



Date of Council Work Session: July 8, 2013

**TOWN OF LEESBURG  
TOWN COUNCIL WORK SESSION**

**Subject:** Downtown Improvements Project Update

**Staff Contact:** Scott E. Parker, AICP, Assistant Town Manager *SEP*

**Recommendation:** Policy direction to be provided by Council

**Issue:** Should Town Council recommend changes to the approved Downtown Improvement Project?

**Background:** At its work session meeting of June 23, 2013, the Town Council debated the issue of accommodating a passenger loading zone on King Street for the Lightfoot restaurant. They also discussed trees on Loudoun Street as part of the Downtown Improvements Project. In both cases, the Council requested more information.

**King Street**

On May 14, 2013, the Town Council directed staff to proceed with a design and construction effort on King Street. The design chosen was a reaffirmation of the original proposal from 2010 that widens sidewalks and adds street trees on King Street in various areas between Loudoun Street and Cornwall Street (attachment 1). Subsequent to the approval, a representative for the Lightfoot, as well as the owner, expressed significant concern for the loss of the passenger loading zone as approved with the King Street plan. The representatives of the restaurant told the Town Council repeatedly that they were only trying to retain what they had negotiated with the Town in 1999, when a passenger loading zone of approximately 44 feet in length (two parking spaces) was granted to the restaurant.

Staff had provided with the previous report a potential amendment to the design that would replace the widened sidewalk in front of the Lightfoot restaurant with an additional 65 to 75 feet of parking area that would return the passenger loading zone in front of the restaurant that was removed with the approved design (attachment 2). Town staff could incorporate this amendment into the design should the Town Council direct staff to do so.

However, at the Council meeting, the representative of the Lightfoot presented a hand drawn sketch that proposed a possible new design. Council directed staff to analyze this design, which in essence creates two areas of widened sidewalks instead of one, with the loading zone in between.

Staff does not endorse the Lightfoot proposal (attachment 3). This design, while helping the Lightfoot, would affect other property owners that have expectations of the approved plan. This alternative plan, while creating a wider sidewalk in front of the Lightfoot Bakery, eliminates the widened sidewalk in front of Shoes, which has endorsed the wider sidewalks. The other property

owner affected is the owner of the building where the Downtown Saloon is located. The original plan had created an expectation of parking in front of his building that will now be eliminated. In addition, this plan creates two areas of widened sidewalks which are inconsistent with the visual impact and appeal of the remainder of the project.

Since the Lightfoot owners stated that they were trying to preserve a condition that was already negotiated, staff has created a plan that preserves the existing condition of the passenger loading zone, does not affect other business and property owners who have an expectation from the approved plan, and maintains integrity of the design. This plan (attachment 4) provides a 44 foot passenger loading zone (as currently exists, comprising two parking spaces) at the south edge of the Lightfoot restaurant and in front of the Lightfoot Bakery. This plan is generally consistent with the plan shown to Council on June 23, referenced as version 2 (attachment 5).

The difference between the plans is that with version 2, staff had moved the widened sidewalk back 65 to 70 feet to accommodate Lightfoot. Since the existing passenger loading is only 44 feet long, we have modified the plan to add back approximately 25 feet of widened sidewalk. Should the Council approve the modification, staff feels this plan accomplishes the following:

- Accommodates the Lightfoot request for a 44 foot long passenger loading zone during the times of 5:00 pm to 7:00 am as currently exists.
- Does not affect other property owners through this modification.
- Keeps a consistency in the widened sidewalk to a point that makes sense and is visually viable

#### Loudoun Street Tree

As part of the discussion and direction regarding trees on Loudoun Street, staff has provided the following for the Council:

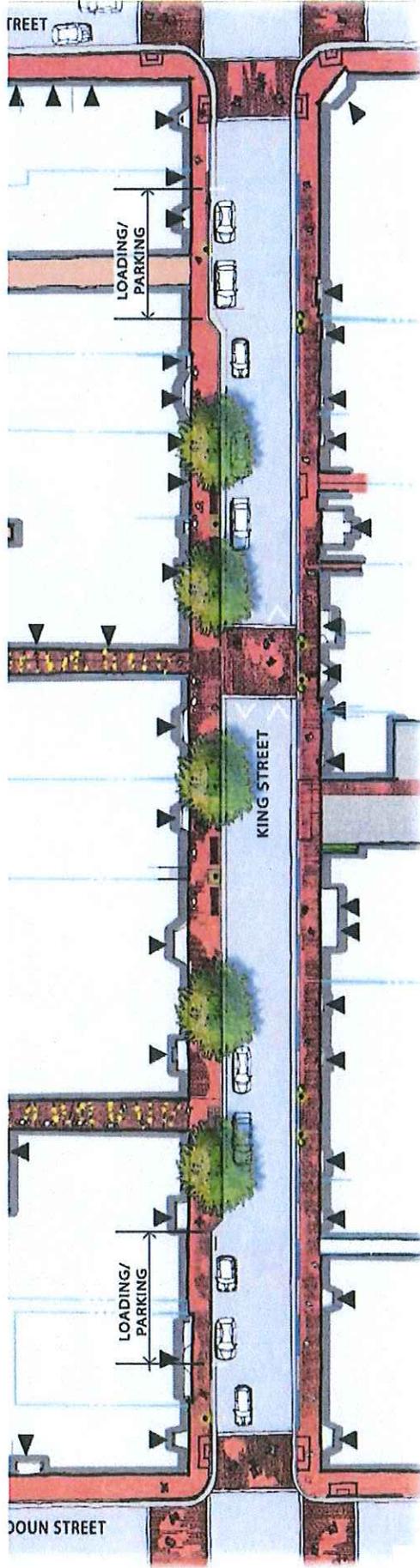
- Picture and specifications of proposed trees for the Downtown Improvement Program
- Planting details for the street trees
- Proposed maintenance schedule for the trees and plantings.

It should be noted that since the locations of the street trees are part of the Council approved design, and it would be up to the Town Council to amend the locations or remove the trees. Staff feels that the locations that have been chosen are the most appropriate locations for the trees given the myriad issues to be considered when considering locations.

#### Attachments:

1. Approved King Street design (Plan A)
2. Amendment to approved design presented to Council on June 23 (Plan A, version 2)
3. Amended design per Lightfoot (Plan A, version 3)
4. Amended plan per staff to replace existing passenger loading zone (Plan A, version 4)
5. Street tree information
6. Proposed maintenance program
7. Overall street tree locations for the Downtown Improvements Project

# Plan A



South King Street

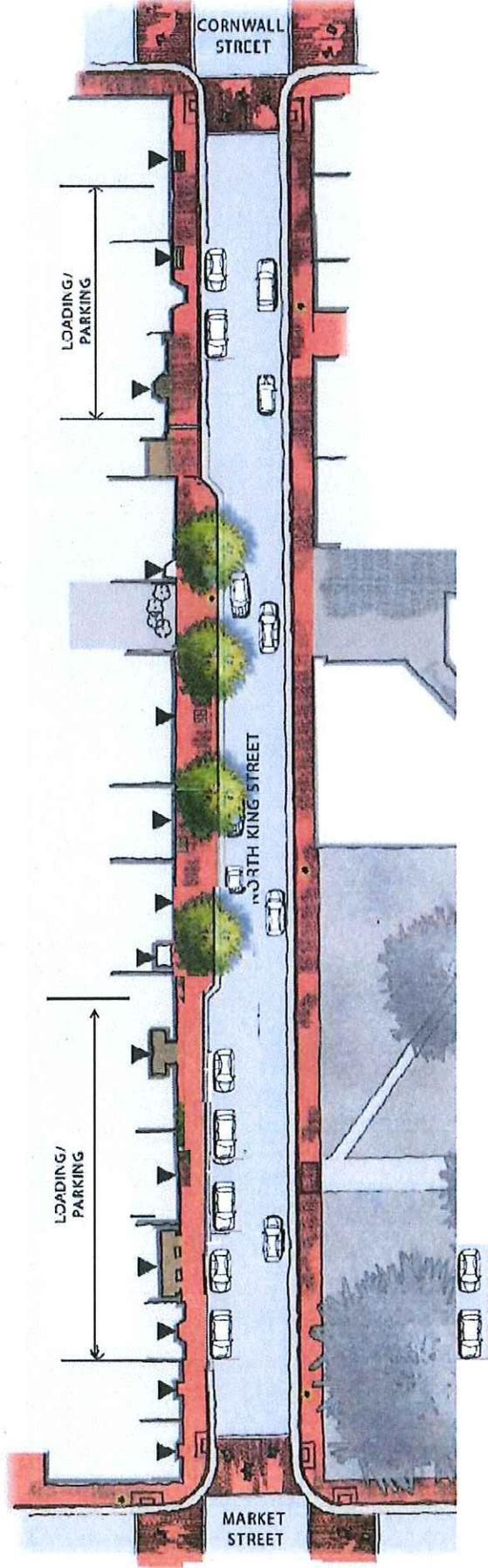
Loudoun Street to Market Street



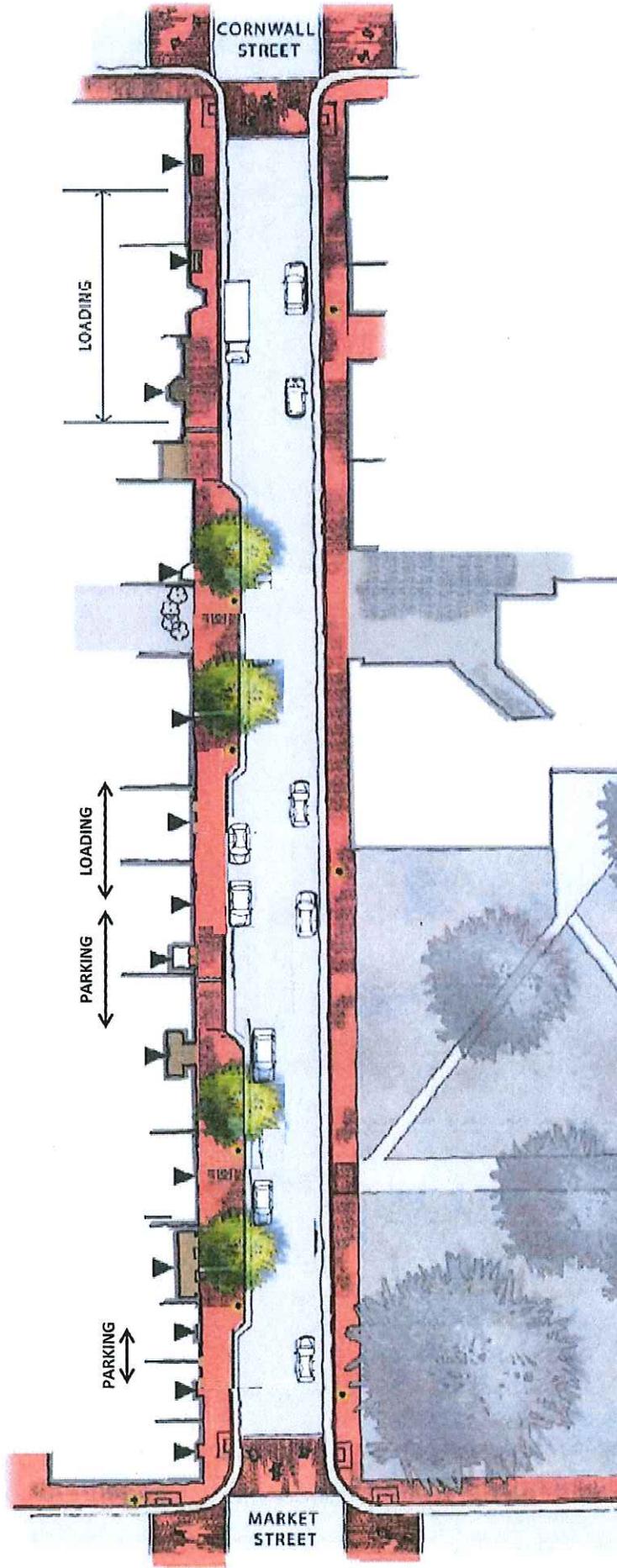
North King Street

Market Street to Cornwall Street

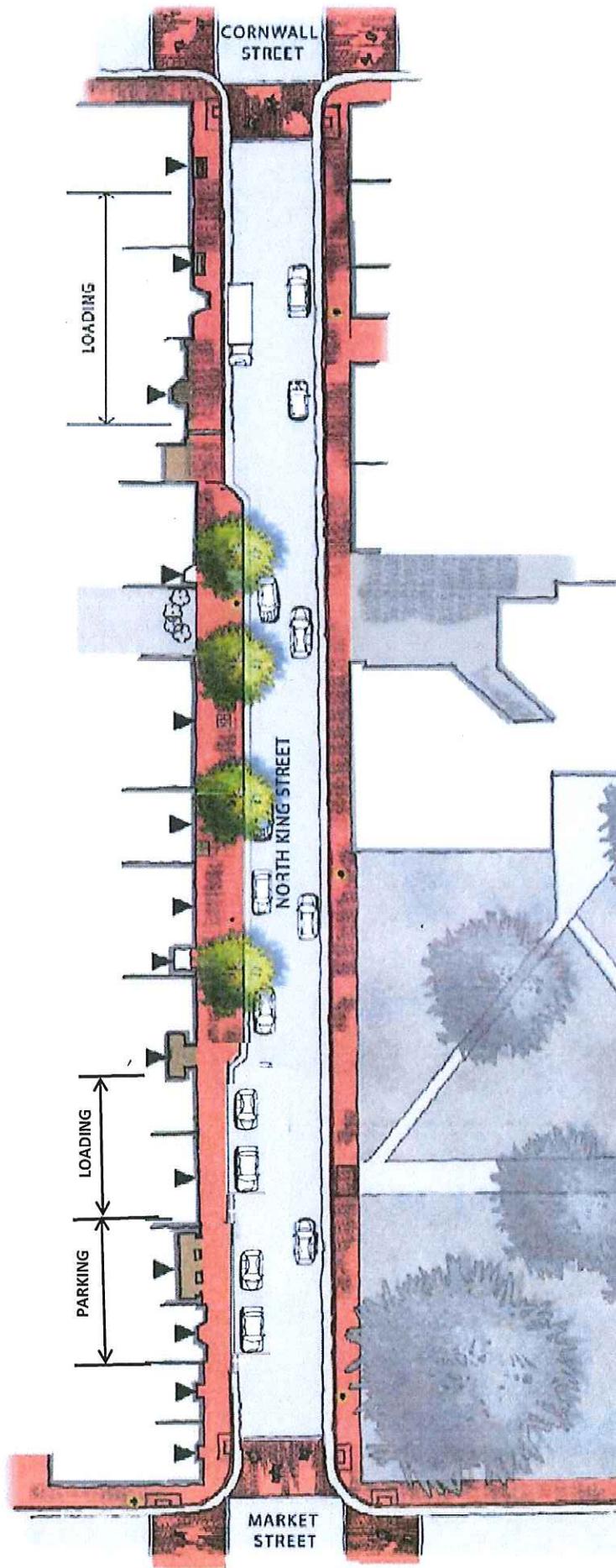
# Plan A (version 2)



# Plan A (version 3)



# Plan A (version 4)





ALTERNATE CONDITION

Canopy will be maintained to 1' below utility lines

Trees to be pruned to a minimum of 2' from building facades

7.5' minimum clearance above sidewalk

4' minimum

3' minimum

Trees to be pruned to within 2'-3' of curb



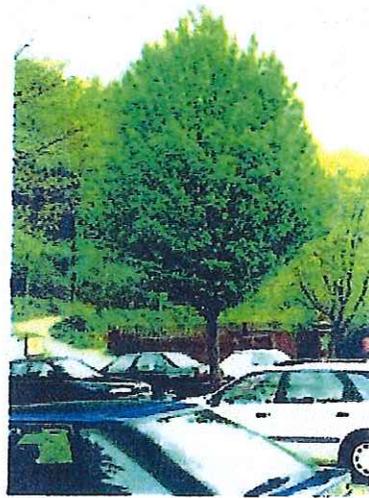
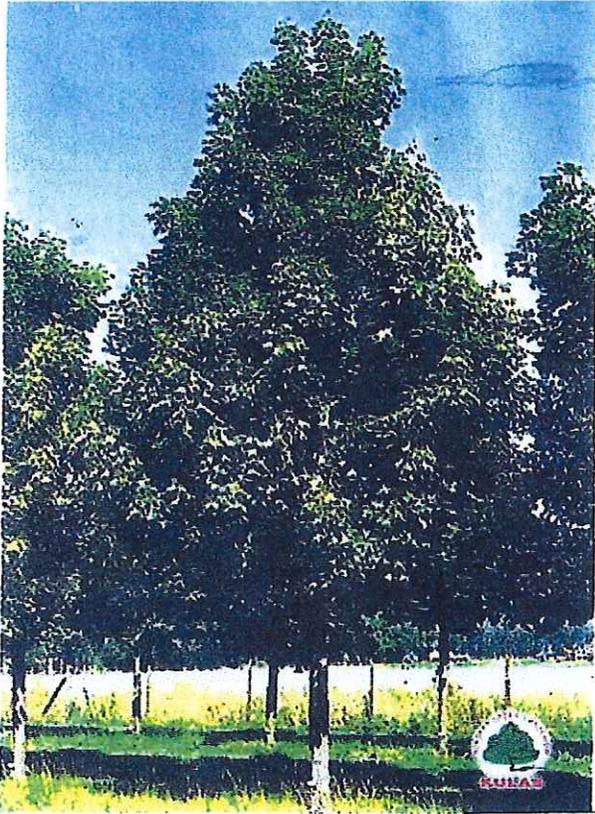


**"Franz Fontaine" European Hornbeam**

**Height: 20'-25' (Easily kept lower by pruning)**

**Spread: 6'-8'**

**Very adaptable to urban conditions**



**'Queen Elizabeth' Hedge maple**

**Height: 25'-30'**

**Spread: 20'-25'**

**Very adaptable to urban conditions**

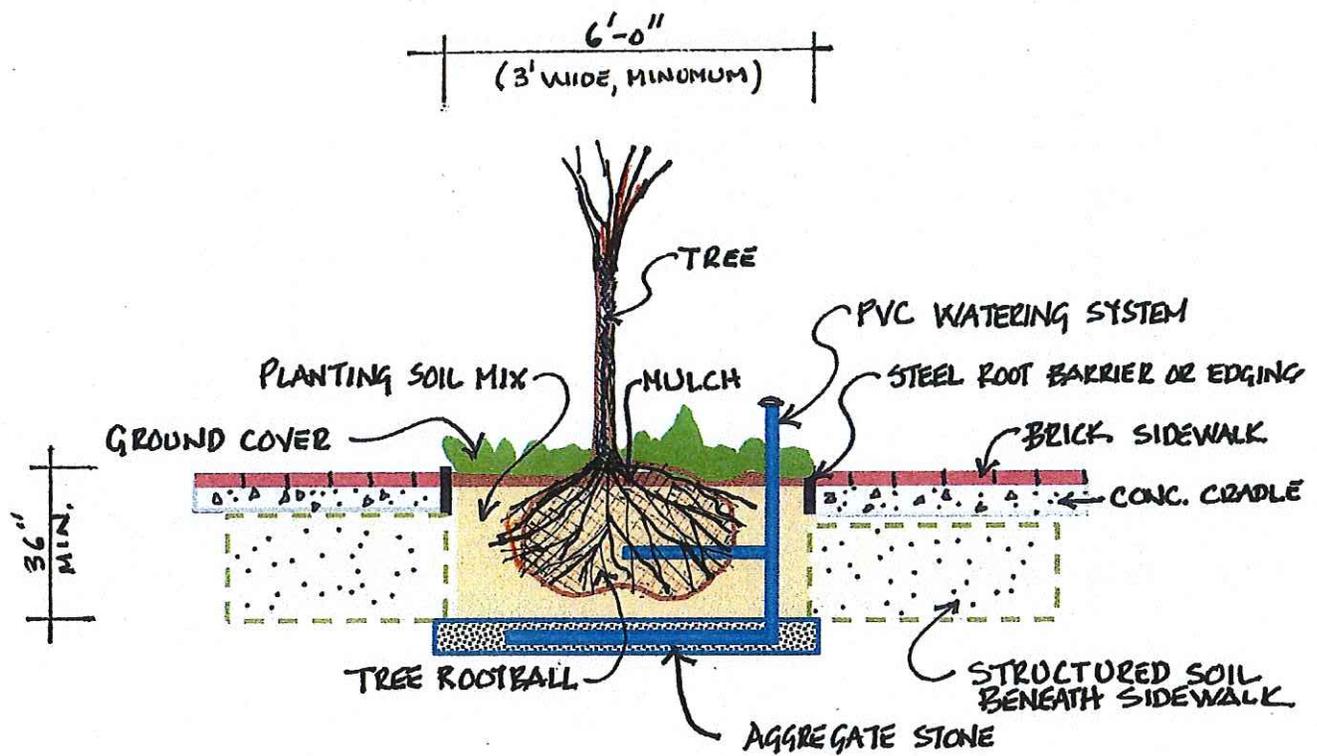


**Crape Myrtle (species TBD)**

**Height: 15'- 20'**

**Spread: 10'-20' easily pruned to desirable form and height.**

**Very adaptable to urban conditions.**



## Loudoun Street Tree Planting

### Root Space Enclosure Detail

NOT TO SCALE

# Leesburg Downtown Landscape and Beautification Amenities

Prepared: June, 2013

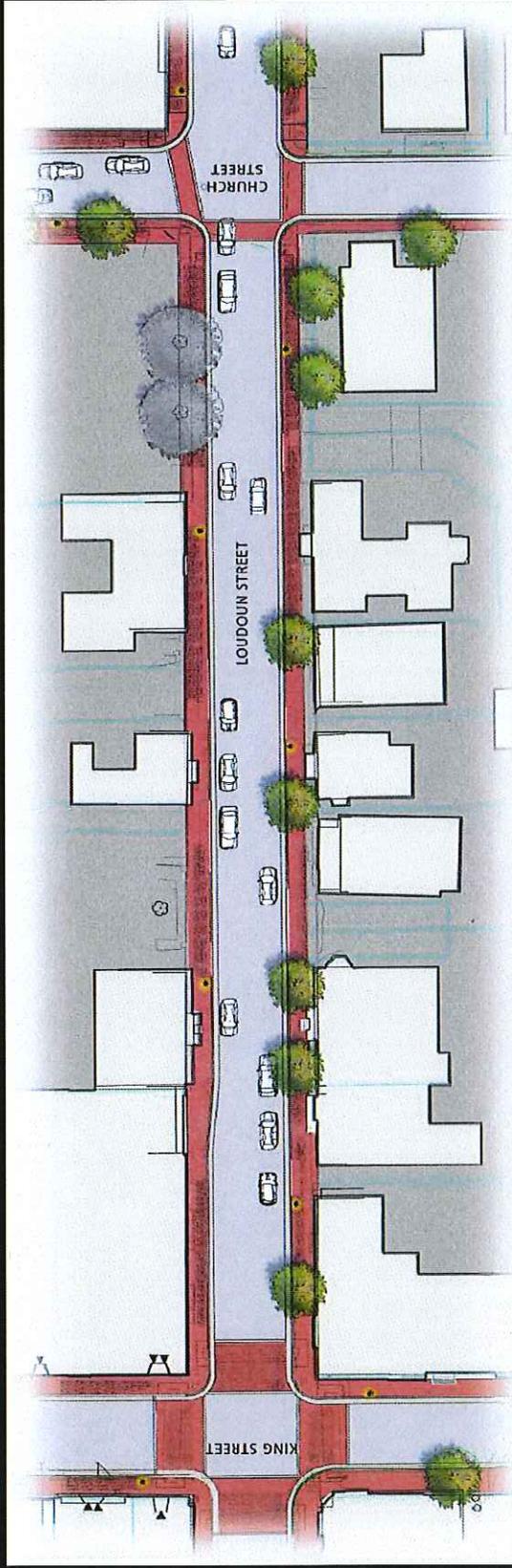
## Projected Annual Maintenance Tasks and Associated Costs

Task/ Feature	Watering	Pesticide and fertilizer application	Pruning	Miscellaneous
<u>Street Trees</u> 12-15 trees on E. Loudoun between King and Church streets, 2 Japanese maples on W. Loudoun, and trees on S. and N. King between Loudoun St. and Cornwall St.	Application of 1-2" of water per week during establishment period. Spot watering as necessary after establishment period. Planting panels are to be equipped with pvc pipe system for effective water application.	Weekly IPM surveillance. Application of minimum necessary pesticides as determined by licensed pesticide applicator. Fall deep root fertilization	Structure pruning once per year to maintain desired clearances and plant form. Other pruning as necessary to remove rogue branching, dead or damaged limbs, etc.	Monitoring for vandalism, unauthorized signage, etc. Damaged or distressed trees, and/or trees negatively impacting the access to, or appearance of, adjoining businesses or parking will be evaluated for possible removal or relocation.
<u>Hanging Floral Baskets</u> 35+/- Include existing basket locations utilized as of 2013	4 waterings per week x 2 hrs. per occurrence x 26 weeks =208 man hours per year	5 fungicide/ insecticide treatments per year x 2 people x 2 hours = 20 man hours per year	As needed-minimal	Spaying of weeds under baskets x 2 per year = 5 man hours
<u>Planting Containers.</u> 10 existing planters on S. King St. between Loudoun St. and Georgetown Park	4 waterings per week x .5 hrs per occurrence x 26 weeks = 52 man hours per year.	No pesticide applications	As needed-minimal	String trimming around bases of containers as needed.
<u>Shrubs and Groundcovers</u> Approximately 1000-1200 sq. ft. in panels around 12-15 street Trees and in the alley and East End Triangle beds.	Application of 1-2" of water per week during establishment period. Spot watering as necessary after establishment period. Planting panels are to be equipped with pvc pipe system for effective water application.	Weekly IPM surveillance. Application of minimum necessary pesticides as determined by licensed pesticide applicator. Fall deep root fertilization	Pruning on an as needed basis to maintain desired height and spread, clearances, and plant form. Other pruning as necessary to remove, dead or damaged foliage, etc.	Removal of trash from beds on a weekly basis or as needed. Application of 2-3" of shredded hardwood bark mulch 2 times per year and touch up as needed. Repair of bed edging as needed.

Current Maintenance: The floral baskets and planting containers are maintained by Parks and Recreation Dept. staff at a total annual labor and materials cost of \$7,000+/-

The addition of the street trees and associated ground cover panels, alley way beds, and East End Triangle feature will add an additional annual cost of \$4,800

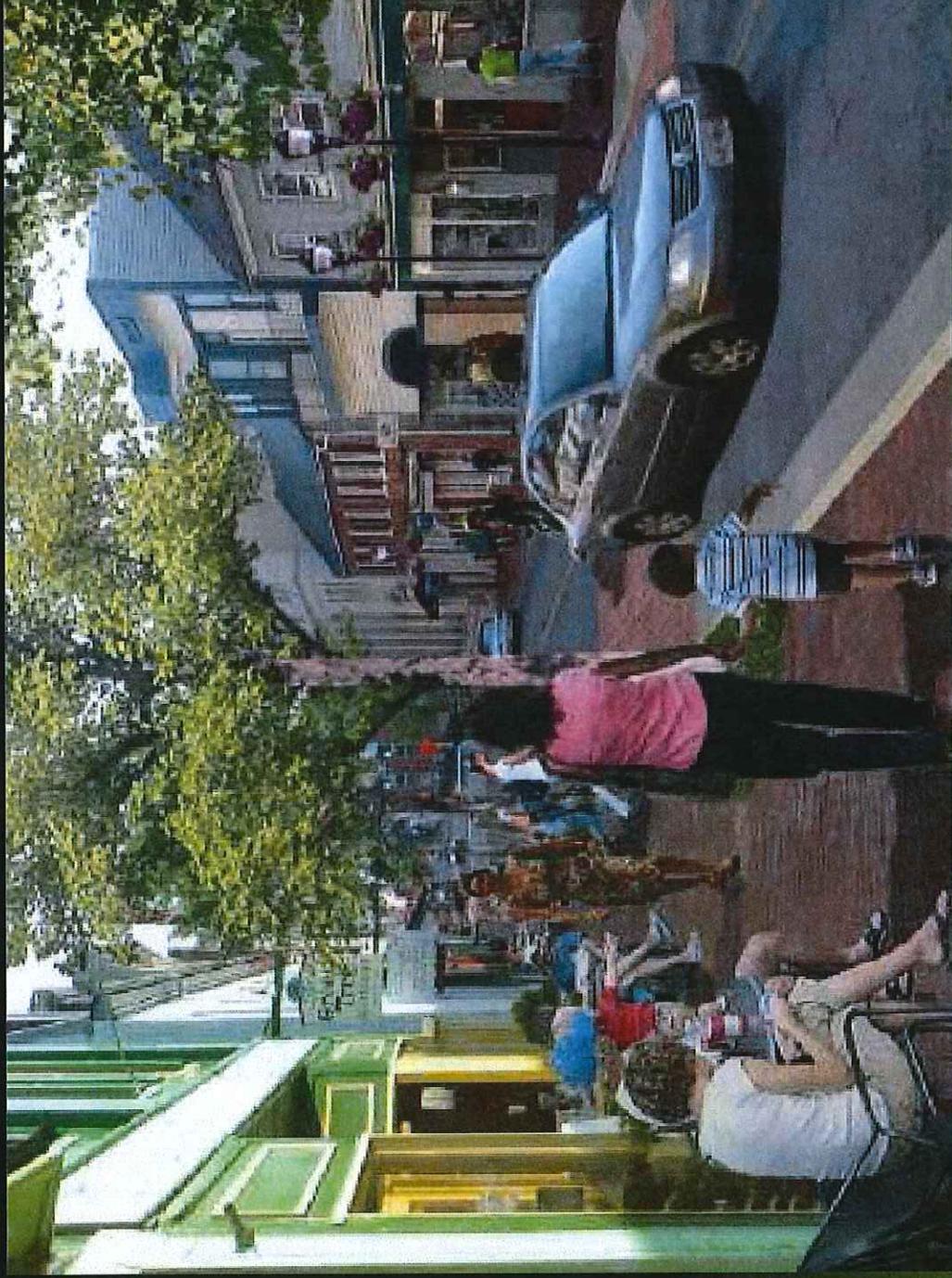
Project B1  
Loudoun Street –King Street to Harrison Street



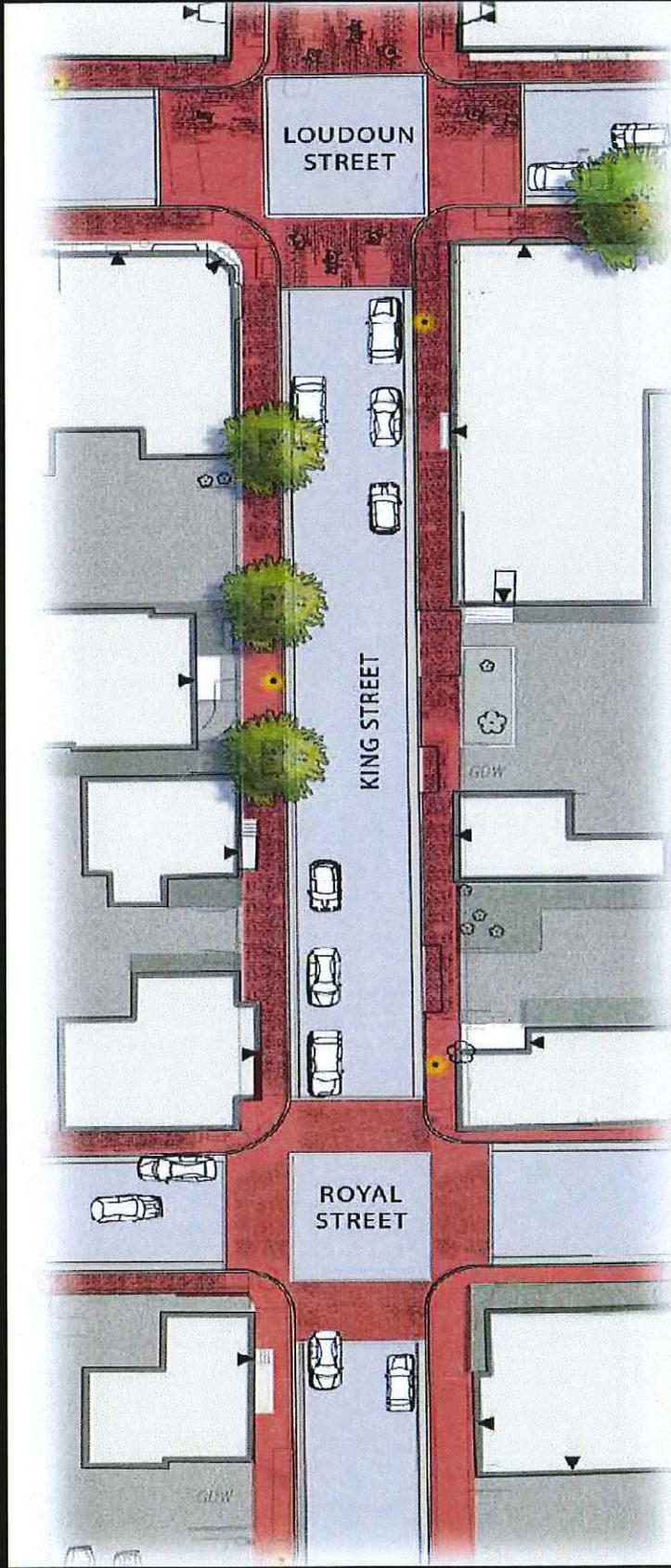
Project B1  
Loudoun Street – King Street to Harrison Street



Project A2  
King Street – Loudoun Street to Market Street



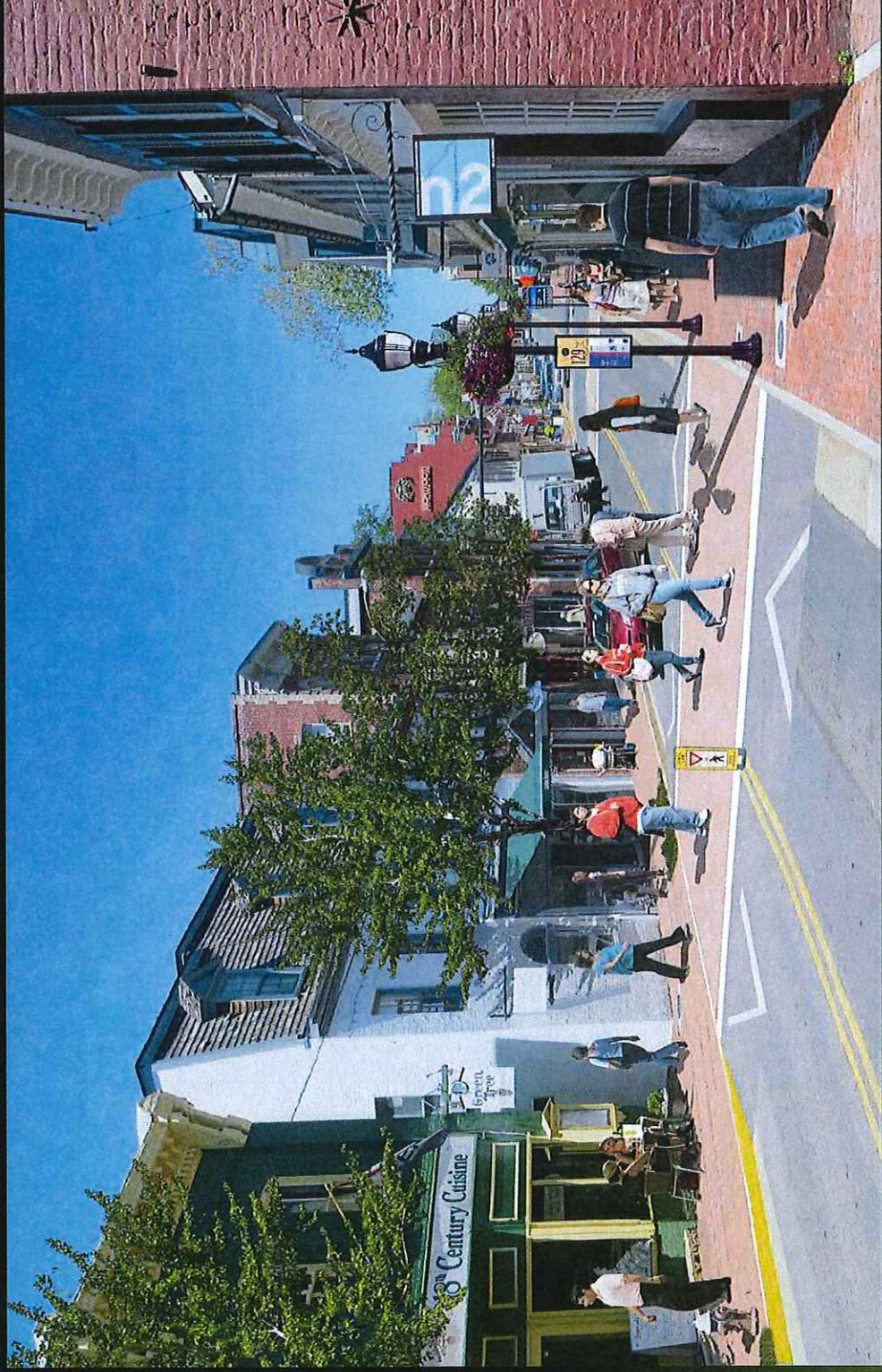
Project A1  
King Street – Royal Street to Loudoun Street



Project A2  
King Street – Loudoun Street to Market Street



Project A2  
King Street – Loudoun Street to Market Street  
Mid-block crosswalk



Project A3  
King Street – Market Street to Cornwall Street

