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November 3, 2009

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RE: White's Ford Park - Response to Questions from Planning Commissioners

Dear Nicole:

This letter is in response to the questions we received both during and after the Planning Commission work session on October 8. Each question is paraphrased in italics below; followed immediately by our response. The responses below are in no particular order.

1. *Could the Applicant revise its traffic study to designate Spinks Ferry as the primary park entrance, rather than Limestone School Road? (Commissioner Austin)*

Before beginning the traffic study for White's Ford Park, the Applicant's traffic engineers met with the County's Office of Transportation and agreed that Limestone School Road would be the primary park entrance and therefore would be the intersection studied in the report. Limestone School Road was chosen as the primary entrance for a number of reasons: 75 percent of park traffic is assumed to be coming from Leesburg and points south, while only 25 percent is assumed to be coming from the north, and the shortest distance from Route 15 to the park is via Limestone School Road. Therefore, Limestone School Road was chosen since it's the most direct and intuitive route.

While Limestone School Road is expected to be the primary route, it is possible that some traffic could use the intersection of Spinks Ferry Road and Route 15. Both the Limestone School Road and Spinks Ferry Road intersections with Route 15 operate today with unacceptable levels of service. However, due to the low volumes along the side streets, traffic signals are not warranted. These conditions exist today, and while they will be impacted by White's Ford Park site trips, the impact during commuter peaks is expected to be very minimal, just one percent of total traffic at the intersection, and will not significantly change intersection delay or the need for signals.

As part of recent safety improvements for Route 15, VDOT added a southbound left turn lane at Limestone School Road. No similar turn lane was added at Spinks Ferry. Therefore, the southbound left turn lane at Limestone increases the likelihood that the southbound traffic will use that road rather than Spinks Ferry, as the turn lane allows vehicles to get out of the mainline flow while waiting for a gap in northbound traffic to turn left.

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To revise the traffic study to include the intersection of Spinks Ferry Road and Route 15 will only highlight that the intersection is unacceptable and suggest that a southbound left turn lane would improve it.

The traffic distribution pattern and the factors influencing this pattern were reconfirmed at a meeting held with VDOT and County officials on October 29, 2009. The unanimous consensus among staff at the meeting was to keep the discussion focused on possible roadway improvements at the intersection of Limestone School Road and Route 15.

2. Is the Virginia Outdoors Foundation aware that motorized boats would be permitted?

Yes. The Virginia Outdoors Foundation ("VOF") has seen the plans for the park and the conditions of approval, which limit motorboats to those with 10 hp engines or less. The VOF acknowledged its approval of the plans in a letter dated October 2, 2009. To further clarify its position on motorboats, the VOF sent an e-mail dated October 29, 2009, acknowledging that these boats are permitted. Both letters have been forwarded to staff under separate cover and are attached to this letter.

3. What size campers are allowed at other parks? (Commissioner Syska)

NVRPA operates two other family campgrounds in the region, Pohick Bay and Bull Run, and allows all sizes of Recreational Vehicles and campers at both facilities. RVs range in length from 20 feet to 45 feet and campers can measure as long as 22 feet.

4. Can you limit camping trailers to something less than 22 feet? (Commissioner Austin)

When NVRPA put the property under contract to purchase, its plan was to allow all types of camping at the property. Pop up and RV trailer-camping has grown in popularity and sites to accommodate those vehicles are in the most demand and NVRPA was excited to be able to meet that growing need with its proposed campground at White's Ford Park. However, as planning got underway, we received feedback from staff that the RVs were problematic and we have since agreed to a condition to prohibit RVs and campers greater than 22 feet in length, despite the demand and those sites being NVRPA's greatest revenue generator.

Popup campers, which would still be permitted at the park, come in various sizes with the maximum size being 22 feet. To avoid confusion and simplify management of the camper-restriction, NVRPA chose 22 feet as the maximum permitted size at White's Ford. Many of the popups that will come to the park will be less than 22 feet, but rather than try to regulate each camper that enters the park, NVRPA chose the maximum length as the standard.

5. Are there other campgrounds, that allow trailers, accessed off of similar rural roads? (Commissioner Austin)

NVRPA operates parks throughout Northern Virginia, but none is quite like the one proposed at White's Ford. The majority of NVRPA's parks are more urban, providing such active uses as swimming pools, golf courses and athletic fields, while others are

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undeveloped open space. The proposed White's Ford Park will be among NVRPA's more rural offerings, providing Loudoun residents a number of passive amenities as well as public access to the Potomac River, in addition to the campgrounds. Besides Temple Hall Farm, this will be NVRPA's only park accessed off a rural road.

6. *Was a turn lane part of VDOT's recent Rt. 15 improvements? (Chairman Maio)*

No. Although a northbound right turn lane at Rt. 15 and Limestone School Road may have been discussed as part of the recent VDOT improvements to Rt. 15, according to VDOT engineer Jim Zeller, it was never included in the scope of the project.

7. *Can you limit any electrical hookups for campsites to those sites outside the 600-foot VOF Potomac River setback? (Commissioner Austin)*

Yes. We will agree to not provide any electrical hookups within the 600-foot VOF setback. Furthermore, we will prohibit any of these hookups within the floodplain; therefore any electrical hookup associated with a campground will be located north of Hibler Road.

8. *We were asked to respond to a concern that the parking lots and trails would be lit, which could create more light than a home would if it were developed on the Property. (Commissioner Austin)*

NVRPA has no plans to light the parking lots or trails. Any lights associated with the boat ramp or campground would be attached to or adjacent to a building, such as the bathhouse or park office. All of the installed lighting will be designed as full cut off fixtures to preclude light trespass onto adjoining properties and skyglow and therefore there shouldn't be any light emitted from the park.

9. *We were asked to respond to a resident's concern about alcohol consumption at the park. (Commissioner Austin)*

NVRPA will prohibit alcohol from the campsites at White's Ford Park, as it prohibits it from all of its campsites. NVRPA cannot control alcohol consumption on the river, since it does not own the river; however, it has not experienced alcohol-related problems at its other parks with boat launches. Routine surveillance curtails this from occurring.

10. *We were asked to respond to a resident's concern that the park would generate trash offsite. (Commissioner Austin)*

NVRPA will provide trash receptacles at key locations throughout the Park that will be emptied on a regular basis.

11. *We were asked to respond to a resident's concern that the motorized boats on the river and campsites would generate noise inconsistent with the surrounding residential homes. (Commissioner Austin)*

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NVRPA has limited the size of the boats using the boat ramp to those with 10 hp or smaller engines, and has prohibited jet skis from using the ramp, which means any noise associated with the boat ramp will be limited. Boats with much larger engines currently use the river today. In terms of the campground, NVRPA is abiding by the County's 200-foot campground setback and will not build anything associated with the campground within 200 feet from the property line. Furthermore, NVRPA has committed to establish quiet hours at the campground from 10 p.m. until 7 a.m. All other Park uses are only operational during daylight hours.

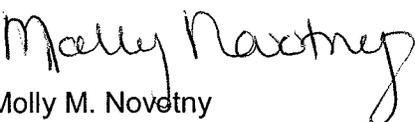
12. Questions have been raised about how Park operations may impact the wildlife and birds in the area.

Approximately 220 acres of the proposed park are currently being used for agricultural purposes and are devoid of any significant vegetation. The area north of Hibler Road is being grazed by cattle, and the floodplain south of Hibler Road is in crop production. As portions of the park become open to the public, NVRPA will halt the farming operations, which will have substantial positive impacts to the environment through the elimination of animal waste and the runoff from crop fertilizers and pesticides.

Furthermore, much of these 220 acres will be actively managed by NVRPA to create optimum wildlife habitat. Some of the cleared land, particularly in and around the campsites north of Hibler Road, will be reforested. Some areas, likely those in the floodplain, will be planted and maintained as meadows and other areas of farmland will be allowed to reforest naturally.

A number of citizens associated with the Loudoun Wildlife Conservancy ("LWC") have sent emails concerning the park. At the time, most were unaware of many of the details of NVRPA's plans for the property. NVRPA has spoken with the president of LWC and intends to work closely with the organization in planning how best to convert the 220 acres of denuded agricultural land into important wildlife habitat.

Sincerely,


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cc: Todd Hafner, Northern Virginia Regional Park Authority
Kate Rudacille, Northern Virginia Regional Park Authority
Colleen Gillis Snow, Cooley Godward Kronish LLP
Lou Canonico, christopher consultants
Tushar Awar, Gorove/Slade

enc. Letter from Erika Richardson at the Virginia Outdoors Foundation to Paul Gilbert, dated
October 2, 2009
E-mail from Erika Richardson at the Virginia Outdoors Foundation to Todd Hafner, dated
October 29, 2009

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