



Date of Council Meeting: September 22, 2014

**TOWN OF LEESBURG
TOWN COUNCIL WORK SESSION**

Subject: ZMAP 2012-0011, Tuscarora Crossing

Staff Contact: Scott E. Parker, Assistant Town Manager
Susan Berry Hill, Director, Department of Planning and Zoning

Issue: Does Council want to forward a Resolution to the Loudoun County Board of Supervisors for Tuscarora Crossing?

Background: On July 7, 2014, the Town Council endorsed having Town staff forward a referral letter to Loudoun County (Attachment A) regarding the 5th referral for the Tuscarora Crossing development within the JLMA (Loudoun County), in the general vicinity of Crosstrail Boulevard extended. The application is scheduled to be heard by the Loudoun County Board of Supervisors on October 8, 2014, following a recommendation of approval by the Loudoun County Planning Commission on July 15, 2014 on a vote of 6-2-1.

Town staff is requesting guidance as to whether Town Council wants to send the Board of Supervisors a Resolution to express their opinion and recommendation on the application in addition to the previously forwarded referral letter. County staff has informed Town staff that there have been no changes to the application worthy of note since the referral letter has been forwarded, other than the applicant identifying the Town as the utility provider. The current application is comprised of the following:

- The property is planned for:
 - 39% non-residential
 - 32 % residential
 - 29% open space
- The number of residential units is 576. (Land Bays 1 and 2 are residential).
- Unit mix proposed at 159 SFD and 417 SFA.
- Crosstrail Boulevard is predominantly lined with non-residential uses with:
 - Land Bay 6 as a retail component
 - Land Bay 7, 30 acres, proposed for PD-IP
 - Land Bay 5, 14.63 acres, proposed for PD-GI
 - Land Bay 3 proposed for PD-IP
 - Land Bay 4 proposed for civic/school use
- The Land Bays on the east side of Crosstrail are proposed for PD-IP and PD-GI
- Applicant has committed to construct or fund 2-lane southern section of Crosstrail Boulevard prior to issuance of the 389th residential zoning permit and to construct or fund 2-lane northern section prior to the 489th residential permit. This includes four lane sections of the bridges across Tuscarora Creek and the W&OD Trail, to connect to the terminus of Crosstrail Blvd south of Route 7.
- Applicant is proffering to construct a minimum of 100,000 square feet of non-residential commercial development. Proffers state that prior to issuance of the 389th residential zoning permit, the Applicant will have constructed at least 50,000 square feet of non-residential uses. In addition, the Applicant must construct another 50,000 square feet of non-residential commercial development prior to receiving its 489th residential zoning permit.

- Applicant is introducing the option to convert up to a quarter of the residential units to multifamily units. This applies specifically in Land Bay 1 east of Trailview Boulevard. This allows the conversion of 144 units to multifamily, without an increase in the overall number of units.
- Design commitments proffered for façade treatments on the retail use that is proposed on Land Bay 5
- Trailview Boulevard is shown on the CDP, and divides what is now Land Bay 1 and Land Bay 7
- 90 feet of ROW is reserved for Trailview Boulevard, with 90 feet of dedication on the western portion of the road.
- A modification request has been submitted to reduce the required setback of 25 feet along Trailview Boulevard

It is anticipated that following the Board of Supervisors meeting the application will be forwarded to the Transportation and Land Use Committee, and then back to a Board of Supervisors business meeting.

Attachments:

1. Referral Letter of July 10, 2014
2. Site Maps

July 10, 2014

Evan Harlow, Project Manager
Loudoun County Department of Planning
1 Harrison Street, SE
P.O. Box 7000
Leesburg, VA 20177

RE: Referral Request for ZMAP 2012-0011, Tuscarora Crossing, **5th Submission**
(reviewed by Town staff)

Dear Mr. Harlow:

I have received your referral request dated June 5, 2014. Thank you for the opportunity to provide what will be the Town's fifth submission referral comments on the captioned application. This submission has been reviewed by Town staff from the departments of Utilities, Plan Review, and Planning and Zoning. The Departments of Public Works, Economic Development, and the Airport Manager have been notified of the receipt of the referral but have no direct comments.

Referral comments are based on:

- Statement of Justification dated March 5, 2014
- Applicant response letter dated June 5, 2014
- Draft Proffer Statement dated March 5, 2014 and revised June 5, 2014
- Concept Development Plan dated July 9, 2012 and revised June 4, 2014

Background:

The applicant, Hunter Lee Center LLC, has revised the application to rezone 250 acres from PD-GI (Planned Development General Industrial) to PD-H3, (changed from PD-H4 -Planned Development Housing which was proposed with the first submission) to be administered as R-8.

The property is located between the existing Kincaid Forest subdivision and the Villages at Leesburg. The Town's wastewater treatment plant exists to the north; Tuscarora Creek bounds the site on the east; and the Luck Stone Quarry exists to the south. The property is identified as PIN 191-20-4939 and PIN 150-46-5420 and is within the Leesburg Joint Land Management Area (JLMA). Although the property has been zoned PD-GI (Planned Development - General Industrial) for many years, no development has been initiated under this approved plan.

The future alignment of the Crosstrail Boulevard extension bisects this property and will serve as the primary access. The property is also bisected by the W&OD Trail, and the County's Quarry Overlay District covers most of the area. This overlay requires that an owner of property within 3,000 feet of the quarry shall disclose in writing to all prospective purchasers that they are located within an area that may be impacted by quarry operations and blasting.

Previous Changes to Proposal:

The application is currently with the County Planning Commission who will be meeting again on July 15 to review this submission. Town staff understands that County staff and the Planning Commission considered the four previous referral comment letters from the Town that were provided on this application, along with other referral input from county agencies. In response, the applicant made the following changes to the proposal prior to this submittal:

- Trailview Boulevard is shown on the CDP and divides what is now Land Bay 1 and Land Bay 7
- 90 feet of ROW is reserved for Trailview Boulevard with 90 feet of dedication on the western portion of the road
- Sidewalks are now on both sides of Trailview
- A modification request to reduce the required setback of 25 feet along Trailview Boulevard
- The property is now planned for:
 - 39% non-residential
 - 32 % residential
 - 29% open space
- Crosstrail Boulevard predominantly lined with non-residential uses with:
 - Land Bay 6 is a retail component (moved from Land Bay 5)
 - Land Bay 7, 30 acres, is proposed for PD-IP
 - Land Bay 5, 14.63 acres, is proposed for PD-GI
 - Land Bay 3 remains PD-IP
 - Land Bay 4 remains civic/school use
- The Land Bays on the east side of Crosstrail proposed for PD-IP and PD-GI
- The acreage of the PD-IP Land Bay 7 –reduced from 40 acres to 30 acres.
- The 10 acres reduced from Land Bay 7 designated as open space along Tuscarora Creek.
- Land Bays 1 and 2 remain residential. The number of residential units is 576.
- Unit mix proposed at 159 SFD and 417 SFA. The 3rd submission was 312 SFD, 265 SFA
- Design commitments proffered for façade treatments on the retail use that is proposed on Land Bay 5

Changes to Application with 5th submission:

The following are the significant changes to the application with this (5th) submission.

- Applicant has committed to building four lanes of Crosstrail Boulevard, including four lane sections of the bridges across Tuscarora Creek and the W&OD Trail, to connect to the terminus of Crosstrail Blvd south of Route 7. (Previous proffer was for two lanes)
- Applicant is proffering to construct a minimum of 100,000 square feet of non-residential commercial development. Proffers state that prior to issuance of the 389th residential zoning permit, the Applicant will have received zoning permits for at least 50,000 square feet of non-residential. (Crosstrail will be open prior to 289th residential zoning permit). In addition, the Applicant must receive zoning permits for another 50,000 square feet of non-residential commercial development prior to receiving its 489th residential zoning permit.
- Applicant is introducing the option to convert up to a quarter of the residential units to multifamily units. Specifically in Land Bay 1 east of Trailview Boulevard. This allows the conversion of 144 units to multifamily, without an increase in the overall number of units.

Town staff offers the following consolidated comments. Recommendations regarding the third, fourth and fifth submissions are provided in bold italics. **It should be noted that the Town does not believe that this fifth submission provides significant enough change to the application to alter our conclusions from those in previous referral documents.**

Key Concerns with Application: The Town Council reviewed the draft consolidated comment letter on July 7, 2014 and voted to endorse it on July 8, 2014 to be sent to County staff. The key concerns expressed by Council about this application are noted below:

- 1) Land Use – Residential uses are not contemplated in the Town Plan for this property.
- 2) Mixed Use Phasing – The Town’s recommendation per the Town Plan is to see the property develop with non-residential uses as stated above. This proposal is predominantly residential in terms of land area and in terms of the phasing of residential to non-residential development. The proposed phasing accelerates the development of residential use over the non-residential development by allowing approximately two-thirds of the residential development to occur prior to the first zoning permit for non-residential use. This phasing plan does not ensure that the property will be developed with any non-residential land use, let alone predominantly with non-residential uses. The commitment to obtain zoning permits for 50,000 square feet of non-residential uses prior to issuance of the 389th residential zoning permit is very late in the overall development of the property. Further, it seems unlikely that the additional 50,000 square feet of non-

residential use, which is due prior to the issuance of the 489th residential zoning permit, will ever be constructed so late in the development of the property.

3) Utilities – Per adopted policy by the Town and the County, the Town is the sole provider of water and sewer utilities to all properties in the Joint Land Management Area (JLMA). This application does not specifically state that the Town will provide utilities nor does it discuss conceptually how utilities will be provided. This must be addressed prior to action on the application.

4) Crosstrail Boulevard –The phasing of the construction of Crosstrail Boulevard should assure that access is provided to the development in a logical manner from the start and that adequate connections are made to existing road networks from the start. The proposed phasing in the proffers only requires that two lanes of Crosstrail be constructed at a point at which 50% of the units are permitted. These lanes should be constructed at the beginning of development to assure that adequate access is provided to the property and to promote adequate connectivity to existing networks. Additionally, there is no assurance through the draft proffers that 4 lanes of Crosstrail will ever be built since the proposed phasing does not require construction of the other two lanes until 95% of the residential zoning permits are issued.

Staff Comments

Town Plan - Land Use As noted in the referral comments for the first submission, the Town Plan designates this property for Community Office (Land Bays 1 and 2) and Community Office/Light Industrial (Land Bays 3, 4, and 5). The intent of these land uses is to “provide for the diverse employment needs of the Town” and to “provide some of the retail and personal service needs of the employees and customers of the primary use for daily needs” (Town Plan). In addition, the purpose of the office/light industrial designation is to acknowledge that some light industrial uses are compatible with office uses. Some of these office/light industrial uses may also be compatible with residential use.

The Town Plan (page 6-31) describes the light industrial uses as those that could include any one or combination of activities related to “manufacturing processing, assembling, fabrications, treatment, packaging, storage, sales, research and development, and distribution of materials”. Light industrial uses typically involve manufacture and/or assembly of previously prepared materials as opposed to use of raw materials and production and distribution of materials in bulk. The Town Plan also describes light industrial use as those that do not produce negative impacts to the environment such as excessive fumes, odors, noise, or other environmental nuisances. Some office and light industrial uses that meet this definition may be located, with appropriate buffering, adjacent to residential use. Those office and light industrial uses which have higher impacts will need more buffering and require physical separation from residential uses. Therefore, the type of office and light industrial use proposed, site planning, and

buffering treatments will together, determine whether a light industrial/office land use proposal is appropriate to be located adjacent to residential uses.

Staff notes that Chapter 6 of the Town Plan specifies 8 key land use objectives which guide the land use policy direction. The one that applies most critically in this application states that the town should “maintain land supply for employment”. A number of Plan objectives point to the need to preserve employment uses so that:

- the Town continues to make progress on a good jobs to housing balance with creation of jobs that match the occupational needs of the Town’s residents (Objective 2a and 2b, Chapter 8);
- The Town moves toward its goal of having a balanced tax base with a majority of tax revenue coming from business as opposed to residential uses.

The Town has a limited amount of property in the corporate limits and the JLMA which is designated for business use. The rezoning of 250 acres to residential use will diminish the Town’s ability to achieve these economic and community development goals.

Further, the existing locations of the sewage treatment plant, the rock quarry, and the overhead utility lines were all factors in designating the subject property for office and light industrial uses.

To address the County’s land use designation of Business and the Town’s land use designation of Community Office/Light Industrial, the applicant has proposed to add 23,000 square feet of commercial uses in Land Bay 5. If the proposed area were to be approved for residential uses, as opposed to employment uses, the proposal to add 23,000 square feet of neighborhood commercial use might be a step in the right direction to provide for neighborhood services that are needed for daily shopping needs of residents.

However, Town staff maintains that the Town Plan designation for employment uses continues to be appropriate for this location. The town’s Economic Development staff frequently receives inquiries for land availability for light industrial uses. There is interest for zoning that permits businesses that employ some aspect of parts assembly, product distribution, or fabrication. In many instances, these businesses have low traffic, environmental, or compatibility impacts. However, they do not fit within a typical retail zoning district. Unfortunately there is not a sufficient amount of property within the Town for such uses. The subject property is suitable for such light industrial uses. Further, with proper site planning and buffering, such uses could be developed without negatively impacting the Kincaid Forest residential area to the west.

With the 3rd and 4th submissions, the applicant proposed to move the proposed elementary school site from Land Bay 3, on the east side of Crosstrail, to Land bay 4, on the west side of Crosstrail. Land Bay 3, continues to be proposed for industrial development. To facilitate those earlier changes, the total unit count has decreased

from 720 to 577 units. With the 3rd submission the two land bays that are east of Crosstrail were planned for non-residential uses and staff supports these changes because these land uses are now more compatible with the existing and planned industrial use southeast of this proposal. Staff has urged the applicant to designate more of Land bay 1 adjacent to the Tuscarora Creek for non-residential uses such as a low intensity light industrial use and/or office use. The applicant has responded in the 4th submission by revising the CDP to convert a portion of the area east of Trailview and fronting on Crosstrail in Land Bay 7 to light industrial use. As noted above, the Town Plan designates the property for employment uses. Staff supports the change to the plan but continues to recommend that all of the property be planned for non-residential uses to comply with the Town Plan.

For the 5th submission, the application has not changed in regard to this comment.

Town Plan – Transportation

1. Crosstrail Boulevard- The Town Plan and the Countywide Transportation Plan both show Crosstrail Boulevard bisecting the subject property in the general alignment as depicted on the applicant's Concept Development Plan. The road is designated as a major arterial in 120 feet of right-of-way with an ultimate condition of 6 lanes.

The applicant has proffered to dedicate 120 feet of right-of-way, construct 2 lanes of Crosstrail, and build the bridge crossing over Tuscarora Creek and the W&OD Trail. The Applicant's rationale for constructing 2 of 4 lanes is that the proposed uses will generate fewer trips than the current industrial zoning and therefore this proposal should only be responsible for two lanes. Crosstrail Boulevard is the only access to this site planned by the applicant and staff recommends that the applicant proffer to improve Crosstrail to a 4-lane section from the existing terminus at Russell Brand Parkway to the western property boundary. This improvement is anticipated in the Town Plan and the Countywide Transportation Plan as an interim condition.

With the 4th submission, staff continued to recommend that the applicant commit to construction of four lanes of Crosstrail Boulevard.

With the 5th submission, the applicant has committed to building four lanes of Crosstrail Boulevard, including four lane sections of the bridges across Tuscarora Creek and the W&OD Trail, to connect to the terminus of Crosstrail Boulevard south of Route 7. However, the phased construction of Crosstrail Boulevard is unacceptably late in the development phasing of the property. The construction of the two northbound lanes is extremely late in the development of the property and there is no assurance that it will be accomplished in a reasonable timeframe with the overall development of the site.

The applicant's proposal still does not specify enough detail regarding how the phasing of road construction to the site will be provided as development of the residential property proceeds. The commitment to provide 2 lanes prior to issuance of the 289th occupancy permit does not explain how access will be phased up to the 289th unit. More information is requested to explain the phasing of the road and lane improvements that are needed at the intersections of Crosstrail Boulevard and Russell Branch Parkway to maintain Level of Service "C". Proffers state that if the non-residential component of this proposal is built before the 289th residential occupancy permit the applicant will "ensure construction" of the section of Crosstrail that provides ultimate access to the commercial entrance. The proffers do not state when this connection will occur. ***These issues regarding phasing remain outstanding.***

2. Trailview and Keystone - The Countywide Transportation Plan shows an extension of Trailview Boulevard in the County connecting from the east to Crosstrail Boulevard as planned through the subject property. The Roadway Network Policy Map in the Town Plan further extends Trailview Boulevard from this point through the subject property connecting to planned Keystone Drive, which is also planned to connect to Russell Branch Parkway. This road network was planned in conjunction with the land use in the JLMA area which depicts office and industrial uses.

Trailview is designated as a major arterial and planned as a four-lane facility with acceleration and deceleration lanes. Keystone Drive is designated as a through collector and planned as a four-lane undivided facility with acceleration and deceleration lanes.

The applicant has shown Trailview Boulevard on the revised concept plan and staff is supportive of this change (see Engineering comments below). The proffers state that 90 feet of right-of-way will be reserved for the road. If the Town changes the Town Plan to delete the Keystone connection to the property, the reservation will be void. The proffers also state that 70 feet of right-of-way will be dedicated for Trailview and 4 lanes will be constructed to the FAA property and 2 lanes beyond that point.

Staff recommends that 90 feet of right-of-way be dedicated and four lanes be constructed for Trailview through the property.

Utilities

The Town Plan states that utilities will be provided by the Town to properties in the JLMA and that if utilities are extended into the JLMA the Town anticipates that the property will be annexed into the Town (see Town Plan, Chapter 6, and Objective 10). The Town's Sewer and Water Master Plan explains capacity considerations and outlines how utility systems should be provided in the JLMA. One third of the subject property is located west of the W&OD trail and this is in the Sycolin Pressure Zone (SPZ) for water service and the Lower Sycolin Sewer Shed (LSS) for sewer service.

The remaining two thirds of the property east of the W&OD trail are in the Main Pressure Zone (MPZ) for water service. The sewer service is divided into three separate sewer sheds. A portion drains northwest toward Tavistock sewer outfall, the southeastern portion drains toward the LSS and the northeast portion drains toward the Lower Tuscarora creek sewer which currently does not exist, and may never be constructed.

Fourth submission comments included the following:

1. Utility Provision – Note 11 on the Plan set states: “The site will be supplied with public water and sanitary sewer by extension of existing systems.” It does not state specifically that utilities will be provided by the Town. Notes 13 and 18 also state that construction will be subject to Loudoun Water standards.

Note 11 should be revised to state: “The site will be supplied with public water and sanitary sewer by extension of existing systems as approved by the Town of Leesburg Town Council.”

2. Square Footage Inconsistency – The total square footage proposal for office and light industrial on the tabulations on Sheet 1 and Proffer II.D. 2 for Land Bay 7 do not correspond with the square footage counts on sheet 7 of the plan set.
3. **Initial Comment: Plan for Utility Service** - The 2nd submission plan is substantially different from the first submission given the inclusion of an elementary school site on Land Bay 4 and a commercial site on Land Bay 5, both of which are located on the east side of Crosstrail Boulevard. Open space was shown with the first submission for Land Bay 4 and residential use for Land Bay 5. This land use change will affect the utility planning for the site. The applicant must demonstrate how water and sewer will be provided to these Land Bays.

The proffers state that the applicant will pay for the cost of providing water and sewer to the site. However, there is still no detail provided for how the site will be served. The applicant should depict how each of the land bays will be served with water service. Water loops should be accomplished for service reliability and safety. Provision of one connection point to the water system will not satisfy this requirement. Utility system design at this stage of development needs to provide reasonable assurance to the Town that the applicant has a workable plan for utility service. This continues to be an issue with the 4th submission. The proposed water pipe sizes and depicted alignments shown on Sheet 7 should be removed because the alignments and sizes have not been substantiated by design.

With the fifth submission, these comments remain unchanged.

4. **Initial Comment: Pro-rata** - The Applicant is expected to commit payment of their entire share of pro-rata for their sewer outfall to Village of Leesburg pump station at the time of issuance for the first occupancy permit of any building on the development plan. The Town is cost-sharing with developer and must be reimbursed when the first connection is permitted.

Proffer VIII. F. states that : “If the Owner utilizes the pump station located at the Village at Leesburg to the north of the Property, the Owner shall pay the constructing party ...the Owner’s prorata share of the utilization of such pump station.” Staff notes that Outfall A as depicted on the drawings is the current option for sewer service in this area. Staff notes that another land development application has recently been submitted in this sewer service area (ZMAP 2013-0002, Goose Creek Golf Club). The applicants for Tuscarora Crossing, Goose Creek and the owner of the Villages at Leesburg, Land bay C are encouraged to collaborate on a design capacity for a single pump station that can serve all of these properties.

This proffer should be revised as follows:

“The Owner will utilize the pump station located at the Village at Leesburg to the north of the Property, the Owner shall pay the Town of Leesburg or a third party which is responsible for overseeing the reimbursement for the construction of said pump station, their entire share per Proffer XII.A below, prior to the issuance of the first residential or non-residential occupancy permit in Land Bay 7 for the Owner’s pro-rata share of the utilization of such pump station. Owner shall provide proof of this payment to the County and the Town.”

Annexation

As noted above, Town Plan policy anticipates that the Town will provide utilities to development in the JLMA and that these properties would be annexed. Given that the proposed land use is not consistent with the Town Plan, and given outstanding issues identified in this referral, the Town Council chose not to provide a recommendation regarding utilities and annexation with the fourth submission of this application.

Comment unchanged with fifth submission.

Engineering and Infrastructure This property is located in the JLMA and could be considered by Town Council for annexation. As such, while staff fully acknowledges that the application must be reviewed for compliance with county zoning and facilities standards requirements, town staff must review the application with consideration that road and stormwater infrastructure could ultimately be the responsibility of the Town. The following staff comments were made with the first submission and second submission comments are provided in italics.

1. Update the CDP to depict items noted in section K.2. of the Minimum Submission Requirements for Zoning Map Amendment Application checklist to include a “traffic circulation map that illustrates both external and internal traffic ways, including existing and proposed rights-of-way, travel lanes, major pedestrian and bike paths and trails, school bus stops/shelters, park and ride lots, and other transit or multimodal related facilities, and other transportation improvements.” *The Concept Development Plan is still deficient in showing all “external and internal traffic ways, including existing and proposed rights-of-way, travel lanes, major pedestrian and bike paths and trails, school bus stops/shelters, park and ride lots, and other transit or multimodal related facilities, and other transportation improvements.”*

The applicant has responded that this detail is not required. Staff continues to recommend that such detail be provided with this application to avoid unnecessary problems at the Construction Drawing/Site Plan phase. Comment is repeated with the 4th submission.

Comment repeated with 5th submission.

2. Depict the planned extension of Trailview Blvd. to the west from the intersection with Crosstrail Blvd. across the subject property, to its proposed connection to the planned location of Keystone Blvd. within the Town’s Corporate Limits as shown on the Countywide Transportation Plan and the Town of Leesburg, Town Plan. (Sht. 3). *Planned roads are still not depicted on the Concept Development Plan. Note that since this site is included in a potential annexation area for the Town of Leesburg, all roads shall be constructed to public street standards. The applicant is currently proposing private road construction without the planned connection of Trailview Blvd. to Keystone Blvd. with this ZMAP.*

With the 4th submission Staff continued to request that Trailview Blvd. be constructed to a public street standard for the entire length possible. As currently shown, the proposed roadway appears to be a 4-lane divided roadway section to the FAA parcel and then narrows beyond that point. The four lane divided section should be extended along the alignment of Trailview Blvd. to a cul-de-sac provided at the terminus, which would allow for extension across Tuscarora Creek in the future. Please note that intersection spacing/crossovers will need to meet VDOT design requirements. Also note that the proffer language still lists 70’ ROW, but 90’ of ROW is required for construction of the proposed roadway section. Note also that there appears to be a significant amount of residential development proposed with access via Trailview Blvd. with only one point of access from Crosstrail Blvd. Loudoun County Fire and Rescue personnel should evaluate emergency access within this land bay.

Comment repeated for fifth submission.

3. Update the ZMAP to depict items noted in section K.3. of the Minimum Submission Requirements for Zoning Map Amendment Application checklist to include an overlay of “proposed land use items and transportation elements over the existing conditions information” as stated. Review the intent of the overlay as stated in the checklist; “Intended to show the changes in topography, drainage, water features, trees and vegetation, etc. anticipated as a result of the proposed development.” (Sht. 3). *No overlay of the existing topography showing required drainage and topographic changes (grading) was provided with this submission.*

Staff continues to recommend that such detail be provided with this application to avoid unnecessary problems at the Construction Drawing/Site Plan phase.

With the 4th submission, the comment is repeated.

Comment repeated for fifth submission.

4. Update the ZMAP to depict items noted in section K.4. of the Minimum Submission Requirements for Zoning Map Amendment Application checklist to include a “proposed plan for all major sanitary sewer improvements and a means of providing water service; the approximate location and estimated size of all proposed stormwater management facilities and a statement as to the type of facility proposed.” Notes (Notes 10, 12 and 15, Sheet 1) currently provided on the plan do not provide the appropriate level of detail required by the checklist. Also note that water and sewer services for this area will be provided by the Town of Leesburg. (Sht. 3). *No proposed sanitary sewer or water mains are depicted on the Concept Development Plan. Also, notes provided on the ZMAP still indicate that utilities will be provided by Loudoun Water. Correct the notes on the coversheet to indicate Town of Leesburg will provide utility services for this site and show the proposed alignment of the necessary water and sewer facilities.*

The preliminary sewer and water service map now incorporated into the proposed plan set does not address how the proposed waterline is to be looped in order to provide adequate pressure for the overall development and ensure water quality. See Utility comments.

With the 4th submission, the comment is repeated.

Comment repeated for fifth submission.

5. Update the ZMAP to depict items noted in section N. of the Minimum Submission Requirements for Zoning Map Amendment Application checklist to include a Phasing Plan for the proposed development. The proposed number of

units will likely not be constructed within a single building season. (Sht. 3). *No phasing plan has been included with the ZMAP submission.*

The proffers state that Crosstrail will be constructed prior to the 361st occupancy permit. Staff continues to recommend more information about the land development and infrastructure phasing schedule.

With the 4th submission, the comment is repeated.

Comment repeated for fifth submission.

6. Explain the labeling of Crosstrail Blvd. as "Rt. 653 Relocated" on the ZMAP. (Sht. 3). *Note that Crosstrail Blvd. is a planned "major arterial" roadway and not a "collector" street as currently represented on the Concept Development Plan. The application does not address the construction phasing of the portions of Crosstrail Boulevard that this project proposes to construct, including the bridge over the Tuscarora Creek that will complete Crosstrail Boulevard to Russell Branch Parkway. This portion of Crosstrail Boulevard is located almost entirely on the Applicant's property (with only a minor offsite portion at the Village at Leesburg where all ROW has already been dedicated). The Town of Leesburg is extremely concerned that if the applicant does not construct all four lanes, the traffic from this development will be diverted to existing town roads (which could be problematic) and any missing links would need to be constructed at the Town of Leesburg's taxpayer expense at a later date should this property ever be brought into the Town's Corporate Limits. Therefore, staff recommends that the applicant proffer to design, phase and build a 4-lane section of Crosstrail including the bridges that complete Crosstrail Boulevard to Russell Branch Parkway and all required turn lanes along Crosstrail Boulevard. Regarding phasing, staff recommends that the Applicant design the entire 4 (four) lane section and build a minimum of 2 (two) lanes as well as the required turn lanes of Crosstrail Boulevard including all bridges from its' terminus near Russell Branch Parkway through the entirety of the Applicant's property prior to the issuance of the "first" residential occupancy permit. The remaining portion of the 4 (four) lane section of Crosstrail Boulevard would then need to be constructed (including all bridges and associated turn lanes) prior to the issuance of the 541st (75%) residential occupancy permit for this development.*

As was previously noted, this portion of Crosstrail Boulevard is located almost entirely on the Applicant's property (with only a minor offsite portion at the Village at Leesburg where all ROW has already been dedicated) the developer of Tuscarora Crossing needs to construct all 4 lanes of Crosstrail Boulevard. The proffer language provided with this submission is unclear as to what portions are to be constructed and in what order and thus should be clarified. In addition, all required ROW, and any required Permanent and Temporary

Easements necessary to construct Crosstrail Boulevard should be dedicated with the first phase of the development.

With the 4th submission, the comment is repeated.

With the 5th submission, Applicant has committed to building four lanes of Crosstrail Boulevard, including four lane sections of the bridges across Tuscarora Creek and the W&OD Trail, to connect to the terminus of Crosstrail Blvd south of Route 7. (Previous proffer was for two lanes)

7. Update the ZMAP to show how access will be provided to the property of the "United States of America", PIN 150-46-4822 located in the middle of the subject property. ***Access via a planned public road is still not shown with this submission. Access via a public road is still not shown. Staff continues to recommend that such detail be provided with this application to avoid unnecessary problems at the Construction Drawing/Site Plan phase.***

With the 4th submission, the comment is repeated.

Comment repeated for 5th submission.

8. Show proposed roads and lot layouts with conceptual grading tied into existing Loudoun County topography. ***Complete roadway layouts and conceptual grading not included with this submission. Staff continues to recommend that such detail be provided with this application to avoid unnecessary problems at the Construction Drawing/Site Plan phase.***

With the 4th submission, the comment is repeated.

Comment repeated for 5th submission.

9. Provide a conceptual utilities layout plan to show how stormwater will drain from this site; the location of proposed water and sanitary sewer lines; any future pump stations, etc. that may be required. ***No drainage plans included with this submission. Conceptual utilities plan is still not provided. Also see Utilities comments.***

With 4th submission, the comment is repeated.

Comment repeated for 5th submission.

10. Provide additional notes and/or design calculations to demonstrate how both water quality and water quantity requirements will be met under the new stormwater regulations. ***No information regarding stormwater management/BMP was provided with***

this submission. Staff continues to recommend that such detail be provided with this application to avoid unnecessary problems at the Construction Drawing/Site Plan phase.

With 4th submission, the comment is repeated.

Comment repeated for 5th submission.

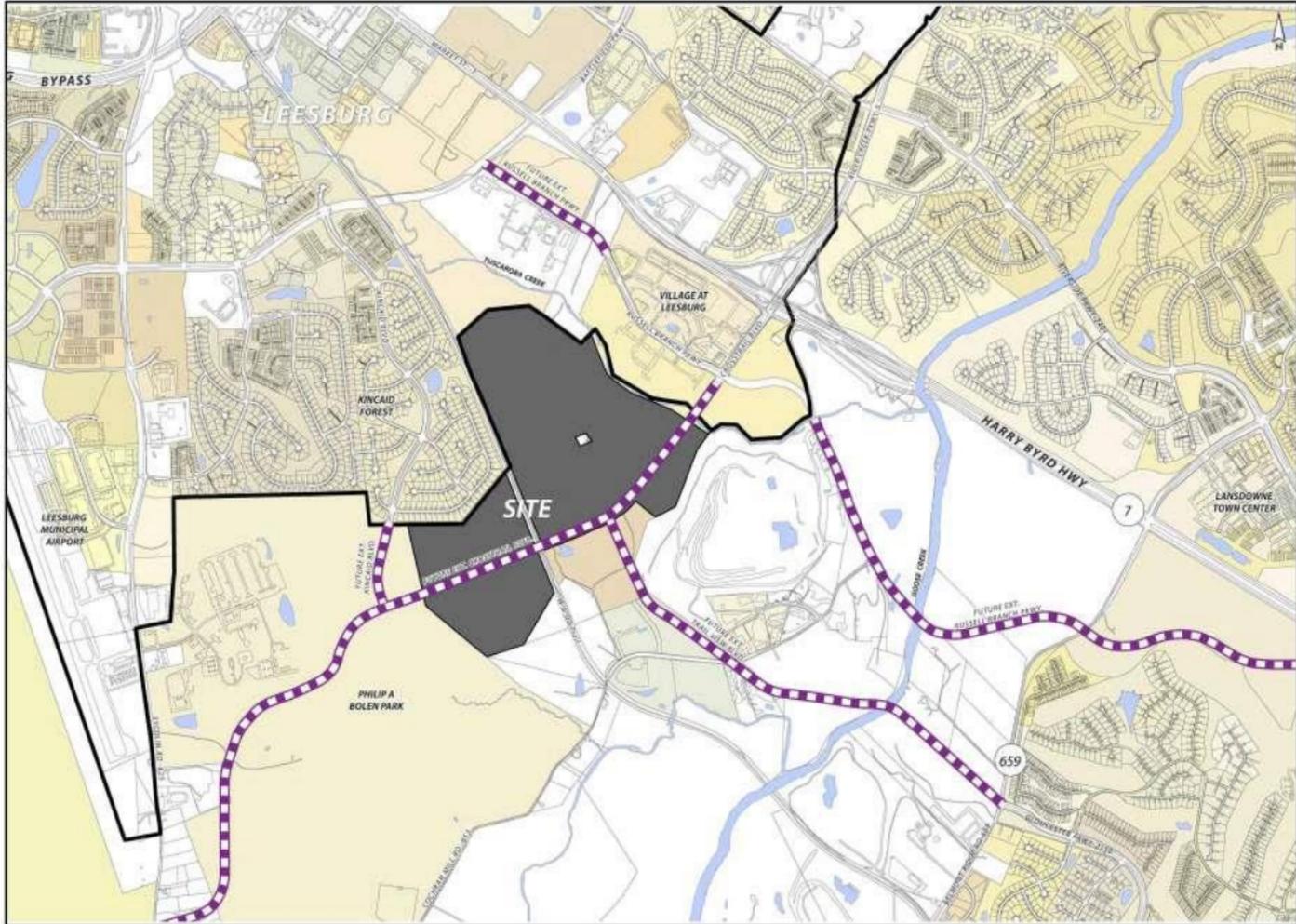
Thank you for your consideration of these comments. Please do not hesitate to contact me should you have questions about the Town's comments.

Sincerely,

A handwritten signature in cursive script that reads "Susan Berry Hill".

Susan Berry Hill, AICP

Cc: Mayor and Town Council
Town Planning Commission
John Wells, Town Manager
Scott Parker, Assistant Town Manager
Aref Etemadi, Deputy Director, Utilities
Dennis Darnes, Section Chief, Plan Review
Calvin Grow, Transportation Engineer, Public Works
Marantha Edwards, Director, Economic Development
Scott Coffman, Airport Manager



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 Email: info@bowmanconsulting.com
 Website: www.bowmanconsulting.com

TUSCARORA CROSSING
 ZONING MAP AMENDMENT
 ZMAP 2012-0011
 GAOUCHE ELECTION DISTRICT

LODDOON COUNTY, VIRGINIA

CONTEXT MAP

REV	DATE	DESCRIPTION
01	2012-07-01	ISSUED FOR PUBLIC COMMENT
02	2012-07-01	ISSUED FOR PUBLIC COMMENT
03	2012-07-01	ISSUED FOR PUBLIC COMMENT
04	2012-07-01	ISSUED FOR PUBLIC COMMENT
05	2012-07-01	ISSUED FOR PUBLIC COMMENT
06	2012-07-01	ISSUED FOR PUBLIC COMMENT
07	2012-07-01	ISSUED FOR PUBLIC COMMENT
08	2012-07-01	ISSUED FOR PUBLIC COMMENT
09	2012-07-01	ISSUED FOR PUBLIC COMMENT
10	2012-07-01	ISSUED FOR PUBLIC COMMENT
11	2012-07-01	ISSUED FOR PUBLIC COMMENT
12	2012-07-01	ISSUED FOR PUBLIC COMMENT
13	2012-07-01	ISSUED FOR PUBLIC COMMENT
14	2012-07-01	ISSUED FOR PUBLIC COMMENT
15	2012-07-01	ISSUED FOR PUBLIC COMMENT
16	2012-07-01	ISSUED FOR PUBLIC COMMENT
17	2012-07-01	ISSUED FOR PUBLIC COMMENT
18	2012-07-01	ISSUED FOR PUBLIC COMMENT
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42	2012-07-01	ISSUED FOR PUBLIC COMMENT
43	2012-07-01	ISSUED FOR PUBLIC COMMENT
44	2012-07-01	ISSUED FOR PUBLIC COMMENT
45	2012-07-01	ISSUED FOR PUBLIC COMMENT
46	2012-07-01	ISSUED FOR PUBLIC COMMENT
47	2012-07-01	ISSUED FOR PUBLIC COMMENT
48	2012-07-01	ISSUED FOR PUBLIC COMMENT
49	2012-07-01	ISSUED FOR PUBLIC COMMENT
50	2012-07-01	ISSUED FOR PUBLIC COMMENT

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