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VIA E-MAIL

April 6, 2010

Marchant Schneider
Loudoun County Planning Department
1 Harrison Street, S.E.
Third Floor
Leesburg, VA 20175

RE: Second Round Referral Comments for SPEX 2007-0021

Dear Marchant:

This letter constitutes the Applicant's response to comments received April 2 from the Office of Transportation Services regarding the above-referenced application. Each comment is noted in italics, followed by the Applicant's response.

Loudoun County Office of Transportation Services (comments dated April 2, 2010)

Status of Transportation Comments

1. *OTS acknowledges that the medical versus general office issue was addressed by the Glascock Field rezoning (ZMAP 2006-0007) through the contribution of an additional \$0.60/sq ft regional road contribution for space initially occupied by medical office uses.*

The Applicant's latest (March 25, 2010) traffic assessment contains the complete trip generation comparison information that was initially requested in the first OTS referral in 2007. The total amount of proposed SPEX uses would generate no more trips than those that would be generated by the approved uses on the site. Issue resolved.

Response: Comment acknowledged and appreciated.

2. *The SPEX plat depicts turn lanes at each of the four entrances to the site, including separate left turn lanes at three of the four entrance locations. These lane configurations appear to be consistent with the assumptions made in the Glascock Field traffic study prepared by Wells & Associates, dated May 24, 2007.*

With regard to traffic signalization, there is no proffer from ZMAP 2006-0007 committing the Applicant to design and install a traffic signal at the main entrance to the site from Stone Springs Boulevard Extended. The above-referenced May 24, 2007 traffic study indicates failing side street LOS (i.e., traffic exiting the hospital) at this location (Intersection 12 in the traffic study) in both 2015 and 2020. The traffic study states that while a traffic signal at this location would restore LOS to acceptable levels, the intersection "would not likely meet warrants for signalization." Further clarification is necessary as to the analysis performed at this intersection.

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OTS acknowledges the proffered regional road contribution for non-residential uses and additional regional road contribution for medical office uses located on the site (per ZMAP 2006-0007), and that these contributions could be used for any number of road improvements in the area.

Response: Comment acknowledged and accepted. The Applicant of ZMAP 2006-0007 intentionally did not assign these dollars to specific transportation projects to provide the County the flexibility to allocate the monies on projects of import, such as signalization.

3. *The sidewalks and crosswalks added to the SPEX plat appear to provide adequate pedestrian access to the entire site.*

Generally speaking, the focus of bicycle/pedestrian facilities in corridors planned to become limited access has been on the parallel road network (in this case along Dulles South Boulevard and Tall Cedars Parkway) and not on the future limited access roadway itself. Notwithstanding this approach, the referenced multi-use trail is a proffered requirement of the underlying Glascock Field rezoning, and OTS therefore considers this issue to be resolved with respect to the current SPEX application.

Response: Comment acknowledged and accepted.

4. *The language referenced by the Applicant has not been provided to OTS, and it is noted that the County, not the Applicant, imposes SPEX conditions. In this case, OTS recommends a condition of approval that commits the Applicant to reserve/depict on the SPEX plat the locations of two (2) bus shelters proximate to the entrances of the hospital and medical office buildings on site, but not install the shelters until such time as local bus service to the site is planned and funded. Once installed, the Applicant should be responsible for maintenance of the shelters in a clean, functional condition. OTS notes that a similar SPEX condition was included with the approval of the INOVA Dulles South Hospital Campus (SPEX 2006-0012). As noted in the first referral, OTS staff is available to meet with the Applicant regarding this topic.*

Response: The Applicant has agreed to a condition to install and maintain two (2) bus shelters on the Property once bus service to the Property begins. The approximate location of each shelter is shown on the Special Exception plat; the final location will be determined at time of site plan approval.

5. *OTS acknowledges that this issue was addressed with the Glascock Field rezoning (Proffer IV. L.), whereby the Applicant committed that it would not object to the modification (by VDOT or others) of the northern half of the existing Gum Spring Road (Road "B")/Route 50 intersection to a right-in/right-out only configuration once certain other road connections and improvements are in place, namely (1) Stone Springs Boulevard between Route 50 and the Route 50 North Collector Road is accepted by VDOT for maintenance; (2) a four-lane divided section of the West Spine Road between Route 50 and Tall Cedars Parkway is open to traffic; (3) a traffic signal is operational at the intersection of Route 50 and the West Spine Road; and (4) the portion of existing Gum Spring Road between the Route 50 North Collector Road and*

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Road B has been vacated and/or abandoned by VDOT and/or the County. The Glascock Field proffers (Proffer IV.L.) also acknowledge the eventual complete closure of this intersection (by VDOT or others) at such time as an interchange is in place proximate to this location and the West Spine Road (Route 606 Extended/Arcola Boulevard) is open north of Route 50. This issue is resolved with respect to the current SPEX application. Further issues related to the planned road network in this area are discussed in Comments #8 and #9 below.

Response: Comment acknowledged and appreciated.

New Comments

Since completion of the first referral dated September 13, 2007, OTS staff notes the following additional comments/issues:

6. *The Applicant's 2010 traffic assessments (see Attachment 2, Future Roadway Network, Page 3) indicate that a grade-separated interchange will be constructed at Route 50 and relocated Gum Spring Road (Stone Springs Boulevard Extended). While OTS acknowledges that right-of-way (ROW) reservation for a future grade-separated interchange at this location was proffered as part of the Glascock Field rezoning¹, neither the 2001 Revised CTP nor the Route 50/Arcola CPAM reference/depict such a facility at this location (the CTP depicts interchanges on Route 50 at the West Spine Road (approximately 2,400 feet to the east) and at Route 659 Relocated (Northstar Boulevard) (approximately 3,200 feet to the west); the Route 50/Arcola CPAM does not reference any specific interchange locations). It is not clear how this interchange would function given the close proximity of the planned interchanges to the east and west (typically, it is recommended that there is at least one mile between interchanges). Although the conversion of this segment of Route 50 to a limited access facility is not anticipated for some time, should the Applicant desire to preserve access to the hospital campus from Route 50 at Stone Springs Boulevard in the future, the Applicant should provide a study that evaluates (1) the functionality and feasibility of an interchange at Stone Springs Boulevard Extended within the context of the planned interchanges to both the east (West Spine Road) and west (Northstar Boulevard), and (2) traffic circulation in the area both with and without an interchange at this location. OTS notes that the current draft of the 2010 CTP contains a note (Note "L") indicating that the functionality of planned interchanges in this area will be determined by later study. Given the access needs of the hospital, OTS believes that this is an appropriate request which will assist the County and VDOT in determining the ultimate road network in this area.*

Response: The Arcola/Route 50 CPAM (CPAM 2005-0007) established the alignment of Stone Springs Boulevard and its connection with Route 50. As part of the proffers approved with ZMAP 2006-0007, the Applicant agreed to construct this new intersection to serve the proposed 1.3 million s.f. of office uses and 276 residential units to be constructed north of Route 50, while also connecting the Brambleton/Arcola areas north of Route 50 with the County's largest library

¹ Per Proffer IV.A.1. of the approved Glascock Field proffer statement, as revised through December 3, 2007.

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currently under construction immediately south of Route 50. This proffer remains in effect and is binding on the Applicant of this Special Exception request and the County.

Under the approved proffers, the Applicant also agreed to dedicate right-of-way for a future grade-separated interchange at Route 50/Stone Springs Boulevard that could be implemented by the County and/or VDOT at any time using, among other sources, regional road fund contributions proffered by the Applicant for such purposes. This obligation was negotiated as part of the ZMAP's approval and encumbers a portion of the Applicant's property that otherwise could have been reserved for development consistent with the PD-OP zoning. This proffer also remains in effect and is binding on the Applicant of this Special Exception request and is enforceable by the County.

To the extent the County determines at some point in the future that it no longer desires to have the flexibility to establish a grade-separated interchange at this location, as the approved proffers provide, then it may choose to forego enforcement of the applicable proffer. That decision, however, rests with Loudoun County, not the Applicant, and there is no reason the Applicant should be obligated now to analyze a decision that is not its to make.

7. Since the first OTS referral on this application was written in September 2007 and the Glascock Field rezoning was approved in December 2007, there has been much discussion regarding how the "interim" road network in this vicinity (i.e., Route 50, West Spine Road, Existing Gum Spring Road, Stone Springs Boulevard, etc) will function until such time as the West Spine Road (Route 606 Extended/Arcola Boulevard) north of Route 50 (proffered by Arcola Center (ZMAP 2006-0015) but not anticipated to be completed until sometime after 2014) is constructed and open to traffic. OTS notes that it is desirable that traffic pattern and access changes (i.e., the opening of the West Spine Road in both directions south of Route 50, the modification of the Route 50/Existing Gum Spring Road intersection to a right-in/right out configuration and closure of the median crossover, and the opening of Stone Springs Boulevard Extended) during this "interim" period are coordinated and occur as close as possible in time to each other so as to minimize the disruption to the traveling public in the area.

Response: Comment acknowledged. However, as noted in the comment, the transportation improvements in this area were proffered as part of individual cases and the timing of those improvements is outside of the Applicant's control.

Please do not hesitate to call or email with any questions. We look forward to resolving any outstanding issues prior to the April 28 Planning Commission Public Hearing.



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Warmest regards,

A handwritten signature in cursive script that reads "Molly M. Novotny".

Molly M. Novotny

cc: Tracey White, HCA Capital Division
Mark C. Looney, Cooley Godward Kronish LLP

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