

Town of Lovettsville

Minutes of Town Council Public Hearing, January 29, 2009

The Lovettsville Town Council Public Hearing on Comprehensive Plan Amendment LVPA 2007-0001: Town Center Focus Area was called to order by Mayor Elaine Walker at 7:00 P.M. at the Lovettsville Community Center, 58 East Broad Way, Lovettsville, VA 20180.

Welcomes and Introductions

Mayor Walker welcomed the citizens attending the meeting and introduced Vice Mayor Robert Zoldos II, and Council members Charlotte Coleman, Scott Dockum, DiJon Jones, and Michael Senate. The Mayor also introduced the Town Staff, including Town Manager Keith Markel, Zoning Administrator Steve McGregor, and Town Clerk Judy Kromholz.

Absent: Council member Shaun Staley

Explanation of Procedures and Opening of the Hearing

Mayor Walker explained the procedures and stated that, because the Lovettsville Community Center must close at 9:00 PM, the public hearing will adjourn to the Town Office at that hour if there are citizens still waiting to speak. She also explained that the public hearing will be kept open for ten days for receipt of written comments. She then introduced Vice Mayor Zoldos who explained the speaker timing mechanism and the format of the hearing. He explained that this session is designed to hear the comments of the community and not to answer specific questions at this time. If necessary, at 8:45 PM the hearing will recess and we will clean up and reconvene the Hearing at Town Hall.

Mayor Walker read the Public Notice of this Public Hearing as it appeared in Leesburg Today as shown in Attachment I.

Presentation

Zoning Administrator McGregor made a presentation on the Comprehensive Plan Amendment (Attachment II: Staff Report).

Public Speakers

Mayor Walker introduced each speaker in the order in which they had signed up to speak.

- 1 Daniel Buchanan
40 Tritapoe Place
 - a) Expressed concern about the Town Plan to build a connecting road in Land Bay B between New Town Meadows and the BP Station and Bonnie's Restaurant. He understands that this is conceptual, but he is afraid it will become real once it is on paper.
 - b) He believes the property owner will want to shift access to the end near New Town Meadows.
 - c) The road will cross the existing walking path
 - d) The New Town Meadows Home Owners Association has voted not to allow that to occur.
- 2 Valerie Buchanan
40 Tritapoe Place
 - a) Stated that since 2008 she has been attending meetings in opposition to the same road that would cross the walking path
 - b) She is concerned about pedestrian safety and stated that neighborhood children use the path daily.
 - c) She is concerned about the proximity of the proposed road to residences and stated that the Loudoun County Tax Assessors Office told them that putting to road there would reduce the value of their homes.
 - d) She stated that they have accumulated 119 signatures on a petition against the road and presented the petition to the Mayor (Attachment III).
- 3 William E. Brown
5 North Berlin Pike
 - a) Stated that he was blindsided by this proposed Amendment and that the first he knew of this was when he got the letter the other day.
 - b) He stated that he has tons of questions and needs to know where to get them answered.

- 4 Joseph P. O'Malley
42 Tritapoe Place
- a) Stated that he is opposed to the road for several reasons.
 - b) The road would be parallel to the busiest intersection in the Town.
 - c) The road would be in contradiction to the Town Plan.
 - d) He expressed safety concerns for pedestrians.
 - e) He stated that the proposed road conflicts with the desire to limit major access points near the Town Center.
 - f) He stated that he found many things in the Town Plan in contradiction to itself. He then presented a document to the Mayor detailing those conflicts (Attachment IV).
 - g) He suggested Quarter Branch Road as an alternative exit from the development.
- 5 Terry Schwinn
3856 South Mountain
Road, Knoxville, MD
- a) He deferred his comments, stating that the 'town attorney will earn his money'.
- 6 Donna Rumke
38 Tritapoe Place
- a) She will submit a written response at a later time.
- 7 Bruce McKimmey
41448 Lovettsville Rd
- a) He is speaking as the owner of the BP Service Station.
 - b) He is concerned about the definition of commercial use and will be checking into his Conditional Use Permit to see how it will be affected by the proposed road which would be on part of his property.
 - c) He has been approached in the past about relocating his business and there is no place else in Town for him to relocate.
 - d) He agreed with the New Town Meadows residents about the proposed road.
 - e) He also agreed that once it is on paper, it becomes a done deal.
 - f) He stated that there is a need to address the development of the rest of his property and wants this need to be followed up expeditiously.
 - g) He stated that the proposed road will come through his existing buildings.
- 8 Tim Mabe
2 West Broad Way
- a) Has a question on the mailing he received stating that it had the zoning wrong for his property. Administrator McGregor consulted his source documents and agreed that the zoning shown for this property should not be commercial.
- 9 Kasey Turner
44 Tritapoe Place
- a) Stated that they were new residents and were unaware of the proposal for new roads.
 - b) She stated that they had chosen their home partly because it was near the HOA path.
 - c) She read a letter from: David and Tracey Plazyk of 1 Potterfield Drive who wrote against the road crossing the path.
- 10 Alfred Horton
32 Tritapoe Place
- a) He is speaking as president of the New Town Meadows Home Owners Home Association.
 - b) He stated that New Town Meadows residents have been very vocal about this road/pathway.
 - c) He stated that the HOA Board has had a lot of discussion about this topic and will never vote to allow access to that strip of road. This will be vehemently opposed and doesn't think something should be on paper that will legally never be allowed to happen.
 - d) He questioned some inconsistencies in the proposal.
 - e) He stated that multiple accesses should be discouraged, but high development in some bays would generate high traffic.
 - f) He believes that there may be a better way to look at all this access.

Mayor Walker asked if there were any further speakers who had not signed up before the meeting. She recognized the following speakers as they requested to speak.

- 1 Mary Ann Polacek a) Stated that she has spoken to the State Historic Preservation Office

- 14 East Pennsylvania Avenue
- 2 Joseph P. O'Malley
42 Tritapoe Place
(Speaker 4 above)
- 3 Marilyn Siri
21 Potterfield Drive
- and was told that they had been approached by the Town to define a historic district. She also was told that the Town has looked for funding for the historic district application.
- a) He reiterated that he found numerous inconsistencies in the Town Plan and stated that, to him, this indicated that the plan was not well thought out in its creation.
- b) He believes that Land Bay B cannot be developed as shown and that a developer has already been identified who will consolidate the properties involved and that someone will offer money to these landowners as soon as this plan is passed.
- a) Stated that she moved to New Town Meadows last week and is stymied in trying to understand why a busy road would be placed so close to a residential area. She stated that this plan is not very well thought out and that property values will continue to decline.

Without requesting recognition, Mr. Schwinn (speaker 5 above) asked why the proposed road will go right through the BP.

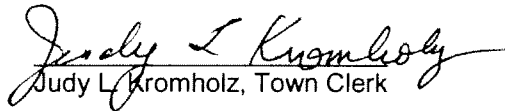
Closing Comments

Mayor Walker reiterated that the public hearing would be open for ten days for written comments. She again asked if there were any additional speakers and there were none.

Declaration to Close the Public Hearing

Mayor Walker stated that this issue would be open for written comments for an additional ten days and declared this Public Hearing closed at 8:24P.M.

Respectfully submitted,


Judy L. Kromholz, Town Clerk

Dates Approved: July 23, 2009

Attachments:

- Attachment I: Leesburg Today Public Notice
Attachment II: Staff Report: Plan Amendment LVPA 2007-0001: Town Center Focus Area
Attachment III: New Town Meadows Citizens Petition Against the Proposed Land Bay B Road to 287
Attachment IV: Joseph P. O'Malley Statement presented to Mayor Walker.

**PUBLIC HEARING NOTICE
LOVETTSVILLE TOWN COUNCIL**

The Lovettsville Town Council will hold a public hearing Thursday, January 29, 2009, at 7:00p.m. at the Lovettsville Community Center, 57 E. Broad Way, Lovettsville, Virginia to hear comments on the following:

Comprehensive Plan Amendment LVPA 2007-0001 Town Center Focus Area, an amendment to the Lovettsville Town Plan adopted March 4, 2004, pursuant to Va. Code sections 15.2-2223 through 15.2-2232. The proposed amendment will add a new section to Chapter VII, Land Use, entitled "Town Center Focus Area" and will address proposed uses and development policies for the following properties within the Town of Lovettsville (using Loudoun County Parcel Identification Numbers):

Land Bay	PIN	Proposed Planned Use	Current Planned Land Use (1)
A	369204345	commercial, office	commercial
A	369204838	commercial, office	commercial
A	369205331	commercial, office	commercial
A	369205824	commercial, office	commercial
A	369206910	commercial, office	commercial
A	369206741	commercial, office	residential
A	369206557 (pt.)	commercial, office	residential
B	369209138	commercial, office	commercial
B	369209015	commercial, office	commercial
B	369209002	commercial, office	commercial
B	333262242 (pt.)	commercial, office	commercial
C	333151867 (pt.)	commercial, residential*	commercial
C	333151956 (pt.)	commercial, residential*	commercial
C	3331511846	commercial, residential*	commercial
C	333152239	commercial, residential*	commercial
C	369109044	commercial, residential*	commercial
C	333150433	institutional	residential
C	333150324	commercial, residential*	residential
D	369108659	commercial, office	commercial
D	369107249	commercial, office	commercial
D	369107761	commercial, office	commercial
E	370402395	residential**	residential
E	369103508	residential**	residential
E	369104313	residential**	residential
E	369105018	residential**	residential
F	369105826	commercial, office	residential
F	369107110 (pt.)	commercial, office	residential
F	369107236	commercial, office	commercial
F	369107731	commercial, office	residential

(1) Based on the Town Plan, adopted March 4, 2004, Map: VII-3 Land Use Policy, p. 57

* density not specified

** 3-4 Dwelling units per acre (DU/AC)

The file and map for this amendment may be reviewed at Town Hall, 6 East Pennsylvania Avenue, from 9:00 a.m. to 4:30 p.m., Monday through Friday, holidays excepted or other times by appointment.

By Order of Elaine Walker, Mayor

Town of Lovettsville

**PROPOSED
PLAN AMENDMENT
LVPA 2007-0001
Town Center Focus Area**

STAFF REPORT

Town Council Public Hearing: January 29, 2009

7:00 PM at the Lovettsville Community Center 57 E. Broad Way

BACKGROUND:

On May 16, 2007 the Town held a joint public hearing on this item. In July the Planning Commission made a recommendation. After considering the item and the Commission's recommendation the Council postponed its further consideration of this item until the Light Industrial I-1 zoning district could be amended. The land in Land Bay G of the proposed focus area is zoned I-1 and it was felt that it was important to amend the existing zoning district before any by-right development application was filed. The Light Industrial I-1 district was amended on June 26, 2008. Therefore, it is appropriate to continue the Council's consideration of the Plan Amendment in order to help control development adjacent to the Town Center.

During the last discussions the Council had on this item it was generally concluded that the land use and development issues raised regarding Land Bay G were of sufficient complexity that consideration of this Land Bay should be further postponed and blended with the future consideration of land use and development policies for the E. Broad Way corridor outside the geographic area of the focus area. Therefore, Land Bay G has been removed from this item. This does not require the Council to have another public hearing because it removes, rather than adds, land from consideration.

On April 26, 2007 the Town Council authorized a public hearing to consider changing the Town Plan planning policies for an area that includes land adjacent to the Town Center and land fronting on East Broad Way west of Light Street. The Council had requested staff and the Planning Commission develop an evaluation and report with recommendations to improve the Town Plan in order to provide better and more specific development guidance than currently exists in the Town Plan regarding the land most directly adjacent to the new Town Center commercial core. The reason is that there is a reasonable expectation that there will be applications for commercial development in the focus area. It is in the Town's long-term interest to provide for development that is compatible with the Town Center adjacent to the Town Center. Some of the land involved is on the opposite sides of the Town Square.

On September 11, 18 and October 16, 2008 the Council discussed the item. One of the major issues was the transportation element of the proposed Plan Amendment. In

January 14, 2009

particular, some residents of New Town Meadows took issue with a proposed connector road shown near their subdivision in Land Bay B. The Council concluded that they want the public to discuss the proposal as presented and scheduled a public hearing for this date.

ANALYSIS:

Town Plan Policies

The following are the current Town Plan policies that apply to development in the Focus Area:

On Page 36 of the Town Plan, under the Business and Development section, Goals and Objectives, Objectives, third bullet, it states:

“Encourage the development of town-scale commercial and employment uses consistent with the existing character of Lovettsville.”

On Page 36 of the Town Plan, under the Business and Development section, Goals and Objectives, Policies, second bullet, it states:

“Encourage relocation of scattered commercial uses to the new Town Center and along East Broadway [sic].”

On Page 51 of the Town Plan, under the Employment section, it states:

“In addition to employment uses expected in the Town Center, as expanded along E. Broad Way, existing industrially-zoned property lying to the east of [the] New Town Meadows [residential subdivision] project is designated for employment uses. Unlike the traditional downtown feel intended in the Town Center Core, however, development in the employment area should be sited so as to create a campus-like facility, with pedestrian oriented buildings and park-like facilities clustered in the interior and greenbelt open space around the perimeter.”

On Page 53 of the Town Plan, under the Goals and Objectives section, Goals, it states:

“Consolidate commercial and employment uses in an expanded town core [,] which includes the Town Center and which enhances Lovettsville’s small town character and human scale.”

On Page 53 of the Town Plan, under the Goals and Objectives section, Objectives, it states:

“Consolidate existing commercial and employment areas along East Broad Way and integrate these areas with the new Town

Center project to create a cohesive downtown core.”

There are other goals, objectives and implementation policies on page 53 of the Plan that pertain to Focus Area. These include pedestrian-orientation for development, landscaping and beautification; good Town design for new development; unified development; diversity of commercial uses and economic development; and consolidation of existing commercial uses into an expanded Town Center.

Table 1 shows parcels in all the land bays with their existing uses and planned land use categories.

Table 1 Existing and Planned Land Use (Planned land use is based on the Town Plan, adopted March 4, 2004, Map: VII-3 Land Use Policy, p. 57)			
Land Bay	PIN	Use	Planned Land Use
A	369204345	vacant	commercial
A	369204838	vacant	commercial
A	369205331	vacant	commercial
A	369205824	residential	commercial
A	369206910	institutional	commercial
A	369206741	residential	residential
A	369206557 (pt.)	vacant	residential
B	369209138	commercial	commercial
B	369209015	commercial	commercial
B	369209002	commercial	commercial
B	333262242 (pt.)	commercial	commercial
C	333151867 (pt.)	commercial	commercial
C	333151956 (pt.)	commercial	commercial
C	333151846	residential	commercial
C	333152239	residential	commercial
C	369109044	residential	commercial
C	333150433	institutional	residential**
C	333150324	residential	residential**
D	369108659	dilapidated	commercial
D	369107249	commercial	commercial
D	369107761	Institutional	commercial
D	Public Right-of-way	n/a	n/a
E	370402395	residential	residential**
E	369103508	residential	residential**
E	369104313	residential	residential**
E	369105018	residential	residential**
F	369105826	residential	residential**
F	369107110 (pt.)	residential	residential**
F	369107236	commercial	commercial
F	369107731	institutional	residential**

* single-family detached residential

** residential density at one (1) DU/AC

Land Bay Analysis

The Focus Area is divided into Land Bays in order to provide more specific land use and development analysis and guidance. The following identifies the existing conditions, situations and planning issues that pertain in each land bay and suggests.

LAND BAY A *The land in the northwest quadrant of the Berlin Pike-West Broad Way intersection.*

About one half the area of Land Bay A is vacant. There are seven parcels all zoned R-1. There is a small religious structure and associated cemetery at the Berlin Pike-West Broad Way intersection on PIN 369206910. There are three parcels with residential dwellings dating from the 1960s and 1970s. The location of Land Bay A is a primary reason to consider it appropriate for development and redevelopment with commercial use, which includes office and personal services use. Land Bay A is opposite the new Town Center commercial core. Automotive related uses are not compatible with the type of commercial use in the new Town Center and these are not appropriate in Land Bay A.

In order to help create a high quality business environment the Main Street design concept should be implemented with businesses oriented to the major streets and parking to the rear of structures. Streetscape treatment should be provided as part of an attractive business and community environment in which pedestrian circulation is encouraged. This planning objective applies to the entire Focus Area.

Land consolidation should be strongly encouraged for Land Bay B because it is located at one of the Town's most heavily used intersections and it is adjacent to the Town Center commercial core. Land consolidation will allow access points as far as possible from the intersection itself. Development under the Town Center zoning district should be encouraged. In order to accomplish this development needs to be under the aegis of the owner/developer of the Town Center.

It is not beneficial for traffic movement and safety to have multiple access points along either Berlin Pike or Broad Way at this location. It is essential to keep access points into development in this Land Bay as far away from the intersection as possible. It is also most beneficial to locate these access points opposite other access points to adjacent Land Bays, such as Land Bay B (Berlin Pike) and the Town Center commercial area (W. Broad Way). It will also help de-congest the intersection to plan a road alignment through the northern part of the Land Bay connecting Berlin Pike to W. Broad Way. See Figure 2, Focus Area Generalized Access and Circulation map.

LAND BAY B *The land in the northeast quadrant of the Berlin Pike-West Broad Way intersection.*

Land Bay B has commercial development on all parcels fronting on Berlin Pike, including a restaurant, a convenience store and an automotive-related business. The 7-11 convenience facility is located on a portion of a 38 acre tract that fronts on Berlin Pike and E. Broad Way. The approximate size of the 7-11 portion of the property is two acres

and is zoned C-2. All the land in Land Bay B is currently planned and zoned for commercial development. The US Postal Service owns a 1.25 acre parcel adjacent to the 7-11 parcel and will construct a facility as well as an extension of Church Street to serve the facility.

The definition of commercial use should include office and personal services uses but not automotive related uses. This will be compatible with the type of commercial use in the new Town Center. Development should be unified along Berlin Pike unlike current development, which is stripped along Berlin Pike with individual access points. Development under the Town Center zoning district should be encouraged. In order to accomplish this development needs to be under the aegis of the owner/developer of the Town Center.

At this point access is limited to Church Street and the private access easement for Keister Lane for the entire parcel. Land and access consolidation are important for development in this Land Bay to provide unified, not fragmented, development and prevent congestion at the intersection of Berlin Pike and Broad Way. Access points should be planned as far from the Berlin Pike-Broad Way intersection as possible. An internal vehicular circulation road should be created to relieve traffic pressure on the intersection. It is important to integrate development in this Land Bay with development in Land Bay C and G, which are directly adjacent. Pedestrian circulation between Land Bays should be encouraged.

LAND BAY C *The land on the north and south side of East Broad Way as it intersects near Berlin Pike.*

Land Bay C has a mixture of existing commercial and residential development. This mixture should also be considered within a single structure so there would be residential use above retail and office use on the ground level. Either an existing zoning district would have to be modified or a new zoning district created in order to implement this planning policy allowing retail, office and residential uses in the same structure.

There is a mixture of zoning: R-1, R-2, R-3 and C-1. All the land on the south side of Broad Way is zoned for residential use. There is institutional use, a church, on the southwest corner of Light Street and Broad Way. There are three dwellings dating from 1790, 1800 and 1909. There is a bank with drive-through on the north side of E. Broad Way. Existing residential structures with historic value should be incorporated into development and redevelopment. Land consolidation is encouraged for purposes of access and parking consolidation.

Development and redevelopment should be undertaken in terms of the Main Street concept with buildings oriented to the main street and parking and access in the rear. Streetscape treatment should be provided to create a pedestrian-orientation. Pedestrian access between adjacent land bays should be provided. Vehicular access for the land on the north side of E. Broad Way should be via Land Bay B and Church Street and N. Light Street.

LAND BAY D *The land bounded by Berlin Pike, East Broad Way, Church Street and Town Center Drive extended.*

Land Bay D has the existing Post Office and a sit-down restaurant that is not active. There is a dilapidated blacksmith shop on a third parcel. Presently, Land Bay D is in single ownership. Approximately one-half an acre is public Right-of-Way that is expected to be abandoned because of the recent realignment of Berlin Pike at the Town Center. The entire land bay is zoned C-1. Land Bay D fronts on the new town square opposite the Town Center commercial core and it is, therefore, appropriate for its land use to be commercial. Development under the Town Center zoning district should be encouraged. In order to accomplish this development needs to be under the aegis of the owner/developer of the Town Center.

Commercial development should be undertaken in terms of the Main Street design concept with buildings oriented to the main streets and parking in the rear. In this case the location and configuration of Land Bay D is such that buildings should be oriented to Berlin Pike and E. Broad Way to allow for sufficient parking. No more than two free-standing, sit-down restaurants should be located in Land Bay D in lieu of any other commercial development. These should also be designed under the Main Street concept with buildings oriented to the main streets and parking in the rear.

LAND BAY E *The land between Germanna Drive and Church Street on the east side of Berlin Pike.*

Land Bay E is opposite the southern end of the Town Center in which residential dwellings are planned and developed. The parcels are developed with residential dwellings. Dwellings on three of the four parcels date from the 1908-1925 period. The planning issue in Land Bay E is the need to eventually create a single access for all the parcels on Church Street instead of four access points now on Berlin Pike. The need for redevelopment is not expected in the near future but the option is provided if the need arises in the sometime in the future. The desirable redevelopment option is one in which the dwellings with historic value are preserved. A full land consolidation will be needed to provide the single access point on Church Street. The redevelopment option is to increase the overall residential density to about 3-4 dwelling units per acre with 4,000—5,000 square foot lots. The Town Plan map would remain with a baseline density of low density residential, one dwelling per acre. The higher density would have to be earned by complying with the redevelopment policies. Either an existing zoning district would have to be modified or a new zoning district created in order to allow the density of residential development planned as an option in Land Bay E.

LAND BAY F *The land along Church Street at its intersection with Berlin Pike (east side).*

One parcel is zoned C-1 and the other three are zoned R-1. The two parcels with residential zoning have residential development. The parcel zoned for commercial use is an old (1880) dwelling that is used as a commercial property. The fourth parcel, zoned R-1, is the Town Office and museum.

When redevelopment occurs Land Bay F should be planned as a transition block between the Town Center commercial core, commercial development in Land Bay D and the adjacent residential area to the east. The house with historic value that is used for commercial use should remain an adaptive reuse of an old structure. If the Town office moves to another location then an opportunity for commercial development will exist. It should have a low profile, single story, as a transition to the adjacent residential area. Its architecture should be compatible with that of the existing older residential development in the immediate vicinity. Development on this property should provide interparcel access to the remainder of the land in Land Bay F so that eventually access can be consolidated at a point on Pennsylvania Avenue and eliminate any access to Church Street from the land bay.

Design

Consolidated development should be encouraged in the Focus Area, particularly in those areas closest to the major roads because these tend to have a pattern of small parcels with fragmented, highway-oriented development. Consolidated development will create more walkable development, which tends to help all the businesses involved. Consolidated development also tends to allow consolidated access, potentially relieving the major intersections from congestion and multiple turning movements.

The Main Street Concept that is encouraged in the Town Plan is ideal for Lovettsville. Buildings oriented to sidewalks along streets gives a sense of community. Major parking is located in the rear of buildings to make the streets more pedestrian oriented.

Streetscape treatment, whether provided by public or private improvement, adds to the appeal of the community and in particular to business enterprises. This involves street trees for visual amenity and shade for pedestrians. Special paving treatment can be more inviting for pedestrians. More pedestrian traffic that is encouraged helps create better social interaction and community.

Transportation

Planning the Town Center at the intersection of Broad Way and Berlin Pike creates a focal point for traffic. The design of the Town Square keeps traffic at a slow pace. In order to help relieve the intersection of some traffic impact it makes sense to plan some collector streets, where feasible, so certain traffic movements can circumvent the intersection. New collector streets could be beneficial through Land Bay A and B. This will depend on a redevelopment and land consolidation process if land owners want to participate in this type of development.

The Plan text and map amendment proposal discusses collector roads in conceptual terms. Generalized alignments are discussed and shown because specific alignments are only appropriate in the development and redevelopment process. The same is true of the access points that are shown on the Generalized Access and Circulation map, Figure 2.

Plan Implementation

The land in Land Bays D and some land in Land Bay C is zoned C-1 or C-2, which allows commercial development. Land Bay B is zoned C-2 and Light Industrial I-1. One parcel in Land Bay F is zoned C-2. Existing parcels already zoned for commercial or light industrial use can each develop by right. Land consolidation will depend on the decisions of individual land owners, who wish to join forces in the future to consolidate land and create consolidated access and circulation. In the case of the land in Land Bay B that is zoned I-1, it is land-locked and would have to join forces with a parcel fronting on Berlin Pike in order to develop. There are many land uses that will be marketable in the future under commercial zoning that require conditional use permits. In the process of evaluating and approving these uses, the Plan policy of land and access consolidation can be implemented as they have to be approved by the Town in a public hearing process.

In Land Bay A the land is zoned R-1. Plan policies for commercial use in this Land Bay would have to be implemented through the rezoning or conditional use permit process. In these processed land, circulation and access Plan policies can be implemented.

CONCLUSION:

Now that there is a specific development plan approved for the Town Center, the Town can expect future development pressure on the surrounding land, whether or not there is development on those parcels or not. The Town has the authority and responsibility to develop a long range plan for land use and development. This will allow future developers to understand the Town's development vision. It appears beneficial for the Town to amend the Town Plan to provide more specific land use and development guidance for the Focus Area than is currently contained in the Plan.

RECOMMENDATION:

The Council is advised to authorize a Town Council public hearing in January 2009 with the following Town Plan text and Land Use Policy Map as the basis for the public hearing notice:

ADD: To the Town of Lovettsville Town Plan, March 4, 2004, Chapter VII Land Use, a new section in the text following the Town Center section, to read:

"TOWN CENTER FOCUS AREA

General Policies

1. Access points to and from major roads should be minimized to help reduce turning movements and promote pedestrian safety.
2. New access points for land bays should generally be at least 250 feet from existing major intersections. Otherwise, new access points should be opposite existing streets, if possible.

3. Advance planning with VDOT should be undertaken to get a technical understanding of the transportation requirements for development in anticipation of development applications.
4. If development requires rezoning a traffic impact analysis should be provided by development applicants to document the fact that traffic volume and circulation do not overwhelm the planned street and road network. Development should provide the necessary street improvements to handle traffic impact from specific development projects. In some cases this may mean off-site improvements, depending on the character of the development.
5. Public sewer and water should be planned and available in anticipation of development applications that implement planning and development policies.
6. All structures and sites with documented historic value should be preserved and protected even if the original use is changed to another use.
7. Institutional and community uses, including churches, hospital or health care facilities; public or private schools and government facilities may be appropriate on any site if development does not have an adverse impact on the existing immediate community in terms of building mass, scale, architectural treatment or traffic impact. Each use should be considered on an individual basis.

Land Bays

Land Bay A

Objective

The general planning objective for Land Bay A (except for the African Methodist Episcopal Church property with its cemetery), which is directly opposite the Town Center commercial core on the north side of W. Broad Way, is to mirror the new downtown that has been created by the Town Center commercial core and to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay A.

Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, feed store, manufacturing and assembly uses are not appropriate.
3. The only development on the African Methodist Episcopal Church property, PIN 369206910, should be the existing development, which includes a cemetery. The property has historic value to the Town.

Design

1. Land consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.

3. The scale height of development fronting on Berlin Pike and W. Broad Way should be similar to that of the Town Center commercial core, generally two stories. Otherwise, it should not exceed 25 feet. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
4. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
5. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
6. The major orientation of commercial buildings should be facing Berlin Pike and W. Broad Way.
7. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
8. Landscaping and buffering should be provided in excess of Zoning Ordinance requirements along the north boundary of Land Bay A in order to protect the existing residential area along North Berlin Pike. This may include taller evergreen trees and fencing. The exact design of the enhanced buffering should be determined on a case-by-case basis in the rezoning process.
9. The gateway or approach areas for this Land Bay from Berlin Pike and W. Broad Way should be given design treatment that helps establish the identity of the new downtown and it should be in character with the scale of the Town.

Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along W. Broad Way and Berlin Pike that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalks should be made of brick or pavers to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.
5. Internal public streets in the Land Bay may have only one sidewalk but that sidewalk should have full streetscape treatment.
6. A clearly defined pedestrian circulation system should be provided that connects development within the Land Bay and from the Land Bay to adjacent properties.

Transportation

1. A connecting public street should be provided through the land bay to bypass the Berlin Pike-W. Broad Way intersection and to help facilitate unified development (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

2. Systematic pedestrian circulation should be provided within the Land Bay and to provide sidewalk access to properties adjacent to the Land Bay along Berlin Pike and W. Broad Way.

Implementation

1. Rezoning should provide land use and development features, including streets that are detailed in the above land use, design and transportation policy sections.
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares.

Land Bay B

Objective

The general planning objective for Land Bay B is to mirror the new downtown that has been created by the Town Center and to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay B.

Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, feed store, manufacturing and assembly uses are not appropriate.

Design

1. Land consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on Berlin Pike and E. Broad Way should be similar to that of the Town Center commercial core, generally two stories. For areas adjacent to New Town Meadows building height should not exceed 25 feet.
4. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
5. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
6. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
7. The major orientation of commercial buildings should be facing Berlin Pike, E. Broad Way and in some cases, to public streets internal to the Land Bay.

8. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
9. Landscaping and buffering should be provided in excess of Zoning Ordinance requirements along the boundary of New Town Meadows. This may include taller evergreen trees, fencing and a berm. The exact design should be determined on a case-by-case basis in the rezoning process.
10. The gateway or approach areas for this Land Bay from North Berlin Pike should be given design treatment that helps establish the identity of the new downtown and it should be in character with the scale of the Town.
11. Development on the outer edges of Land Bay B adjacent to undeveloped land should provide interparcel access points and pedestrian links to future development.

Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along W. Broad Way and Berlin Pike that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalks should be made of brick or pavers to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.
5. Internal public streets in the Land Bay may have only one sidewalk but that sidewalk should have full streetscape treatment.
6. A clearly defined pedestrian circulation system should be provided that connects development within the Land Bay and from the Land Bay to adjacent properties.

Transportation

1. A public street system should be provided within the Land Bay that connects to Berlin Pike north of the Berlin Pike-Broad Way intersection and to North Church Street and North Light Street. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time.).
2. Systematic pedestrian circulation should be provided within the Land Bay and to provide sidewalk access to properties within the Land Bay and adjacent to the Land Bay, particularly along Berlin Pike and E. Broad Way.

Implementation

1. Rezoning should provide land use and development features, including streets, that are detailed in the above land use, design and transportation policy sections.
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares.

Land Bay C

Objective

The general planning objective for Land Bay C is to create a mixture of commercial and residential land uses with a lower intensity than that of the commercial core of the new downtown. The objective is to create a soft transition between the old downtown and the new downtown (the Town Center commercial core).

Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, feed store, manufacturing and assembly uses are not appropriate.
3. Residential development.
4. New office development can be considered if it is designed in a compatible manner with the scale and architecture of existing structures in the East Broad Way corridor and the old downtown.

Design

1. Land consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on E. Broad Way should be compatible with that of the existing development. Building height should not exceed two stories.
4. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
5. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
6. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
7. The major orientation of commercial buildings should be toward E. Broad Way.
8. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
9. A mixture of non-residential and residential use contained in the same structure should be encouraged. Residential use on the second level above the ground level retail or office use.

Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along E. Broad Way that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalk should be provided along Pennsylvania Avenue. Sidewalks should be made of brick or pavers to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.

Transportation

1. Access to the parking area behind the buildings fronting on the north side of Broad Way should not be from E. Broad Way. It should be from Land Bay B and North Light Street and from Pennsylvania Avenue. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).
2. A connecting public street should be provided through the land bay from Land Bay B to N. Light Street.

Implementation

1. Rezoning should provide land use and development features, including streets, that are detailed in the above land use, design and transportation policy sections
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares

Land Bay D

Objective

The general planning objective for Land Bay D is to mirror the new downtown that has been created by the Town Center and to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay D.

Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, outdoor storage and/or display, feed store, manufacturing and assembly uses are not appropriate.

Design

1. Land consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on Berlin Pike and E. Broad Way should be similar to that of the Town Center commercial core, which is generally two stories.
4. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
5. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
6. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
7. The major orientation of commercial buildings should be facing Berlin Pike, E. Broad Way.
8. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
9. The gateway or approach areas for this Land Bay from Berlin Pike should be given design treatment that helps establish the identity of the new downtown and it should be in character with the scale of the Town.

Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along W. Broad Way and Berlin Pike that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalks should be made of brick or pavers to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.

Transportation

1. Access should only be provided via Church Street to prevent turning movements along the Town Square frontage. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

Implementation

1. Rezoning should provide land use and development features, including streets, that are detailed in the above land use, design and transportation policy sections
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares

Land Bay E

Objective

The general planning objective for Land Bay E is to create an optional, alternative use to the existing residential use in case of redevelopment. Development should provide a transition from the Town Center commercial core to residential development beyond the Land Bay.

Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. The existing residential use with older single-family detached dwellings helps preserve the small town character of the Town and should be maintained to the greatest extent possible.
2. As an option, if landowners choose to redevelop, residential use can be considered with a density up to four (4) dwelling units per acre (4,500-5,500 sq. ft. lots). This can only be considered if complete land consolidation is provided and a single access point is provided on Church Street. The higher density under this option would provide an incentive to consolidate the land and provide a single entrance point that removes access directly to Berlin Pike. Residential use at a slightly higher density than that of existing development would also provide a transition from the adjacent residential area to the Town Center on the opposite side of Berlin Pike. Redevelopment should make every effort to incorporate some of the existing dwellings with historic value rather than destroy them.

Design

1. Duplex dwellings can help provide the design flexibility that allows the implementation of consolidated access.
2. Building fronts should be oriented to Berlin Pike.
3. Architectural treatment should be compatible with existing dwellings having historic value that are incorporated into the land consolidations.
4. Architectural treatment should be provided for all sides of buildings so that they are attractive from all views.
5. Landscaping and buffering should be provided in excess of Zoning Ordinance requirements in order to protect the existing single-family detached residential community on Germanna Drive. This may mean taller evergreen trees and fencing and a yard less wide than required in the Ordinance. The exact design should be determined in the rezoning process.

Streetscape and Pedestrian Circulation

1. Sidewalks should be located along the frontage of Berlin Pike to allow pedestrian access to and from the residential area on Germanna Drive. Shade trees should be located along the curb in a green strip every thirty feet on center.

Transportation

1. Under a redevelopment option access should only be to Church Street. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

Implementation

1. The entire land bay has to be consolidated in order to consider a redevelopment option for higher residential development.
2. A new residential zoning district needs to be created to allow duplex single-family dwelling units.

Land Bay F

Objective

The general planning objective for Land Bay F is to create a commercial and public use transition between the Town Center commercial core and the adjacent residential area in the old downtown.

Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. Residential structures with historic value should be used for commercial enterprises to the greatest extent possible.
2. Professional office, commercial retail, personal services, medical and sit-down restaurants.
3. Institutional uses may be considered singly or in combination with commercial uses.
4. Any automobile related uses, convenience stores, outdoor storage and/or display, feed store, manufacturing and assembly uses are not appropriate.

Design

1. The design of buildings with multiple businesses should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
2. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets and parking should all be located behind

structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.

3. Building height should not exceed two stories.
4. Buildings should be made of soft materials, such as brick and wood, to create a human scale and an inviting feeling.

Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along Church Street and Pennsylvania Avenue and should be made of brick or pavers to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.

Transportation

1. Access should be consolidated and oriented to Pennsylvania Avenue. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

Implementation

1. Rezoning should provide land use and development features, including streets, that are detailed in the above land use, design and transportation policy sections
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares.
3. Land should be consolidated and development designed in a manner so that existing structures with historic value are not destroyed.

ADD: The Town of Lovettsville Town Plan, March 4, 2004, Map VII-3 Land Use Policy, page 57, a note that reads:

"When there is specific text referring to specific land uses in the Town Center Focus Area section of Chapter VII Land Use of the Town Plan, this text shall be considered the planned land use, not the land use designated on the Land Use Policy Map."

NOTE: Figure 1, Focus Area Land Bay Map, and Figure 2, Focus Area Generalized Access and Circulation Map, should be incorporated into the proposed Plan text for the Town Center Focus Area in Chapter VII Land Use in the Town Plan.

ATTACHMENTS:

- 1) Figure 1. Focus Area Land Bays
- 2) Figure 2. Focus Area Generalized Access and Circulation

Figure 1
Land Bays

Town Center
Focus Area

Legend
■ Buildings
□ Parcels

ITEM: :LVPA 2007-0001
September 3, 2008

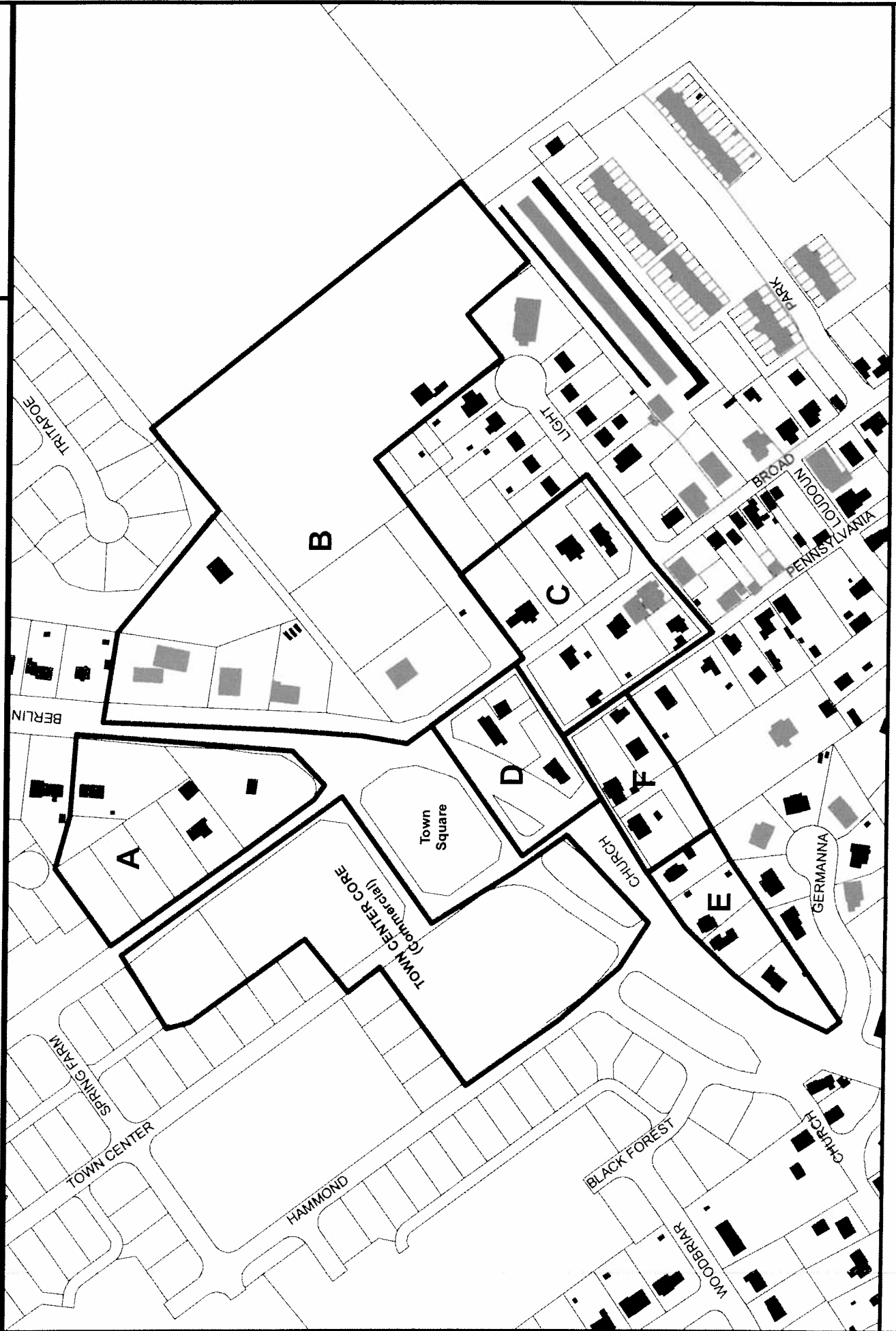


Figure 2

Generalized Access and Circulation

Town Center Focus Area

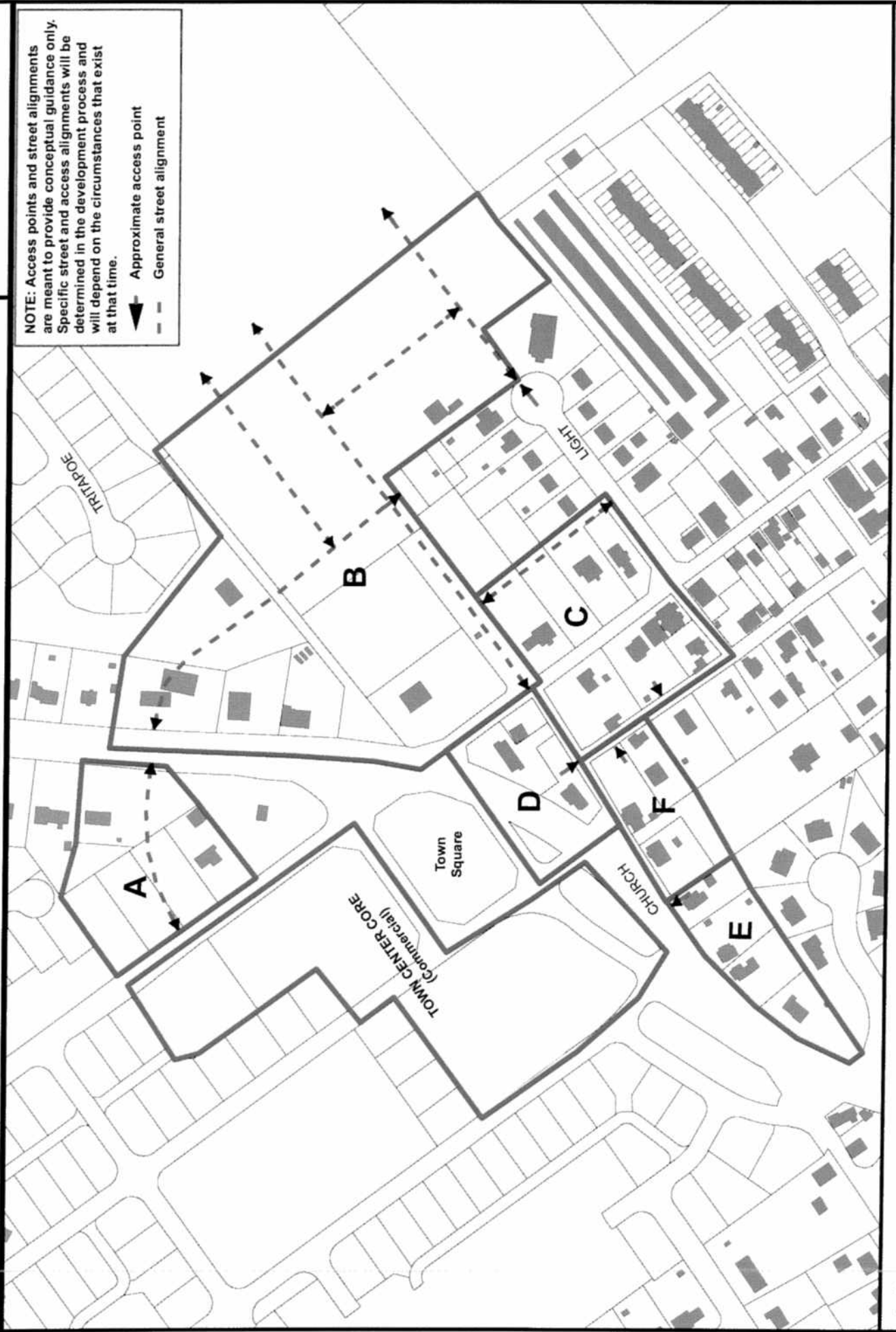
ITEM: LVPA 2007-0001
November 4, 2008

Legend
Buildings
Parcels

Access Point
Circulation

NOTE: Access points and street alignments are meant to provide conceptual guidance only. Specific street and access alignments will be determined in the development process and will depend on the circumstances that exist at that time.

Approximate access point
General street alignment



New Town Meadows Citizens Petition
Against
The Proposed Land Bay B Road to 287

Mayor Walker
Town Council
Town of Lovettsville
Lovettsville, VA 20180

Residents of New Town Meadows
Lovettsville, VA 20180

Mayor Walker and Respected Council Members,

It is of great concern to all New Town Meadows residents that the Town Council has been considering the construction of a new road that is being advertised as a remedy for possible future traffic congestion in the town circle. The proposed route of this road will cross through Land Bay B and parallel to the Tritapoe Place cul-de-sac in New Town Meadows. This proposed road is highlighted in the attached document.

As this road will directly affect the residents of New Town Meadows, we feel that it is necessary to highlight our concerns and to petition that this road not be built.

Rather, we petition that alternative routes be considered by the Town as a means to accomplish the alleviation to future traffic needs. We have provided just a few of the possible alternative concepts at the end of this petition.

As seen on Figure 2 of the Town Center Focus area Map the new proposed road will cross directly over the walking path owned by the New Town Meadows Home Owner's Association. Ultimately, the proposed route will come out nearby what is currently the BP Auto Maintenance Garage on Rt.287. This will cause it to also cross another common but informal walking path used by the children of not only New Town Meadows but also the neighboring developments and homes.

As the proposed road will cross two walking paths, any development of this road will create a significant safety hazard to the residents and children of Lovettsville who use both paths daily. Given the location of the proposed road, regardless of any crosswalks or signage emplaced, it is highly likely that an accident involving a pedestrian and vehicle will occur. This safety hazard will impact the children residing in New Town Meadows and the surrounding residential developments as it is the children that are the primary users of these walking paths. While lighting may assist in decreasing this likelihood, any lighting emplaced at the proposed intersections will shine directly into the homes of the residents of New Town Meadows, which in turn will create an atmosphere not keeping with the town atmosphere.

This proposed road would not only cause our children to be at risk while walking to different events and locations in town or home after school but we would be faced with even more depreciation of the residential properties in New Town Meadows due to the proximity of the proposed road.

Given the drop in the property values which has occurred and now the recent tax assessments for 2009 we are assured that this road will only add to this loss when and if development does occur. This would place even more of a burden on a good number of your town taxpayers.

In addition to the safety hazard created by the proposed route of the new road, we would also like to highlight that the proposed new intersection and possible stop light that would be created, which was mentioned in the September 2008 Town Hall meeting, will likely only increase traffic congestion in the traffic circle. The justification for this new road and intersection is that it will relieve any possible future traffic congestion and provide an alternative route for any new commercial development that may be created upon the sale of the farmland next to the New Town Meadows complex. However, given the proximity of the proposed intersection to the traffic circle, this new intersection will only create additional traffic congestion should the traffic volume reach the level predicted by Mr. McGregor. While the intersection may fulfill any county or state regulations concerning the proximity of a new intersection to the Traffic Circle, it is highly likely that any time the proposed stop light controlling traffic on Rt 287 turns red, a significant backup of vehicles will occur which will likely back-up traffic into the traffic circle itself. This will obviously create a domino affect which will back-up all traffic in all directions entering and leaving the traffic circle until the traffic clears at the proposed new intersection.

Additionally, given the proximity of the proposed intersection to the Traffic Circle, a relatively large blind spot will be created with little time for traffic approaching the intersection to react to vehicles turning left or right onto Rt-287 from this proposed road. Therefore, the probability of a traffic accident significantly increases. Again, this assumes the level of predicted traffic that is being used to justify the construction of the proposed road and intersection. Should it be deemed that the level of traffic will likely never reach the level predicted, this new proposed road is not necessary.

However, as towns do develop over time and populations do increase, it is possible that at some point in the future a new road pattern will be required to decrease any possible increase in future vehicle traffic through the Town Center. Therefore, in order to provide an alternative, we propose that the Town of Lovettsville consider the following two alternatives.

- 1) Construct a road that will come out of the back-end of any new development that may be constructed in the farm land that is next to New Town Meadows. This road could easily run through the two Land Bays zoned Light Industrial and residential which are immediately behind the New Town Meadows development along Quarter Branch Road. This new road would empty out onto Quarter Branch Road. This new road would also provide any new development complex with an entrance and exit at both the front and back of the development, rather than only at the front as the current proposal indicates. It should be noted that according to the town zoning map, these two Land Bays are still within the town limits. As the distance of this intersection from the Town Center traffic circle is significantly greater than what is currently proposed in the "conceptual" plan, this will likely not create any additional traffic congestion in the traffic circle. Additionally, as vehicles turning onto Rt-287 from Quarter Branch Rd. have a clear view of all incoming traffic on Rt-287, the probability of a traffic accident will be significantly decreased. Construction of sidewalks along Quarter Branch Road would also eliminate any possible dangers to pedestrians walking down Quarter Branch Road. Additionally, as the proposed development plan requires that the "town atmosphere" be maintained and that pedestrian traffic be encouraged, the addition of sidewalks will only add to "town atmosphere" and encourage pedestrian traffic on Quarter Branch Rd.
- 2) The Town of Lovettsville investigate and pursue a joint venture with Loudoun County for the development of a road that goes through both county and Town land rather than restricting any development to only Town land. Given the physical size of the land inside the formal Town boundaries, most future construction that will provide a significant added benefit to the Town of Lovettsville without creating new problems will likely require joint ventures with Loudoun County.

Given the possible alternatives listed above, as well as other alternatives not listed, we, the undersigned, respectfully submit this petition for the following:

- 1) Do not include the proposed road highlight on the attached document in the town plan;
- 2) Do not build the proposed road and intersection highlighted in the attached document;
- 3) Do not approve of or build any road in Land Bay B that would allow vehicular traffic to cross through Land Bay B and over the HOA walking paths in Land Bay B.
- 4) That the Town of Lovettsville pursue alternatives to the proposed road, such as those listed above, in order to ensure both the continued safety of the residents of Lovettsville as well as to allow for the potential for Lovettsville to continue to grow.

Respectfully,
The Concerned Citizens of the Community
of New Town Meadows in the Town of Lovettsville, VA.



Figure 2
Generalized Access and Circulation

Town Center Focus Area

ITEM: LVPA 2007-0001
 November 4, 2008

Legend
 Access Point
 Circulation

NOTE: Access points and street alignments are meant to provide conceptual guidance only. Specific street and access alignments will be determined in the development process and will depend on the circumstances that exist at that time.

 Approximate access point
 General street alignment



PREPARED BY THE TOWN OF LOVETTSTVILLE
 DATE SOURCE: DEPARTMENT OF MAPPING, LOUDOUN COUNTY, VA



Re: Proposed Land Bay B Road to 287
Dear Mayor Walker and Respected Council Members,

We the residents of New Town Meadows are submitting this petition in opposition to this proposed road noted on Figure 2 of the Town Center Focus Area Map.

We oppose this road and submit to you the following:

- The proposed route of this road will cross through Land Bay B and parallel to the Tritapoe Place cul-de-sac in New Town Meadows. This proposed road is highlighted in the attached document. As seen on Figure 2 of the Town Center Focus area Map the new proposed road will cross directly over the walking path owned by the New Town Meadows Home Owner's Association and would cross another common but informal walking path used by the children of not only New Town Meadows but also the neighboring developments.
- As the proposed road will cross two walking paths, any development of this road will create a significant safety hazard to the residents and children of Lovettsville who use both paths. Given the location of the proposed road, regardless of any crosswalks or signage emplaced, it is highly likely that an accident involving a pedestrian and vehicle will occur.
- The proposed road would not only cause our children to be at risk while walking to different events and locations in town or home after school but we would be faced with even more depreciation of a good number of the residential properties in New Town Meadows due to the proximity of the proposed road, greater noise and undesirable lighting.

Given the facts surrounding this proposed road we the undersigned, respectfully submit this petition for the following:

- 1) Do not build the proposed road and intersection highlighted in the attached document;
- 2) Do not include the proposed road highlight on the attached document in the town plan;
- 3) Do not approve of or build any road in Land Bay B that would allow vehicular traffic to cross through Land Bay B and over the walking paths in Land Bay B.
- 4) That the Town of Lovettsville pursue alternatives to the proposed road, such as those listed above, in order to ensure both the continued safety of the residents of Lovettsville as well as to allow for the potential for Lovettsville to continue to grow.

Thank you for your time and consideration to this matter,
Sincerely,

Name DOUGLAS PIZATT
Address 24 STEAKS ST LOVETTSVILLE, VA 20160
Phone number 540-822-3487

Name DANA BATHMAN
Address 36 Lark Drive
Phone number 540 822 9061

Name KOLIN BATHMAN
Address 36 Lark Drive
Phone number 540 822-9061

Name Jennifer Oswald
Address 25 Patterfield Dr
Phone number 540-822-9240

Name Cory Oswald
Address 25 PATERFIELD DR
Phone number 540-822-9240

Name ABELLADE NYAMEDI
Address 45 Patterfield Dr
Phone number 540 822-9446

Name Kissen Valerio
Address 31 Patterfield Dr
number (571) 330-7324

Name Christopher Zeigler
Address 26 Tritapoe Pl
Phone number 540.822.5064

Name W. Grand
Address 36 Patton Road Dr Lovell
Phone number 540-822-3098

Name DAN NETTLES
Address 17 Lovett Drive
Phone number 540-822-4755

Name Jan Weans
Address 114 Lovett Dr.
Phone number 703-439-9411

Name James Allison
Address 16 Lovett Dr.
Phone number 703 835-7870

Name Christine Allison
Address 16 Lovett Dr.
Phone number 703 835 5517

Name Alma Carl
Address 16 Lovett Dr.
Phone number 540-333-4540

Name Frank Ruppel
Address 13 Lovett Drive
Phone number 240 297-5441

Name Andrew Ruppel
Address 13 Lovett Drive
Phone number 240 364 4003

Name Miguel Wilson
Address 15 Stacks St
Phone number 540 822 9349

Name Alex Kalafatis
Address 13 Stacks
Phone number 540-822-4388

Name Jim Sparrin
Address 15 Tritapor Pl
number 540-822-3967

Name James Sparrin
Address 15 Tritapor Pl
Phone number 540-822-3967

Name Stephanie Tidwell
Address 20 Tritapor Pl
Phone number 703-402-2449

Name Kelly Tidwell
Address 20 Tritapor Place
Phone number 571 220 9757

Name LIZENJA STANLEY
Address 22 STACKS ST
Phone number 540 822 4115

Name MATTHEW BURGESS

Address 30 STOCKS ST,

Phone number 703-674-7037

Name Justin Wallace

Address 12 Stocks St -

Phone number 571-439-6137

Name ERIC CHANG

Address 20 STOCKS

Phone number 540-822-4194

Name JUSTIN JARRELL

Address 35 stocks st

Phone number 540-822-5767

Name Amy Burgess

Address 37 Stocks Street

Phone number (540) 822-5414

Name Michelle Shuman

Address 11 Tritapoe Place

Phone number (540) 822-5571

Name Julie Niles

Address 2 Tritapoe Pl.

Phone number _____

Name Jennifer Burke

Address 3 Tritapoe Place

Phone number 703-999-8231

Name Danna Runko

Address 38 Tritapoe Pl Lovettsville 20180

Phone number 540-822-9935

Name Michael R Runko

Address 38 TRITAPOE PL LOVETTSVILLE 20180

Phone number _____

Name Donnell Pillay Small

Address 24 Lovett Dr. Lovettsville VA

Phone number (540) 822-5979

Re: Proposed Land Bay B Road to 287
Dear Mayor Walker and Respected Council Members,

We the residents of New Town Meadows are submitting this petition in opposition to this proposed road noted on Figure 2 of the Town Center Focus Area Map.

We oppose this road and submit to you the following:

- The proposed route of this road will cross through Land Bay B and parallel to the Tritapoe Place cul-de-sac in New Town Meadows. This proposed road is highlighted in the attached document. As seen on Figure 2 of the Town Center Focus area Map the new proposed road will cross directly over the walking path owned by the New Town Meadows Home Owner's Association and would cross another common but informal walking path used by the children of not only New Town Meadows but also the neighboring developments.
- As the proposed road will cross two walking paths, any development of this road will create a significant safety hazard to the residents and children of Lovettsville who use both paths. Given the location of the proposed road, regardless of any crosswalks or signage emplaced, it is highly likely that an accident involving a pedestrian and vehicle will occur.
- The proposed road would not only cause our children to be at risk while walking to different events and locations in town or home after school but we would be faced with even more depreciation of a good number of the residential properties in New Town Meadows due to the proximity of the proposed road, greater noise and undesirable lighting.

Given the facts surrounding this proposed road we the undersigned, respectfully submit this petition for the following:

- 1) Do not build the proposed road and intersection highlighted in the attached document;
- 2) Do not include the proposed road highlight on the attached document in the town plan;
- 3) Do not approve of or build any road in Land Bay B that would allow vehicular traffic to cross through Land Bay B and over the walking paths in Land Bay B.
- 4) That the Town of Lovettsville pursue alternatives to the proposed road, such as those listed above, in order to ensure both the continued safety of the residents of Lovettsville as well as to allow for the potential for Lovettsville to continue to grow.

Thank you for your time and consideration to this matter,
Sincerely,

Name Joy Pritz
Address 30 Lange Drive
Phone number 540-668-5012

Name Michael Pritz
Address 30 Lange Drive
Phone number 540-668-5012

Name Elizabeth McKenna
Address 15 Stonebreaker Way
Phone number 540 822 5741

Name Daniel A. McKenna
Address 15 Stonebreaker Way
Phone number 540-822-05741

Name Elin Simmons
Address 38 Pottery Field Drive
Phone number 703-217-6452

Name Angela Fair
Address 32 Pottery Field Dr
Phone number 540-668-5011

Name Charles V. Fair
Address 32 Pottery Field Dr
number 540 668 5011

Name Shirley Hamilton
Address 32 Pottery Field
Phone number 540 822 3049

Name Jennifer Zeigler
Address 26 Tritapoe Pl.
Phone number 540-822-5064

Name Cheryl Miller
Address 16 TRITAPOE PL
Phone number 540 822 9148

Name CHRISTINE MILLER
Address 16 TRITAPOE PL
Phone number ~~LOVETTSE~~ 540-822-9148

Name Gill Smith + ~~JEAN SMITH~~
Address 33 Stocks St. ~~LOVETTSE~~ Lovettsville VA 20180
Phone number call 703-~~403~~-1236

Name Altha Thompson 13040 Everhart Rd Lovettsville
Address 38 Peterfield
Phone number (540) 454-2301

Name JEREMY SMITH
Address 33 STOCKS ST LOVETTSTVILLE VA 20180
Phone number 703-403-1236

Name Gwendolyn Cilleken
Address 52 STOCKS ST LOVETTSMILLE VA 20180
Phone number ~~540~~-703 858-6578

Name Jacob Rosenthal
Address 40 Stocks St Lovettsville VA 20180
Phone number 301-639-7105

Name Kerry Baldwin
Address 46 Stock St Lovettsville VA 20180
Phone number 702-609-0071

Name Michael Krepinovich
Address 70 Stock Street
Phone number 546-822-5671

Name Jessica Prohac Irishman Ryan
Address 70 Stocks St.
number 546-822-5676

Name Irishman Ryan
Address 64 Stock St
Phone number 540 822 4217

Name DAVE STEPHERD
Address 45 STOCKS
Phone number 571-291-4469

Name Jennifer Shepherd
Address 45 Stocks
Phone number 571-291-4469 ←

Name _____
Address _____
Phone number _____

Re: Proposed Land Bay B Road to 287
Dear Mayor Walker and Respected Council Members,

We the residents of New Town Meadows are submitting this petition in opposition to this proposed road noted on Figure 2 of the Town Center Focus Area Map.

We oppose this road and submit to you the following:

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Thank you for your time and consideration to this matter,
Sincerely,

Name Sherron D Williams
Address 21 Stocks Street Lovettsville, VA 20176
Phone number 540-822-5328

Name Kan Pratt
Address 24 Stocks St. Lovettsville, VA 20180
Phone number 540-822-3987

Name Hosney A Turner
Address 44 Tritapoe Place Lovettsville, VA 20180
Phone number 410-279-4794

✓ Name Brian R. Furrow
Address 44 Tritapoe Place Lovettsville, VA 20180
Phone number 301-980-6657

Name Jennifer Willard
Address 40 Stocks St
Phone number 540 822-9375

Name Jennifer Willard
Address 40 Stocks St.
Phone number 540 822-9375

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Thank you for your time and consideration to this matter,
Sincerely,

Name Key Vincent

Address 71 Lovett Dr. Lovettsville

Phone number 540-822-5897

Name Wendy Calhoun

Address 703 554-4528 / 20 Lovett Dr.

Phone number _____

Name Stacy Miller

Address 26 Lovett Dr. Lovettsville, VA

Phone number 540-822-9747

Name Wanda Caldwell

Address 31 Lovett Dr

Phone number 540-822-4616

Name L.R. PATRICIA S. HODGDON

Address 34 Lovett Drive, Lovettsville, VA 20180

^{E-MAIL}
Phone number DR.HODGDON@ATT.BLACKBERRY.NET

Name Judith McCroskey

Address 30 Houser Dr Lovettsville Va 20180

Phone number 703 474-2722

Name Maria Madriano
Address 22 Tritapoe Pl. Lovettsville
Phone number (540) 822-4249

Name ~~Andrew~~ Andrew Dunkum
Address 18 Tritapoe Pl Lovettsville
Phone number 540 822.5388

Name ANDREW R DUNKUM
Address 18 TRITAPOE PL. LOVETTSVILLE, VA 20180
Phone number _____

Name Philip Falconer
Address 14 Tritapoe Pl. Lovettsville, VA 20180
Phone number _____

Name CHRISTOPHER & RYAN HORNBAKER
Address 12 TRITAPOE PLACE LOVETTSVILLE, VA 20180
Phone number (540) 336-5401

Name Lisa Smith
Address 10 Tritapoe Place Lovettsville VA 20180
Phone number 540 822 4601

Name _____
Address _____
Phone number _____

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Name _____
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(23)

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Thank you for your time and consideration to this matter,
Sincerely,

Name Mary Torres

Address 74 Stocks St

Phone number 540-822-4740

Name Alfonso Dobson

Address 18 Stocks St

Phone number 540-904-1331

Name Patricia Trindle

Address 29 Stocks St

Phone number 540-822-4616

Name Chad Johnson

Address 21 House Pt

Phone number 540-627-1878

Name Dave Golden

Address 41 Stock St

Phone number 571-221-9125

Name Mark Metzger

Address 34 Linnac Dr

Phone number 540-754-4830

Name Gregory Bruce Murrison
Address 383 PATRICK DR
Phone number 540-822-5867

Name Joseph P. O'Malley
Address 42 Tritapee Place
Phone number 540-822-5772

Name Slawa Olchovska
Address 17 Stocks St
Phone number 571 212 2097

Name JOHN GONZALEZ
Address 20 STOCKS ST Lovettsville VA 20180
Phone number 540 668-5014

Name Daniel J. Buchanan
Address 40 Tritapee Place Lovettsville VA 20180
Phone number 540-822-5536

Name Valerie Buchanan
Address 40 Tritapee Place Lovettsville VA 20180
Phone number 540-822-5536

Name Thyron J. Brooks
Address 36 TRITAPEE PLACE Lovettsville, VA. 20180
Phone number 571-272-5421

Name Anthony Herrin
Address 25 Stocks St Lovettsville VA 20180
Phone number 540-822-5815

Name Priscilla Trumble & Patrick Trumble
Address 29 Stocks St., Lovettsville, VA 20180
Phone number 540-822-4610

Name GUSINAC MIRSAD
Address 62 Stocks St VA 20180
Phone number 540-822-4330

Name Amanda Italy
Address 54 Stocks St Lovettsville VA 20180
Phone number 540-822-4061

Name Lenny McDougal

Address 30 Houser drive

Phone number 540 822 4597

Name Moneera Langley

Address 30 Houser Dr

Phone number 540-822-5335

Name Julie Windsor Julie Windsor

Address 38 Houser Dr.

Phone number 540-822-9937

Name Roxanna Hator

Address 32 Tritape Pl., Lovettsville, VA 20180

Phone number 540-242-8758

Name Al Hator

Address 32 Tritape Pl., Lovettsville VA 20180

Phone number 540-242-8758

Name John Uscilowicz

Address 22 Houser. P.O. Lovettsville VA 20180

Phone number 540-668-5021

Name _____

Address _____

Phone number Continue Next page -

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name Paul

Address 56 stocks st

Phone number 540 822 4896

Name Bernard

Address 56 stocks st

Phone number 540 822 4896

Name Paul

Address 56 stocks st

Phone number 540 822 4896

Name Paul

Address 153 stocks st

Phone number 540 822 9349

Name Paul

Address 606 stocks street

Phone number 315 405 1571

Name William B. Marc

Address 73 stocks st

Phone number 540-822-4241

Name Julia B. Marc

Address 50 stocks street

Phone number 540-822-9737

Name Stephen D. Marc

Address 50 stocks st

Phone number 540-822-9737

Name Christine Keyli

Address 50 stocks st

Phone number 540-822-9737

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Re: Proposed Land Bay B Road to 287

Dear Mayor Walker and Respected Council Members,

We the residents of New Town Meadows are submitting this petition in opposition to this proposed road noted on Figure 2 of the Town Center Focus Area Map.

We oppose this road and submit to you the following:

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- 4) That the Town of Lovettsville pursue alternatives to the proposed road, such as those listed above, in order to ensure both the continued safety of the residents of Lovettsville as well as to allow for the potential for Lovettsville to continue to grow.

Thank you for your time and consideration to this matter,
Sincerely,

Name Tracy Plazuk C. Plazuk

Address 1 Potterfield Dr Lovettsville VA 20180

Phone number 540-822-4228

Name Amanda Staley Amanda M. Staley

Address 28 Tritapoe Place Lovettsville, VA 20180

Phone number 540-822-9302

Name Sue Robble

Address 7 Potterfield Dr

Phone number 570-337-8552

Name Ivory

Address 13 Potterfield Dr

Phone number 540-822-5980

Name Donald Fox

Address 14 Potterfield Dr

Phone number 540-822-4832

Name Katie McInnis

Address 16 Potterfield Dr

Phone number (571) 230-9752

Name Margie Pitt
Address 21 Pottersfield Dr Louisville
Phone number 540-822-4559

Name Glenn Potterson
Address 31 Pottersfield Dr Louisville
Phone number 540-822-4651

Name C. HARLES FAIR
Address 32 POTTERTFIELD DR LOUISVILLE
Phone number 540 668 5011

Name _____

Address _____

Phone number Contine Next page.

Name _____

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Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name El. Zubeth Dillon & Alden

Address 24 LOVETT DR. LOVETTSVILLE, VA

Phone number (540) 822-5276

Name Donna Meade

Address 24 Tritapoe Place Lovettsville V.

Phone number 571-275-1226

Name Susan Parrella

Address 13 Stocks St Lovettsville VA

Phone number 540-822-4388

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name _____

Address _____

Phone number _____

Name _____

Address _____

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Name _____

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Phone number _____

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Name _____

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Phone number _____

Re: Proposed Land Bay B Road to 287
Dear Mayor Walker and Respected Council Members,

We the residents of the Town of Lovettsville are in support of this petition filed by the residents of New Town Meadows in opposition to this proposed road noted on Figure 2 of the Town Center Focus Area Map.

We oppose this road and submit to you the following:

- The proposed route of this road will cross through Land Bay B and parallel to the Tritapoe Place cul-de-sac in New Town Meadows. This proposed road is highlighted in the attached document. As seen on Figure 2 of the Town Center Focus area Map the new proposed road will cross directly over the walking path owned by the New Town Meadows Home Owner's Association and would cross another common but informal walking path used by the children of not only New Town Meadows but also the neighboring developments.
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Comment: clude a copy of the proposed road diagram with the road highlighted

Thank you for your time and consideration to this matter,
Sincerely,

Name Shawn Stora
Address 13329 Mountain Rd. Lovettsville VA 20180
Phone number 703-943-8910

Name Debra Simmons
Address 27823 Borden Rd. Lovettsville, VA 20180
Phone number 703-943-4300

Name _____
Address _____
Phone number _____

Name _____
Address _____
Phone number _____

Name _____
Address _____
Phone number _____

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Name _____
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number _____

Name _____
Address _____
Phone number _____

From Joseph O'Malley
1/29/09
EW

Reasons why building a through-way through Land Bay B to 287 is a bad idea:

This town plan itself admits that Land Bay B is located at one of the Town's most heavily used intersections.

Page 4: Land consolidation should be strongly encouraged for Land Bay B because it is located at one of the Town's most heavily used intersections and it is adjacent to the Town Center commercial core.

- Admission that land bay B is located at most heavily used intersections.

The town Plan admits that it is essential to not have access points at or near the intersection in the Town Center due to traffic congestion and safety concerns..

Page 4: It is not beneficial for traffic movement and safety to have multiple access points along either Berlin Pike or Broad Way at this location. It is essential to keep access points into development in this Land Bay as far away from the intersection as possible.

The Town Plan also states that pedestrian circulation should be encouraged. By placing a road which in turn will likely turn into the busiest road near the Town Center, pedestrian traffic will be discouraged due to the safety concerns of pedestrians, to include the children that use the walking path on Kiester Lane on a daily basis.

Page 5: Pedestrian circulation between Land Bays should be encouraged.

- By placing a road which in turn will likely turn into the busiest road near the Town Center, pedestrian traffic will be discouraged due to the safety concerns of pedestrians, to include the children that use the walking path on Kiester Lane on a daily basis.

Page 5: Vehicular access for the land on the north side of E. Broad Way should be via Land Bay B and Church Street and N. Light Street.

- ***Conflicts with the desire to minimize the number of major access points close to the Town Center (see page 4)***

Contradictory Statements in Proposed Town Plan:

In PARA 4, as noted above, the town plan stated that it was "Land Bay B . . . is located at one of the Town's busiest intersections." It goes on to state that "It is not beneficial for traffic movement and safety to have multiple access points along either Berlin Pike or Broad Way at this location." However, in the same paragraph, the town plan makes an argument about why a road should be close to the intersection at Land Bay B, which contradicts all previous statements.

Page 4: It is also most beneficial to locate these access points opposite other access points to adjacent Land Bays, such as Land Bay B (Berlin Pike) and the Town Center commercial area (W. Broad Way). It will also help de-congest the intersection to plan a

EW

road alignment through the northern part of the Land Bay connecting Berlin Pike to W. Broad Way.

- Contradictory Statements. It appears that the primary concern is to locate any access points as far away from the Town Center as possible. However, the plan is placing a major intersection within a couple hundred feet of the "most heavily used intersection". This will cause significant backup of traffic caused by any future planned growth.

These statements appear to not only contradict each other but also the intent of the Town Plan.

Additionally, while the below statement when taken in context of the rest of the paragraph is attempting to justify placing a crossroad through Land Bay B to 287, it also seems to admit that access points should be as far as possible from the intersection located at Land Bay B.

Page 4: Land consolidation will allow access points as far as possible from the intersection itself.

- Location of cross road as shown in town plan will not decrease traffic from traffic circle but rather will increase any traffic congestion due to future planned growth due to the close proximity of any planned exit to the town circle.

The Town Plan admits that Land Bay B is at the busiest intersection in Town and as such should take all precautions against placing access points near that intersection. However, it then appears to place a major access point immediately next to the busiest intersection.

I also noted a key logistical and real-estate issue with the plan that would affect and development on the portion of Land Bay B that is possibly zoned Light Industrial.

Page 11: Parking should all be located behind structures.

- By placing a parking lot behind any business/structure located on the land-locked portion of Land Bay B, you are creating a choke point for any traffic that would travel on the proposed road transiting through Land Bay B. This would in turn create significant safety hazard for those exiting the parking lot or parking spaces as oncoming traffic would likely have little time to react to any vehicle exiting the parking spaces. Basically, there is not enough space for a business, parking lot and two-lane road.

I also noted apparent confusion within the plan itself on how the zoning currently exists within Land Bay B.

Page 2: The Town Plan states that all of Land Bay B is zoned as Commercial. However, the Zoning Map shows a portion of Land Bay B zoned as Light Industrial.

Page 5: All the land in Land Bay B is currently planned and zoned for commercial development.

- See zoning map. Land directly behind Tritapoe is zoned Light Industrial.

Page 8: Land Bay B is zoned C-2 and Light Industrial I-1.

- Contradicts statements made on Page 3 and Page 5. The fact that this plan contradicts itself in several places creates the concern that this is not a well thought out plan.

Additionally, I noted an apparent confusion between how the design of the businesses should be developed on Land Bay B.

Page 11: The general planning objective for Land Bay B is to mirror the new downtown that has been created by the Town Center and to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay B.

- ***Previously, it was stated that the development in Land Bay B should differ from the Town Center, and rather should be "campus-like." This statement appears to contradict the statement made on Page 2.***
 - o "In addition to employment uses expected in the Town Center, as expanded along E. Broad Way, existing industrially-zoned property lying to the east of [the] New Town Meadows [residential subdivision] project is designated for employment uses. Unlike the traditional downtown feel intended in the Town Center Core, however, development in the employment area should be sited so as to create a campus-like facility,"

If these key statements in the proposed plan are contradictory, it indicates that the plan may not have been thoroughly thought through prior to proposing it to the town council and town residents.

BOTTOM LINE:

The proposed road running through Land Bay B and onto 287, as shown in the "conceptual" proposal will cost the Town of Lovettsville in both safety and money. While there exists other feasible alternatives (i.e. an alternate exit/access route for any new residents of any new residential development built on Land Bay B) the Town should consider those alternatives and do a full study and/or engineering comparison to evaluate which alternative would best benefit the town as a whole. Given the size of the available real-estate within the town limits, the town should consider joint development projects with Loudoun County so as to not overcrowd the land within the Town limits. This in turn will keep with the desire, as stated in the Town Plan, of keeping the small town feel and avoid what would inevitably result overcrowding of buildings, people and vehicular traffic.

Questions about certain statements in the plan:

Page 6: The definition of commercial use should include office and personal services uses but not automotive related uses.

EW