

## **Responses to Comments and Questions Regarding the Proposed Western Loudoun Park and Ride and Fields Farm Park**

The Town of Purcellville (Town) staff forwarded comments and questions from the Town's Planning Commissioners and citizens in reference to the proposed Western Loudoun Park and Ride (Park and Ride) and Fields Farm Park (Park) being developed by Loudoun County (County). The Department of Transportation and Capital Infrastructure (DTCI) is the lead County department for developing these facilities and we understand the importance of receiving this feedback. In the summer 2020, DTCl submitted rezoning and Special Use Permit (SUP) applications to the Town outlining the proposed Park and Ride and Park uses. Since many of the comments and questions had similar themes relating to the impacts of the Park and Ride and Park on traffic, pedestrian safety, and lighting as well as the general purpose and needs of the facilities, DTCl prepared consolidated responses about both projects. Please see the responses to comments and questions below.

It is our understanding that the intent of the Town's rezoning and SUP processes is to look at proposed uses to ensure their elements are consistent with Town zoning and other ordinances. DTCl continues to follow the Town's rezoning requirements by filing these applications and providing the requested information outlined in the Zoning Ordinance for Town staff to review.

### **Parking and Pedestrian Safety**

The County plans to extend Mayfair Crown Road to the west to provide access to the proposed Park and Ride and Park. The issues raised by the commissioners and citizens' concerns were about parking and pedestrian safety along existing Mayfair Crown Road. Mayfair Crown Road is owned and maintained by the Town, so the existing parking and pedestrian safety concerns should be addressed by the Town.

The design plans for the roadway extension construction were approved by the County on December 19, 2019. DTCl is currently acquiring right-of-way and easements needed for construction. After construction is completed, Mayfair Crown Road will continue to be owned and maintained by the Town. The Town will need to determine if any changes to traffic operations are required for existing Mayfair Crown Road after the extension is complete. To receive capital funding, the County has a process in place by which the Town can request funding to implement changes to existing Mayfair Crown Road.

### **General Plan and Capital Needs Assessment**

In response to comments and questions about why the Park is needed, the County's General Plan requires the development of a ten-year Capital Needs Assessment (CNA) every two years.

The 2021-2030 [CNA](#) calls for:

Two (2) Community Parks  
One (1) Neighborhood Park  
One (1) Recreation Center

The Park is identified in the CNA for Fiscal Year (FY) 2021 as a community park on page 7 in the Route 7 West Planning Subarea section. Amenities may include athletic field lighting, fencing, utilities, parking, access from a public road, landscaping, public restrooms, concessions, groundwater wells, irrigation, staff offices, meeting rooms, storage, scorekeeper and umpire areas, maintenance facilities, picnic pavilions, and bleachers.

In response to comments and questions about why the Park and Ride is needed, the County has successfully operated a park and ride lot within Purcellville for more than 15 years. Prior to the pandemic, an average of 145 vehicles parked in the leased Purcellville park and ride lot on a daily basis. Users included citizens riding transit buses into Arlington, Washington D.C., and the Wiehle-Reston East Metrorail station. Additionally, there were several citizens who used the lot for carpooling and vanpooling. Currently, the lot is averaging 40 vehicles parking daily and DTCl staff anticipates that number will steadily increase when Metrorail's Silver Line begins operating later this year. The leased park and ride lot will be developed as another use in upcoming years and a permanent replacement park and ride lot is needed.

### **Features of Fields Farm Park**

For specific features of the proposed park, please review the following information regarding park lighting, public address (PA) systems, water and sewer demand, field turf, parking, and construction and design standards below:

- The proposed lighting will be energy efficient LED fixtures that utilize the latest LED technology. LED lights are unidirectional and have reduced glare as compared to filament and gas-based lights. The lighting will be shielded and aimed downward and inward towards the athletic fields to minimize glare and light trespass. A Photometric Plan is included in the SUP documents and shows that illumination at the property line will be 0.0 footcandles.
- The park will not use a PA system.
- Water and sewer demand is estimated on sheet 4 of the SUP. The demand will be updated at the time of detailed design and site plan submission. Additionally, a new Water and Sewer Agreement between the Board of Supervisors and the Town Council will be required for the project.
- The newly installed fields will be initially constructed with a natural grass surface, with the option to convert them to artificial turf in the future.
- A parking analysis was completed by the County's consultant, Gorove Slade, and was approved by Town of Purcellville staff on March 10, 2022. That parking analysis shows that the planned 500 spaces will be adequate for the proposed uses. The rate of parking is 62.5 spaces per field.

- Department of Parks, Recreation, and Community Services (PRCS) Construction and Design Standards ([Construction and Design Standards Manual - Revised 2014](#)) identifies lighting and parking standards used for the planning and design of these facilities.

## **Traffic Management**

Planning Commissioners and citizens wanted more information on how the traffic from the Park and Ride, Park, and new access road to Woodgrove High School will impact traffic on Mayfair Crown Drive. DTCL's traffic engineering consultant prepared the attached exhibit showing existing and projected peak hour traffic volumes on Mayfair Crown Drive (at the two-way link volumes location in blue) and the distribution of trips to and from the Park and Ride and Park.

## **Park and Ride Light and Noise Impact**

To address the comments and questions about the potential for light and noise impact from the Park and Ride lot, the parking lot lights proposed on the SUP plan consist of Evolve LED Roadway luminaires that are made by GE current, a Daintree company. The lighting is fully cut-off and shielded to direct light downward and to minimize glare. The updated photometric plan to measure light that was provided to the Town as part of the June 14, 2022, resubmission used a mounting height of 20' above grade. For more information, review sheet 6 of the SUP contains the photometric analysis and sheet 7 includes the lighting details.

The proposed entrance and exit for the commuter buses is located at the future extension of Mayfair Crown Drive. The entrance and exit are separated by approximately 300'. With the exit being the eastern access point. The exit is approximately 1000' from the exiting Mayfair Crown Drive cul-de-sac.

In summary, the County further clarified the Park and Ride and Park projects' impact on the Town based on the Commissioners and citizens comments and questions.

**Traffic Volumes on Mayfair Crown Drive**

No.	Volume Layers	AM Commuter Peak (8:15 AM - 9:15 AM)	PM Commuter Peak (5:15 PM - 6:15 PM)
A.	Existing Volume	118	173
B.	Rerouting due to Woodgrove HS Access Road	135	95
C.	Rerouting due to Fields Farm Park Road Extension	-60	-90
D.	Rerouting due to Route 7/Route 690 Interchange	14	67
E.	Mayfair Industrial Background Development	61	43
F.	Park and Ride Trips	1	6
G.	Athletic Field Trips	0	33
H.	Future Volumes (A + B + C + D + E + F + G)	269	327

**I. Site Trip Contribution (F + G) / H**

**0.4%** **11.9%**

Note 1: The volumes shown in the table above are consistent with the Traffic Impact Study dated February 12, 2021 submitted for the Western Loudoun Park and Ride application.  
 Note 2: The volumes shown in the table above are for the two-way link volumes on the section of Mayfair Crown Drive near the intersection with Purcellville Road - See Figure below

In the bolded rows F & G, the peak hour traffic volume changes due to these legislative applications are shown. Combined 1 trip is added in the AM Commuter peak and 39 trips are added in the PM Commuter Peak.  
 Row A shows the existing volume of traffic for AM and PM Commuter Peaks.  
 Rows B through E show projected changes to peak hour traffic for the various improvements in the area.

