sites, historic architectural resources, and American Battlefield Protection Program (ABPP) areas within a 0.25-mile radius of the project's Area of Potential Effects (APE).*

Results of the search indicate that there are no previously-recorded archaeological sites or architectural resources within the APE. One previously-conducted Phase I archaeological

survey and one previous architectural resource survey have been conducted within the APE. Two archeological sites and three architectural resources are located within a 0.25-mile radius of the APE. The project was submitted for VDHR ePIX review on April 23,2020. A response Memorandum was received from VDHR on May 22,2020 indicating that “No further identification efforts are warranted,” and that “No historic properties will be affected by the project.”

6. Whether the proposed special use will impact existing water quality or air quality.

The Commuter Parking Lot is expected to have a positive impact on air quality since it is located just north of Route 7 in a location where individuals can carpool and access public transportation. Commuter Parking Lots reduce the number of vehicle trips on area roads and thereby reduce emissions from those vehicles. As shown on the Special Use Permit plan, the applicant proposes the construction of Stormwater Management Facilities to mitigate impacts to water quality. It is expected that the Stormwater Management Facilities will be owned and maintained by Loudoun County.

7. Whether the traffic generated by the proposed use will be adequately and safely served by roads, pedestrian connections, and other transportation services.

The Commuter Parking Lot will be adequately and safely served with public transportation service. With the exception of the intersection of N. 21st Street and Hirst Road, the Traffic Impact Study (TIS) prepared by Gorove Slade and dated February 12, 2021, indicates that the traffic generated by the proposed use will be adequately and safely served by existing and future roadways, including pedestrian connections. The Traffic Analysis dated February 12, 2021, indicates that a traffic signal is recommended at the intersection of N. 21st Street and Hirst Road since the Level of Service (LOS) drops to “F” in the PM peak hour. As mitigation, staff is recommending a condition of approval requiring the installation of the traffic signal prior to the operation of the commuter park and ride parking lot.

8. 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.

The proposed Special Permit Use will not negatively impact the orderly and safe road development and transportation in accordance with *Town of Purcellville 2030 Comprehensive Plan*. With the exception of the intersection of N. 21st Street and Hirst Road, the Traffic Impact Study (TIS) prepared by Gorove Slade and dated February 12, 2021, indicates that the traffic generated by the proposed use will be adequately and safely served by existing and future roadways, including pedestrian connections. The Traffic Analysis dated February 12, 2021, indicates that a traffic signal is recommended at the intersection of N. 21st Street and Hirst Road since the Level of Service (LOS) drops to “F” in the PM peak hour. There are no planned comprehensive road improvements within the subject property. As mitigation, staff is recommending a condition of approval requiring the installation of the traffic signal prior to the operation of the commuter park and ride parking lot.

9. Whether the proposed use will be served adequately by essential public facilities and services.

The proposed Special Permit Use will be adequately served by essential public facilities and services. The proposed use is not expected to require any potable drinking water and it will not generate any wastewater. The proposed use will be adequately served by the extension of Mayfair Crown Drive. The Commuter Lot will not open until after the completion of the 7/690 interchange project, which will ensure that most of the traffic associated with the Commuter Lot will approach the lot from N. 21st Street and onto the Mayfair Crown Drive extension.

10. 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.

This consideration is not applicable as there are no existing, on-site, buildings on the property associated with Special Use Permit 20-01.

11. Whether the proposed special use contributes to the economic development needs of the town.

The proposed commuter lot will facilitate economic development as many commuters will likely travel through the town of Purcellville every day to access the commuter parking lot, particularly during the morning and evening hours when local businesses will be open to provide them goods and services (i.e., gasoline, food/groceries etc.). Similarly, visitors to the town of Purcellville will have the ability to find additional, long-term, parking for community events and activities that facilitate/incentivize their attendance. In doing so, it can help increase local businesses sales through good and services sold to tourists. Local employers, with limited or no on-site parking for their employees, will also benefit by having the opportunity to create vanpools to and from the commuter parking lot to enable their employees to access long-term parking during business hours.

Under Recommendation No. 1 contained in the “Services and Facilities” Section of the 2030 Comprehensive Plan, it recommends that Town should, *“Coordinate with Loudoun County on county facilities which serve the Town, including schools and parks that are located both within and outside of the corporate limits.”* The commuter parking lot helps realize this recommendation while also promoting economic development for the Town.

12. Whether adequate on and off-site infrastructure is available.

Other than potentially requiring fire hydrants for public safety, as may be determined by the Fire Marshal at the time of site plan, the proposed commuter lot does not proposed any activities that require water consumption. Adequate fire protection is anticipated, although a water model will need to be run during the site plan approval stage to confirm this. Also during the site plan

approval stage, the applicant will need to request a water main extension permit from the Virginia Department of Health.

13. Whether the proposed special use illustrates sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and schools.

The application area borders Hillsboro Road and Route 7. These roads are classified as a major collector and an arterial roadway, respectively. Pursuant to the Conditions of Approval, during construction, all construction related vehicles, including personal vehicles, are required to access the site from Hillsboro Road and avoid the adjacent neighborhoods altogether.

ADDITIONAL CONSIDERATIONS FOR THE COMMUTER PARKING LOT PROJECT

Proposed Vehicular Access and Public Paths of Travel

Mayfair Crown Drive, sometimes formerly referred to as the “future Fields Farm Road”, is to be extended and will traverse the property, from the existing temporary turn-around in the Mayfair development, to Hillsboro Road (Route 690) near the Route 7 interchange. The review and approval of the design and construction of this road project is independent of the rezoning, special use permits and commission permits applications. The extension of Mayfair Crown Drive is projected to be completed and operational in the 2023-2024 timeframe.

Mayfair Crown Drive is to be a local collector road, with all other roadways in the project, as well as development from as far away as Purcellville Road (Route 611), feeding into it. There is an existing school access road which currently consists of a single-lane paved road terminating in an open field. It is to be extended to Mayfair Crown Drive, and widened to a two lane public road, providing a second point of access to the schools.

Public paths of travel will be created via the trails along Mayfair Crown Drive and the School Access Road.

Grading and Drainage

The design of the development will maintain the predominant existing stormwater drainage patterns. The overall site is generally flat, with a slight slope from north to south. Drainage from the adjacent portion of the property containing the recreation fields will be accommodated primarily via overland conveyance. Drainage for the more concentrated conditions of impervious surfaces within the park and ride lot will include underground storm sewer pipes/culverts. Subject to final engineering, potentially two storm water management ponds may be utilized to manage drainage for the park and ride facilities. Stormwater mitigation will be provided in accordance with the Town of Purcellville, Loudoun County, and Virginia State Stormwater Standards that are effective at the time of permitting.

Proposed Lighting Associated with the Project

The proposed Park and Ride Commuter Parking Facility is to be illuminated by 28 pole mounted light fixtures. The lighting shall comply with Article 6, Section 9 of the Zoning Ordinance, including such features as pole height and dark sky provisions.

Proposed Fencing

Fencing for the proposed Park and Ride Commuter Parking Facility is not specifically required by the Town land use regulations. The applicant has not proposed any fencing in association with the Park and Ride Commuter Parking Facility special use permit. Staff believes the two storm water management facilities associated with the commuter lot be enclosed with six-foot high chain-link safety fencing with black vinyl coating. Staff has included this recommendation as a condition of approval.

Proposed Parking Lot Landscaping and Buffering for the Project.

Pursuant to Article 6 of the Purcellville Zoning Ordinance, parking lot landscaping will be required. However, this provision does not have to be considered at this time, as it will be administered later through the site plan process. Article 7 addresses perimeter landscape buffering, and no such buffers are required in this situation.

Staff recommends approval of this proposed Special Use Permit 20-01, with conditions.

SUP20-02 - Fields Farm Recreational Sport Fields

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.

Pursuant to Article 8, Section 1.4 (D) of the Purcellville Zoning Ordinance, the following 13 issues are to be considered in the review of a Special Use Permit Application. These considerations and their justifications are as follows:

1. Whether the proposed application is consistent with the comprehensive plan.

With the Town's approval to rezone of the applicant's property from "X" (Transitional) to "IP" (Institutional and Public Use) under Rezoning 20-01, the new zoning classification will align with Purcellville's 2030 Comprehensive Plan land-use designation of "Institutional & Government" for the property. The zoning classification permits public recreational facilities in the "IP" (Institutional and Public Use) Zone, subject to the approval of a Special Use Permit. As detailed on Page 58 (Section "A") of Purcellville's 2030 Comprehensive Plan, "*Typical uses* [envisioned under the Institutional and Government Comprehensive Plan land-use designation] *include government buildings, schools, colleges, public facilities, community centers, religious organizations, libraries, museums, and other public uses.*" A public or government building, facility or use is defined in the Purcellville Zoning Code as "*Any facility owned or operated by a public utility or an agency of local, regional, state or federal government and not otherwise defined within this article.*" Therefore, with the approval of Rezoning 20-01 and Special Use Permit 20-02, the applicant's project will be in consistent the Town's 2030 Comprehensive Plan for the property.

It should also be noted that the Comprehensive Plan envisions the application of shared use public parking lots within the Institutional and Government land-use designation (see Section “E” on Page 58 of the Comprehensive Plan). In this case, the commuter parking lot will share its 250 parking spaces with the recreational sport fields. This will not impact the parking demand on either the commuter parking lot or the recreational sport fields as the anticipated peak parking demand for each use is expected to occur during the other’s off-peak hours. For example, the commuter parking lot will likely have a peak parking demand during morning hours when the recreational sport fields are unlikely to be used. Conversely, the commuter lot will unlikely be used when parking for the recreational sport fields are in greatest demand during the evening and weekends. As approved by the Zoning Administrator, a total of 500 parking spaces will be made available for the recreational sport fields, as outlined in the approved parking study dated March 8, 2022.

2. Whether the proposed special use at the specified location will contribute to or promote the welfare and convenience of the public.

The recreational sport fields will provide outdoor, public, recreational facilities to support Town residents, particularly those living to the north of Route 7, as none currently exist in the immediate area. In doing so, it will promote the health of community residents by enabling them convenient access to sport fields for exercise. It will also be a source of entertainment for residents to engage in sporting events and activities. The project is consistent with Section 1 (“Services and Facilities”) of the Town’s 2030 Comprehensive Plan which recommends that the Town, *“Coordinate with Loudoun County on county facilities which serve the Town, including schools and parks that are located both within and outside the corporate limits.”*

3. Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.

The recreational sport fields will contain two baseball diamonds and one softball field to the south of the Mayfair Crown Drive road extension. These recreational sport fields will abut the proposed commuter parking lot (under SUP 20-01) to the east and the existing Mayfair Industrial Park to the west. To the north of the Mayfair Crown extension, there will be a total of five soccer fields. These fields will abut Woodgrove High School to the north and the existing Mayfair Housing Tract to the east. Immediately to the south will be existing Loudoun RV and Boat Storage Company and a vacant, five-acre parcel, that is reserved for a future public use for the town of Purcellville. Vehicular parking will be incorporated adjacent to all the sport fields.

As presented on the applicant’s plans, there will be a continuous 20-foot wide landscape buffer running north to south along the applicant’s entire eastern property line to visually separate the recreational sport fields from all of the adjacent residential and non-residential property owners to the east of the project. In addition, *“Prop. Safety Fencing”* is illustrated in

a north-south direction along the entire eastern property line to create a physical barrier between the sport fields and all adjacent residential and industrial property owners to the east (see Sheet 7 of 11 for SUP 20-02). However, staff has been informed by the project engineer (J2 Engineers, Inc.) that this is an error on the plans. The plans should be corrected to identify that there is no (new) proposed perimeter fencing with the project as an existing wire "farm" fence exists and will be re-used with the project. However, staff believes a condition of approval should be added to the project requiring the entire wire fence along the eastern property line of the project to be removed and replaced within a new five-foot high chain-link fence. In staff's opinion, the existing wire fence is not in good condition. In addition, it contains barbed wire which could injure users of the recreational sport fields. The new fencing will also create a better barrier to ensure that users of the sport fields do not park in the Mayfair residential and industrial subdivisions and cut through to the project site.

The applicant's photometric (lighting) plan for the sport fields illustrate that there will be no light bleed onto any of the adjacent properties around the project. All on-site lighting will cease at 11:00 p.m. daily, according to the applicant's plans. In addition, no light poles on the property will exceed 80-foot high and will be designed with downward directed lights fixtures (luminaires). A condition of approval for the project will require the applicant to comply with all provisions of Article 6, Section 9 (Lighting requirements) in the Purcellville Zoning Ordinance prior to the issuance of a zoning permit for the final project design.

While a noise study has not been provided by the applicant for the sport fields at this time, a condition of approval is recommended that such a study be provided during the site plan review process to mitigate noise upon the adjacent residential properties to ensure it does not adversely impact their interior and exterior living environment.

Given the project design and the ability to ensure that noise and lighting levels will be mitigated upon the adjacent properties, through the adoption of conditions of approval, the applicant's project will be compatible with its surrounding environment.

4. 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.

Although as noise study has not been prepared for the applicant's project, under SUP 20-02, potential noise impacts upon the surrounding properties, particularly within the Mayfair Subdivision, can be evaluated and mitigated to a less than significant level during site plan review of the project. To accomplish this, a condition of approval for SUP 20-02 will require the applicant to submit a noise study from an acoustical engineer to the Zoning Administrator, for review and approval, to ensure that all cumulative noise sources emanating from the recreational sport fields will not be adversely audible and discernable from within any habitable building or structure when the doors and windows are closed.

With respect to odor emissions, carbon monoxide will be released within the parking lots of the sport fields from gasoline and diesel powered vehicles that access and use the commuter

parking lot. However, the parking spaces within the commuter lot are generally located substantial distances away from any human gather places (i.e., sport bleachers, concession stands, bus terminal, single-family homes, etc.). All vehicular emissions that do occur will rapidly dissipate in the open air as the commuter parking lot is not located within a structure.

5. 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.

No environmental studies under the National Environmental Protection Act (“NEPA”) were conducted within the project area for the recreational sport fields as there is no federal funding or permits associated with this project. Nevertheless, the applicant’s NEPA Categorical Exclusion (“CE”) findings for the proposed commuter parking lot (under SUP 20-01) can be helpful to reasonably consider and evaluate the potential environmental impacts associated with the proposed recreational sport fields. It is particularly relevant given the proximity of the sport fields to the commuter parking lot development and the same environmental setting and conditions as the commuter lot.

The project site appears to be generally flat with a variety of common plant and tree species on and surrounding the property, similar to the commuter parking lot project site. While there will be grading associated with the development of the recreational sport fields, no unique topographical features were identified as being associated with the site. In addition, there are no documented streams, rivers, or wetlands present on-site or in its environs. Therefore, no apparent conflicts are known between the project and the Town’s 2030 Comprehensive Plan recommendations for Environmental Resources. As of this writing, staff is not aware of any archeological sites associated with the project site. However, staff has reached out to the Virginia Department of Historic Resources for confirmation.

6. Whether the proposed special use will impact existing water quality or air quality.

The Public Recreation Facility is not expected to negatively impact air quality. Impacts to water quality will be mitigated through the construction of proposed Stormwater Facilities as shown on the Special Use Permit Plan. As shown on the Special Use Permit plan, the applicant proposes the construction of Stormwater Management Facilities to mitigate impacts to water quality. It is expected that the Stormwater Management Facilities will be owned and maintained by Loudoun County.

7. Whether the traffic generated by the proposed use will be adequately and safely served by roads, pedestrian connections, and other transportation services.

The Public Recreation Facility will be adequately and safely served with public transportation service. With the exception of the intersection of N. 21st Street and Hirst Road, the Traffic Impact Study (TIS) prepared by Gorove Slade and dated February 12, 2021, indicates that the traffic generated by the proposed use will be adequately and safely served by existing and future roadways, including pedestrian connections. The Traffic Analysis dated February 12, 2021,

indicates that a traffic signal is recommended at the intersection of N. 21st Street and Hirst Road since the Level of Service (LOS) drops to “F” in the PM peak hour.

8. 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.

The proposed Special Permit Use will not negatively impact the orderly and safe road development and transportation in accordance with *Town of Purcellville 2030 Comprehensive Plan*. The proposed Special Permit Use will not negatively impact the orderly and safe road development and transportation in accordance with *Town of Purcellville 2030 Comprehensive Plan*. With the exception of the intersection of N. 21st Street and Hirst Road, the Traffic Impact Study (TIS) prepared by Gorove Slade and dated February 12, 2021, indicates that the traffic generated by the proposed use will be adequately and safely served by existing and future roadways, including pedestrian connections. The Traffic Analysis dated February 12, 2021, indicates that a traffic signal is recommended at the intersection of N. 21st Street and Hirst Road since the Level of Service (LOS) drops to “F” in the PM peak hour. There are no planned comprehensive road improvements within the subject property. As mitigation, staff is recommending a condition of approval requiring the installation of the traffic signal prior to the operation of the commuter park and ride parking lot.

9. Whether the proposed use will be served adequately by essential public facilities and services.

Staff has requested estimated water usages, for the restrooms, concessions and irrigation for the fields as needed. The applicant has stated that the proposed Use is expected to require minimal water demands, which will be needed for the restrooms as well as for concessions. However Staff has not received the information to confirm this statement. The Applicant has also agreed via a Condition of Approval, to nullify and replace the existing water and sewer agreement that applies to the subject property. The proposed Use will be adequately served by the extension of Mayfair Crown Drive.

10. 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.

This consideration is not applicable as there are no existing, on-site, buildings on the property associated with Special Use Permit 20-02.

11. Whether the proposed special use contributes to the economic development needs of the town.

The proposed recreational sport fields will facilitate economic development as many residents, visitors and tourists will likely travel through the town of Purcellville to access the sport fields in the evening and weekends. In turn, this will create new opportunities to help

support local businesses as they will be open to offer goods and services (i.e., gasoline, food/groceries etc.) to those traveling to and from the sport fields. Recommendation No. 2 within the “Economic Development” Section of the 2030 Comprehensive Plan encourages the Town to, *“Continue supporting businesses and infrastructure that attract tourism.”*

It should also be pointed out that under Recommendation No. 1 in the “Services and Facilities” Section of the 2030 Comprehensive Plan it states that that Town should, *“Coordinate with Loudoun County on county facilities which serve the Town, including schools and parks that are located both within and outside of the corporate limits.”* The recreational sport fields help realize this recommendation while also promoting economic development for the Town through sport activities. It also enables the Town to *“Partner with...the County to jointly market western Loudoun County as a tourist designation,”* as identified in Section 16 (“Economic Development”) of the Comprehensive Plan.

12. Whether adequate on and off-site infrastructure is available.

There are existing public water and sewer services within the application area. Adequate fire protection is expected, although a water model will need to be run during the site plan approval stage to confirm this. Also during the site plan approval stage, if a water main extension is shown on the plans, the applicant will need to request a water main extension permit from the Virginia Department of Health.

The Town has requested additional information regarding the anticipated water usage; we have not received this information to confirm the expected daily usage. Under the existing Water and Sewer Agreement for this property, the usage is limited to 5,000 GPD.

The applicant, through a Condition of Approval, has agreed to replace the existing water and sewer agreement with the Town.

13. Whether the proposed special use illustrates sufficient measure to mitigate the impact of construction traffic on existing neighborhoods and schools.

The application area borders Hillsboro Road and Route 7. These roads are classified as a major collector and an arterial roadway, respectively. Pursuant to the Conditions of Approval, construction and personal vehicles are requested to utilize these roads to access the site and avoid the adjacent neighborhoods altogether.

ADDITIONAL CONSIDERATIONS FOR THE ATHLETIC FIELDS

Proposed Vehicular Access and Public Paths of Travel

Mayfair Crown Drive, formerly known as the “future Fields Farm Road,” is to be extended and will traverse the property, from the existing temporary turn-around in the Mayfair development, to Hillsboro Road (Route 690) near the Route 7 interchange. The review and approval of the design and construction of this road project is independent of the rezoning, special use permits and

commission permits applications. The extension of Mayfair Crown Drive is projected to be completed and operational in the 2023-2024 timeframe.

Mayfair Crown Drive is to be a local collector road, with all other roadways in the project, as well as development from as far away as Purcellville Road (Route 611), feeding into it. There is an existing school access road which currently consists of a single-lane paved road terminating in an open field. It is to be extended to Mayfair Crown Drive, and widened to a two lane public road, providing a second point of access to the schools.

Public paths of travel will be created via the trails along Mayfair Crown Drive and the School Access Road.

Grading and Drainage

The design of the development will maintain the predominant existing stormwater drainage patterns. The overall site is generally flat, with a slight slope from north to south. Drainage from the portion of the property containing the recreation fields will be accommodated primarily via overland conveyance, with road and trail crossing culverts. A storm water management ponds is being designed for an area south of the Mayfair Crown Drive extension, and east of the baseball diamonds. Stormwater mitigation will be provided in accordance with the Town of Purcellville, Loudoun County, and Virginia State Stormwater Standards that are effective at the time of permitting.

Proposed Lighting Associated with the Project

The proposed recreation fields and associated parking are to be illuminated by 29 pole mounted light fixtures, of a maximum mounting height of 80 feet. As stated within the application lighting narrative, “a remote control system will monitor system usage and the lights will cease at 11:00 PM”. The recreation field lighting will be controlled by Loudoun County Parks, Recreation and Community Services (PRCS). The lighting shall comply with Article 6, Section 9 of the Zoning Ordinance, including such features as pole height and dark sky provisions.

Proposed Fencing

Fencing for the proposed Fields Farm Park is not specifically required by the Town land use regulations. The applicant has proposed chain link fencing throughout the baseball diamond facilities, primarily delineating these playing fields. The storm water management facility located immediately north east of the baseball diamond triplex is also shown fenced. As discussed above (under issues for consideration), staff also believes that a continuous (new) five-foot high chain-link fence should be installed along the entire eastern property line of the project to delineate the recreational sport fields from the adjoining residential and industrial property owners to the east of the project. This will prevent/discourage pedestrians from potentially parking in and cutting through these developments to access the recreational sport fields. A condition of approval has therefore been added to address this issue.

Proposed Parking Lot Landscaping and Buffering for the Project.

Pursuant to Article 6 of the Purcellville Zoning Ordinance, parking lot landscaping will be required. However, this provision does not have to be considered at this time, as it will be administered later through the site plan approval process.

Article 7 addresses perimeter landscape buffering, and it requires a twenty-foot wide opaque screen buffer adjacent to the residential properties to the east of the park land. There may be existing vegetation in this vicinity which can be preserved for this purpose. However, this provision does not have to be considered at this time, as it will be administered later through the normal site plan review and approval process.

Staff recommends approval of Special Use Permit 20-02, with conditions.

COMMISSION PERMITS (two applications)

The purpose of the commission permit is to provide for those public uses, public structures, public utilities, or public service uses upon which the planning commission is required to report following adoption of the comprehensive plan (Code of Virginia, § 15.2-2232, as amended, and Purcellville Zoning Ordinance Article 8). Purcellville Zoning Ordinance Article 8, Section 2.1 states:

“A commission permit shall be approved only if it is found that the general location or approximate location, character, and extent thereof of the proposed public use, public structure, public utility or public service use is substantially in accordance with the adopted comprehensive plan or part thereof as determined by the local commission.”

CP20-01 Park & Ride Commuter Parking Facility

The Plan Purcellville 2030 Comprehensive Plan, within the future land use plan, designates the subject area as “institutional and government”. The Zoning Map Amendment from the current X, Transitional Zoning District to IP, Institutional and Public Use Zoning District is a response to the proposed land uses. The proposed public land use, that being a park & ride commuter parking facility, at the proposed location, is entirely in conformance with the adopted Comprehensive Plan and is in compliance with the Town Zoning Ordinance Article 8, Section 2.

Staff recommends approval of Commission Permit 20-01.

CP20-02 Fields Farm Recreational Park

The Plan Purcellville 2030 Comprehensive Plan, within the future land use plan, designates the subject area as “institutional and government”. It does not designate this area as “parks and open space”. The Zoning Map Amendment from the current X, Transitional Zoning District to IP, Institutional and Public Use Zoning District is a response to the proposed land uses. The proposed public land use, which is a recreational park, at the proposed location, is in general conformance with the adopted Comprehensive Plan and is in compliance with the Town Zoning Ordinance Article 8, Section 2.

Staff recommends approval of Commission Permit 20-01.

ATTACHMENTS

1. SUP 20-01 (Park and Ride Commuter Parking Lot) Staff Proposed Draft Conditions of Approval – forthcoming.
2. SUP 20-02 (Recreational Sport Fields) Staff Proposed Draft Conditions of Approval – forthcoming
3. SUP 20-01 (Park and Ride Commuter Parking Lot) Applicant’s Suggested Conditions of Approval for dated June 14, 2022 – previously distributed.
4. SUP 20-01 (Park and Ride Commuter Parking Lot) Applicant’s Suggested Findings for Approval for dated June 14, 2022 – previously distributed.
5. SUP 20-02 (Recreational Sport Fields) Applicant’s Suggested Conditions of Approval for dated June 14, 2022 – previously distributed.
6. SUP 20-02 (Recreational Sport Fields) Applicant’s Findings for Approval for SUP 20-02 (Recreational Sport Fields) dated June 14, 2022 – previously distributed.
7. RZ20-01 (Fields Farm Projects) Rezoning/Concept Development Plan, prepared by J2 Engineers, Inc. dated June 14, 2022 – previously distributed..
8. SUP 20-01 (Park and Ride Commuter Parking Lot) – Special Use Permit Plan & Commission Permit Application, prepared by J2 Engineers, Inc. dated June 14, 2022– previously distributed.
9. SUP 20-02 (Recreational Sport Fields) – Special Use Permit Plan & Commission Permit Application, prepared by J2 Engineers, Inc. dated June 14, 2022 – previously distributed.
10. RZ20-01, SUP20-01 & SUP 20-02 (Fields Farm Projects) Applicant’s Statement of Justification – previously distributed.
11. RZ20-01 (Fields Farm Projects) Traffic Impact Study, prepared by Gorove Slade, dated February 12, 2021 – previously distributed.