



Date of Council Meeting: October 21, 2013

**TOWN OF LEESBURG
TOWN COUNCIL WORK SESSION**

--INFORMATION MEMO--

Subject: Information regarding Hope Parkway.

Staff Contact: Brian Boucher, Deputy Director, Planning and Zoning

Recommendation: None. This memo is provided for information purposes only.

Issue: Hope Parkway proffers, timing and estimated construction costs.

Background: Several members of the public have asked Town staff about the possible timing for the Hope Parkway extension to Miller Drive and Battlefield Parkway. The un-built portion of Hope Parkway lies within the planned development known as Oaklawn at Stratford (“Oaklawn”). This memo will address the proffer triggers for Hope Parkway and the estimated cost of building Hope Parkway.

Hope Parkway Extension: This extension is a proffered four-lane undivided roadway to be built in two phases: (1) First, from its current terminus in the Stratford Community south to intersect with existing Miller Drive (see Attachment 1); and (2) Second, from Miller Drive south to intersect with Battlefield Parkway.

Hope Parkway Proffers: The Oaklawn property is zoned Planned Employment Center (PEC) subject to the proffers and Concept Plan of TLZM-1999-0159 as amended at TLZM-2005-0002. Development in Oaklawn is subject to a proffered Phasing Plan.

- **What is the trigger for building Hope Parkway?** Oaklawn has a proffer that sets the timing of transportation improvements in three phases (see Attachments 1 and 2 which are respectively Phase 2 and Phase 3 of the Roadway Phasing Plan). Two lanes of Hope Parkway become due under “Phase 2” but do not have to be *constructed* until the developer enters “Phase 3”, the last development phase. The last two lanes are required as part of “Phase 3”. The Phasing Plan is set up so that land bays can be developed based on road improvements. At present, the developer has not met the trigger for the first two lanes of Hope Parkway. However, recently Oaklawn received special exception approval for a service station with car wash and convenience store in Land Bay C. Under the Phasing Plan, this service station is part of the “Phase 2” development. Proffer II.10.B Transportation Phasing states:

Phase 2 improvements shall include completion of . . . (ii) The eastern two-lane section of the four-lane undivided section of Hope Parkway between the intersection of Miller Drive and the northern property boundary connecting with the existing Hope Parkway Section. . . (iii) The eastern two-lane section of the four-lane divided Hope Parkway from Miller Drive to Battlefield Parkway. . . The development that may occur once the Phase 2 roadway improvements are constructed or bonded for construction will include [then specific uses and square footages are listed for each land bay]. . . .

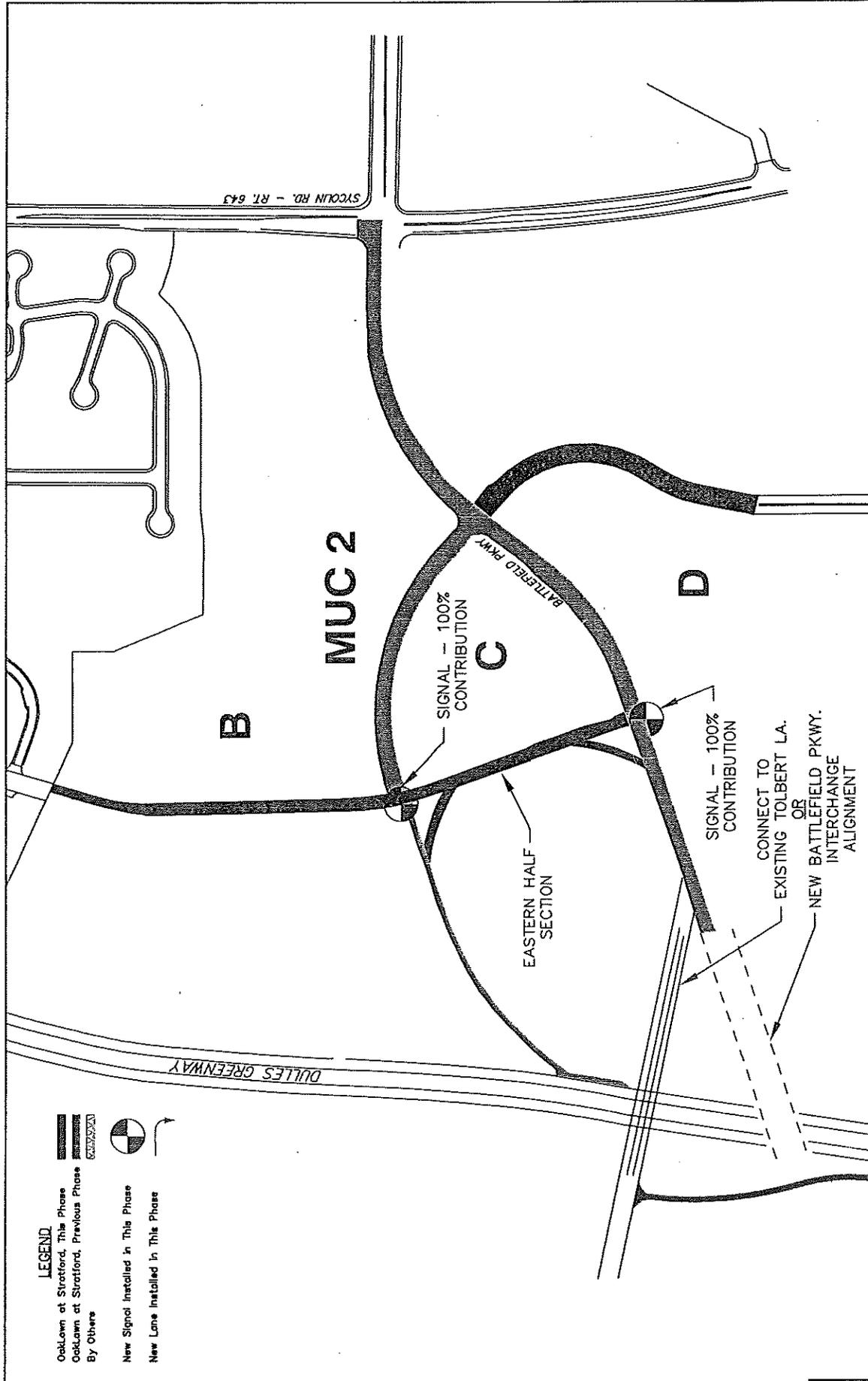
This Phasing proffer means that *before* the service station site plan can be approved, two lanes of a four lane undivided Hope Parkway *must* be “**constructed or bonded for construction**”. If the developer gets the Hope Parkway road plans completed and posts a bond, they can build the service station without actually constructing any portion of Hope Parkway.

- **When must the 1st two lanes of Hope Parkway actually be constructed by the Developer?** When the first two lanes of Hope Parkway must be *constructed* and in place under the proffers is prior to any development in “Phase 3”. This Phase includes initial development in Land Bay A, which is the vacant area at the northeast corner of the Oaklawn site once planned for the County Government Center, and allows certain uses, such as a hotel and conference center, in other land bays. So, ultimate construction of Hope Parkway depends on when Oaklawn wishes to either develop Land Bay A or if the developer proposes certain uses/square footage maximums in other land bays. Staff has been given no indication by Oaklawn regarding when development that requires *construction* of Hope Parkway will occur, but it appears unlikely to be in the next few years.
- **Can the Town require Oaklawn to construct the two lanes of Hope Parkway even though the Phase 2 proffer allows them to either construct it or bond it for construction?** No, the proffer gives the developer an option – build it up front or at least bond it for construction. If the developer bonds the improvement they have met the proffer obligation for Phase 2. Note, however, that the developer must maintain the bond and maintain a valid site plan.
- **If the Town constructs Hope Parkway in advance of the proffered Phasing, can the Town require compensation from the developer?** No. Under the proffer language, no compensation is required. So, if the Town builds it first, the developer’s obligation with regard to the proffer is extinguished.

Cost: Hope Parkway through Oaklawn is ultimately planned as a four-lane road connecting from the terminus of existing Hope Parkway down to Battlefield Parkway. The distance is approximately 2,300 linear feet. Based on a reasonable calculation of \$2,000/foot for a four lane road, the cost can be expected to be approximately \$4,600,000. This cost does not include the acquisition of any right-of-way. Due to economies of scale, building two lanes of Hope Parkway to Battlefield Parkway will cost about 65% of this total, or approximately \$3,000,000. Note that constructing two lanes from the current terminus of Hope Parkway to Miller Drive, a distance of 1,400 feet, will cost approximately \$1,800,000.

Attachments:

1. Roadway Phasing Plan, Phase 1
2. Roadway Phasing Plan, Phase 2



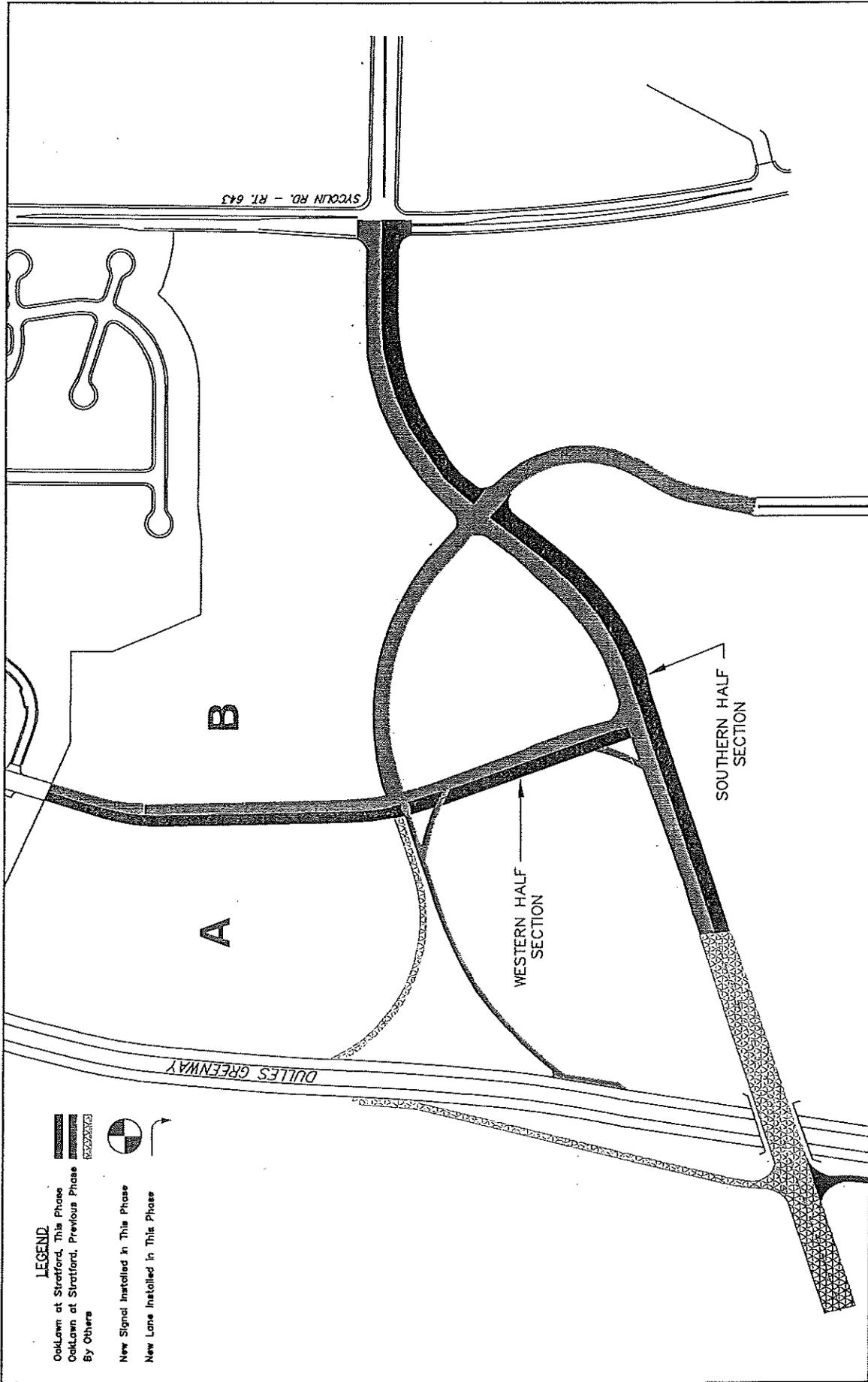
**Roadway Phasing Plan
Phase 2**

* Note: See proffers for written description of roadway improvements

**OakLawn at Stratford
Leesburg, Virginia**

GOROVE/SLADE ASSOCIATES, Inc.
TRANSPORTATION, TRAFFIC, and PARKING CONSULTANTS

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DATE LAST MODIFIED: 04/07/2007



**Roadway Phasing Plan
Phase 3**

* Note: See proffers for written description of roadway improvements

**OakLawn at Stratford
Leesburg, Virginia**