

County of Loudoun
Office of Transportation Services
MEMORANDUM



DATE: September 29, 2009

TO: Stephen Gardner, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Coordinator *LM*

SUBJECT: ZMAP 2006-0011, ZCPA 2006-0003—Stone Ridge Commercial
Third Referral

Background

This referral reviews the revised rezoning (ZMAP) and concept plan amendment (ZCPA) applications for portions of the approved Stone Ridge development. The referral also updates the status of the transportation issues identified in the first and second OTS referral on these applications (dated October 10, 2006 and April 17, 2009, respectively).

The subject ZMAP application proposes to rezone approximately 68 acres from the PD-H4, R-16, R-24, PD-IP, PD-CC(SC), and CLI zoning districts to the PD-H4, R-16, R-24, PD-IP, PD-CC(SC), and PD-OP zoning districts; these changes would result in a net increase of approximately 133 sq ft of non-residential (office) uses within Stone Ridge. A summary of these proposed land use changes is provided as *Attachment 1*. The rezoning also includes an additional 100-space park and ride lot along the south side of Millstream Drive (opposite the existing 250-space lot at the Stone Ridge Village Center). No additional residential uses are proposed. With respect to the road network, the subject ZCPA application would realign segments of South Point Drive (formerly Canary Grass Drive) to connect with Gum Spring Road (Existing Route 659), creating the potential for a continuous road connection for local traffic between Millstream Drive and the future West Spine Road without the need to access U.S. Route 50. Additionally, Millstream Drive (west of Stone Springs Boulevard) would be realigned to serve Landbay 7, connecting to Tall Cedars Parkway west of the proposed residential areas and would eliminate the need for a major floodplain crossing. A vicinity map and reduced version of the concept development plan are provided as *Attachment 2*. Access to the site is largely via the existing Stone Ridge internal road network. It is noted that Landbay 9, which would have been accessed via U.S. Route 50 opposite a new at grade intersection approved with the INOVA Dulles South Hospital Campus, has been removed from the applications.

This referral is based on review of materials received from the Department of Planning on June 22, 2009, including (1) a letter from the Applicant dated June 16, 2009 responding to second referral comments; (2) a revised statement of justification prepared by the Applicant dated June 16, 2009; (3) a revised draft proffer statement, dated June 16, 2009; (4) an

updated traffic impact study update prepared by Wells & Associates, LLC, dated June 16, 2009; and (5) a rezoning plan set (including a concept development plan (CDP)) prepared by Urban, Ltd., dated April 7, 2006 and revised through June 15, 2009. OTS staff also reviewed (6) the proffers and letter of clarification, dated October 5, 2005 and November 30, 2005, respectively, for the most-recently approved Stone Ridge rezoning application (ZMAP 2002-0013).

Review of Applicant's Revised Traffic Study

The Applicant's most recent traffic study (dated June 16, 2009) updates the previous (January 26, 2009) traffic study and includes the following changes/additions:

- Review of the revised proposed development program, including the removal of Landbay 9 from the subject applications, resulting in a reduction of the net increase in non-residential uses proposed from +2,424 sq ft to +133 sq ft
- Update of assumed future lane use and traffic control on Stone Springs Boulevard at Millstream Drive (Intersection 8) and Tall Cedars Parkway (Intersection 12)
- Inclusion of a proffer comparison between the most recent existing Stone Ridge approvals (ZMAP 2002-0013, approved in 2005) and the proposed applications

The study continues to assume site buildout in a single phase by 2015. Relevant portions of the revised traffic study are summarized below.

Road Network Analyzed by Revised Study

The Applicant's traffic study analyzed current and future traffic conditions, focusing on eight (8) existing intersections and adjacent roadway segments in and around Stone Ridge. Future road segments and intersections are shown as dashed lines on the graphic. Existing lane use and traffic control is illustrated on *Attachment 3*.

Existing Traffic Volumes and Intersection Levels of Service (LOS)

Attachment 4 illustrates existing daily and peak hour traffic volumes in the vicinity of the subject site. AM and PM peak hour traffic counts were taken at eight (8) intersections in the study area in 2008. Daily traffic volumes (VPD) shown on *Attachment 4* were estimated based on the assumption that PM peak hour traffic volumes represent 10% of daily traffic volumes.

Attachment 5 (Column 1) summarizes existing intersection LOS in the vicinity of the site. Under existing signalized control, both the Route 50/Stone Springs Boulevard intersection (Intersection 3) and the Route 50/Route 659 intersection (Intersection 4) operate at an overall unacceptable LOS in the AM peak hour, though certain individual movements at each intersection operate at unacceptable LOS in the PM peak hour. The Route 50/Loudoun County Parkway intersection (Intersection 6) operates at overall unacceptable LOS conditions in both the AM and PM peak hours with existing signalization.

Background Traffic Assumptions

The traffic study update includes background traffic from a total of 17 pending and/or approved developments in the surrounding area. The study assumes a 2% annual growth rate, which was applied to all turning movements for forecast year (2015) conditions. The study states that this rate was determined based on recent conversations with VDOT; OTS staff notes that the same growth rate was used in the December 2008 traffic study for the previously-proposed West Spine Plaza application (SPEX 2007-0029).

Trip Generation from Proposed Development

The proposed applications would result in approximately 275 additional weekday average daily trips (a 1% increase) beyond those generated by the currently approved Stone Ridge development program. This figure includes 63 additional AM peak hour trips (2% increase) and 34 additional PM peak hour trips (1% increase). These figures are illustrated on the trip generation comparison included as *Attachment 6*, and reflect adjustments in standard trip generation rates for (1) internal capture; (2) transportation demand management (TDM) measures, and (3) pass-by trips for approved retail uses, all based on previous Stone Ridge traffic studies and approvals.

Forecasted (2015) Traffic Volumes, Levels of Service (LOS), and Recommended Mitigation Measures

Attachments 7 & 8 illustrate the 2015 total future traffic volumes (i.e., background traffic plus site-generated traffic) for both the approved and proposed Stone Ridge development programs, respectively. Year 2015 total future peak hour intersection LOS for all 16 intersections in the study area is illustrated on *Attachment 5 (Columns 2 & 3)* for both the approved and proposed development programs, respectively. The total future lane use and traffic control necessary to achieve the peak hour LOS categories identified in *Attachments 7 & 8* are depicted in *Attachments 9 & 10*; lane configuration changes proposed by the subject applications are noted by asterisks.

Significant changes to the regional road network assumed by 2015 include (1) the completion of the West Spine Road between Tall Cedars Parkway and Route 50 (the West Spine Road will replace Gum Spring Road as the through traffic connection south of Route 50); (2) the completion of Stone Springs Boulevard extended north of Route 50; (3) the conversion Gum Spring Road north of Route 50 to a right-in, right-out only configuration, and (4) the addition of a third lane in each direction on Route 50 from just west of Stone Springs Boulevard (Intersection 3) east to Loudoun County Parkway (Intersection 6). These configurations are depicted on *Attachment 10*.

In 2015, under both the approved and proposed development programs, the updated traffic study indicates that several movements would operate at failing LOS in both the AM and PM peak hours at the Route 50/Stone Springs Boulevard intersection (Intersection 3) and at the Route 50/West Spine Road intersection (Intersection 5) (both intersections would be signalized). The signalized Route 50/Loudoun County Parkway intersection (Intersection 6) would continue to operate at overall failing LOS in both the AM and PM peak hours. The on-site Stone Springs Boulevard/Millstream Drive intersection (Intersection 8) would operate at

acceptable LOS in both the AM and PM peak hours with the installation of a traffic signal and the opening of previously-constructed left and right turn lanes on Stone Springs Boulevard. The on-site Stone Springs Boulevard/Tall Cedars Parkway intersection (Intersection 12) would experience side street (Stone Springs Boulevard) delays (LOS E and F) during the AM and PM peak hours even with a four-way stop control remaining in place and the opening of all previously-constructed left and right turn lanes on Tall Cedars Parkway.

The study concludes that the proposed development program would result in similar conditions to those that would be realized under the approved development program, and contends that the improvements proffered with the existing Stone Ridge approvals, as well as those improvements proposed with the subject applications, effectively mitigate the transportation impacts of the proposed development.

Status of Transportation Issues/Comments

Staff comments from the first and second OTS referrals (dated October 10, 2006 and April 17, 2009, respectively), as well as the Applicant's responses (quoted directly from the January 27, 2009 and June 16, 2009 Applicant response letters) and current issue status, are provided below.

1. Initial Staff Comment (1st Referral, October 10, 2006): The application proposes to realign existing Gum Spring Road to create a T-intersection with a local road (Canary Grass Drive) approximately 300 feet south of the existing Gum Spring Road/Route 50 intersection, and proposes to remove the existing traffic signal and median crossover at the intersection of existing Gum Spring Road and Route 50, creating a right-in, right-out scenario to/from eastbound Route 50. This proposed right-in, right-out configuration is not acceptable as it is inconsistent with the adopted Revised Countywide Transportation Plan (Revised CTP), which calls for the ultimate condition of this segment of Route 50 to be limited access with grade separated interchanges at various locations, including the West Spine Road (approximately 1,000 feet to the east of the proposed right-in, right-out movement). The proposed right-in, right-out movement is not only inconsistent with the limited access policy but would also result in weave/merge conflicts with the future Route 50/West Spine Road interchange. A more acceptable configuration would be to extend Canary Grass Drive to tie into the east-west road (Southpoint Boulevard) approved as part of the adjacent Gum Spring Village Center development, with future access to the West Spine Road south of Route 50. The Applicant should coordinate this connection with Gum Spring Village Center.

Applicant's Response (January 27, 2009): The application provides for the extension of former Canary Grass Drive (now South Point Drive) in the Gum Spring Village Center project. This street configuration is consistent with the eventual closure of the existing Route 659 and Route 50 intersection and median crossover.

Issue Status (2nd Referral, April 17, 2009): OTS appreciates the revised road layout to connect Southpoint Drive from its existing terminus west to Millstream Drive. This connection will provide beneficial local access between Stone Ridge and the future West Spine Road without the need to access Route 50.

OTS notes that the Route 50/Existing Route 659 (Gum Spring Road) intersection will ultimately be closed, and north-south through traffic will utilize the future West Spine Road. The decision regarding the timing of modifications or closure to the Route 50/Gum Spring Road intersection rests with VDOT as part of a larger operational review/analysis of the road network; the timing and extent of any modifications to this intersection and the Applicant's role/responsibility for any such modifications should be discussed with VDOT. Additionally, it is not clear if Gum Spring Road between Route 50 and Tall Cedars Parkway needs to be retained at all once the West Spine Road is constructed should all adjacent parcels have alternate access in place; further discussion with VDOT and other adjacent property owners is necessary.

Applicant's Response (June 16, 2009): The Applicant has met with VDOT and OTS on this matter and does not object to the eventual closing of the Route 50/Gum Spring Road intersection. The Applicant has added Proffer II.4.d. with respect to this matter that was also addressed in the Glascock Field rezoning case. The Applicant also does not object to the vacation of Gum Spring Road between Southpoint Drive and Tall Cedars Parkway.

Current Issue Status: As stated in previous referrals, OTS appreciates the revised road layout to connect Southpoint Drive from its existing terminus west to Millstream Drive. This roadway could serve as part of a larger local access connection between the West Spine Road and Stone Ridge in the future, depending on future development between the West Spine Road and existing Gum Spring Road (namely the West Spine Plaza site).

The new proffer (Proffer II.4.d.) referenced in the Applicant's June 16, 2009 response above states that the Applicant will not object to the closure of the existing median crossover and removal of the traffic signal at the Route 50/Gum Spring Road intersection and modification of the south side of the intersection to a right-in, right-out configuration by VDOT or others once certain other road improvements are in place. The Applicant's traffic study notes the potential for such a right-in, right-out access (pending future VDOT and County approvals) but does not analyze this configuration. OTS reiterates its position stated in previous referrals on these and other applications opposing new ingress and egress points along the future limited access segment of Route 50. Such access is not consistent with adopted County policy, which calls for the "consolidation and reduction of access points along Route 50" (CPAM 2005-0007, Arcola Area/Route 50 Comprehensive Plan Amendment, Transportation Policy 1). However, as also previously noted, given that this location is part of an existing public roadway, final authority on the reconfiguration or closure of this intersection rests with VDOT. Approval of the subject applications should not be construed as approval of a right-in, right-out access at this location.

OTS staff understands that the Applicant has no objection to the potential future vacation of the segment of existing Gum Spring Road between Southpoint Drive and Tall Cedars Parkway, but notes that any future vacation of this roadway is

dependent, in part, on the availability of alternate access to all adjacent parcels on the west side of the West Spine Road.

2. Initial Staff Comment (1st Referral, October 10, 2006): Issues with right-of-way acquisition and construction of the proposed West Spine Road between Tall Cedars Parkway and Route 50 add additional complications and uncertainty to the interim and ultimate roadway configuration in this area. Although construction plans for a two-lane (northbound) section of the West Spine Road between Tall Cedars Parkway and Route 50 were approved by the County in 2002 (CPAP 2001-0184), no construction has commenced to date. No plans are currently on file for the remaining two (southbound) lanes of the West Spine Road between Route 50 and Tall Cedars Parkway. (Construction plans (CPAP-2002-0189) were approved by the County in 2004 for a four-lane section of Gum Spring Road from Tall Cedars Parkway south to Braddock Road, but no construction has commenced to date). It has been anticipated that existing Gum Spring Road and the West Spine Road would operate as a one-way pair of roads until all four lanes of the West Spine Road are completed between Tall Cedars and Route 50, but such a configuration has not been approved by VDOT. All approved construction plans show cul-de-sacs at both ends of the segment of existing Gum Spring Road between Tall Cedars Parkway and Route 50 (as envisioned by the currently-approved Stone Ridge development program and the approved Gum Spring Village Center special exception (SPEX 2003-0033, approved in 2004). Based on the anticipated cul-de-sacs at each end of this segment of Gum Spring Road, Gum Spring Village Center (as required by its SPEX condition of approval) has prepared and submitted to the County a traffic signal warrant study for its Southpoint Boulevard entrance onto Gum Spring Road, approximately 600 feet south of Route 50. The study finds that a traffic signal is not warranted at the proposed intersection. Given the situation with the West Spine Road and the likelihood that existing Gum Spring Road will remain open in its current condition for the foreseeable future, OTS strongly disagrees with this conclusion. Additional discussion and coordination on this matter and the overall status of the West Spine Road are necessary.

Applicant's Response (January 27, 2009): *We look forward to a meeting with OTS to discuss these matters.*

Issue Status (2nd Referral, April 17, 2009): As stated above, OTS appreciates the revised road layout to connect Southpoint Drive from its existing terminus at Gum Spring Road (Intersection 10) west to Millstream Drive. The timing of this connection is not specified in the subject application materials. Should this connection be made prior to the closure of Gum Spring Road south of Route 50, additional turn lanes and signalization would likely be necessary. Subsequent to the resolution of the larger road network issues identified in Comment #1 above, discussion on the timing of the Southpoint Drive connection is needed. OTS staff is available to meet with VDOT and the Applicant to discuss the timing of this connection and its relationship to the larger road network in the area.

Applicant's Response (June 16, 2009): *The Applicant will comply with all applicable VDOT requirements at the time Southpoint Drive is extended to Gum Spring Road.*

Current Issue Status: OTS staff understands the uncertainty regarding the timing of future road improvements in this immediate vicinity, and appreciates the Applicant's response that it will comply with all applicable VDOT requirements at the time Southpoint Drive is extended to Gum Spring Road (Intersection 10). However, OTS recommends that a proffered commitment to this effect (i.e., necessary turn lanes and signalization) be included with these applications, along with a timing mechanism to ensure that the roadway will be available to serve the development proposed within Landbays FF1A and FF2B. See also Comment #10 below. OTS staff is available for further discussion on this matter.

3. **Initial Staff Comment (1st Referral, October 10, 2006):** While the Applicant's traffic study indicates that the existing Gum Spring Road/Route 50 signalized intersection operates at LOS E during the AM peak hour, other traffic studies recently submitted to the County (e.g., Arcola Center) indicate that the intersection operates at LOS F during both the AM and PM peak hours. An explanation/clarification of this discrepancy needs to be provided.

Applicant's Response (January 27, 2009): An updated traffic study is included with this submission.

Current Issue Status (2nd Referral, April 17, 2009): OTS appreciates the Applicant's traffic study update and has no further comments on this issue. Issue resolved.

4. **Initial Staff Comment (1st Referral, October 10, 2006):** Proffered improvements to Route 50 committed to as part of the previous Stone Ridge rezoning (ZMAP 2002-0013) should also be included with this proposal as "up front" improvements as the current application is also part of Stone Ridge and would add trips to the Route 50 corridor. These proffers include "up front" construction of the third eastbound lane of Route 50, roughly from Stone Ridge to Loudoun County Parkway (as described in ZMAP 2002-0013, Proffer II.B.3., November 30, 2005 Letter of Clarification), and improvements to the West Spine Road/Route 50 intersection (as described in ZMAP 2002-0013, Proffer II.B.4.(c), October 5, 2005 Proffer Statement).

Applicant's Response (January 27, 2009): The Route 50 improvements proffered with ZMAP 2002-0013 remain in effect and will not be changed by this Application.

Issue Status (2nd Referral, April 17, 2009): The Applicant is requested to confirm the approval status of the third Route 50 eastbound lane between the current terminus of the eastbound three-lane section (just west of Gum Spring Road) and the West Spine Road. See also Comment #9 below.

Applicant's Response (June 16, 2009): The plans for this road improvement have been approved by the County.

Current Issue Status: According to County records (LMIS), CPAP 2007-0135 was approved by the County on May 8, 2009. Issue resolved.

5. Initial Staff Comment (1st Referral, October 10, 2006): Given existing and forecasted traffic volumes, grade-separated interchanges are an integral part to long-term transportation solutions in the Route 50 Corridor. Currently, a diamond interchange is envisioned at intersection of the West Spine Road and Route 50. The Applicant should provide a fair-share contribution towards this future improvement.

Applicant's Response (January 27, 2009): The existing Stone Ridge proffers, Proffer II.I., include a cash contribution commitment for regional transportation improvements. This Application does not change the existing commitment.

Current Issue Status (2nd Referral, April 17, 2009): See Comment #9 below.

6. Initial Staff Comment (1st Referral, October 10, 2006): Staff has no issues with proposed re-alignment of Millstream Drive, provided that the future east-west segment intersects with Route 659 Relocated at a point sufficiently south of the planned interchange of Route 659 Relocated and Route 50.

Applicant's Response (January 27, 2009): Comment acknowledged.

Current Issue Status (2nd Referral, April 17, 2009): The revised applications no longer propose this roadway alignment, and therefore this comment is no longer applicable. Issue resolved.

7. Initial Staff Comment (1st Referral, October 10, 2006): The inclusion of 307 additional residential units as part of this application appears to be a reversal of Board action taken with the previous Stone Ridge rezoning (ZMAP 2002-0013), in which 216 residential units were eliminated and approximately 200,000 sq ft of non-residential uses were instead retained.

Applicant's Response (January 27, 2009): The Application has been revised to relocate previously approved residential units within the Property, but does not request an increase in the number of approved residential units. A modest increase in the amount of non-residential floor area is requested.

Current Issue Status (2nd Referral, April 17, 2009): The revised applications no longer propose additional residential units beyond previous approvals, and therefore this comment is no longer applicable. Issue resolved.

8. Initial Staff Comment (1st Referral, October 10, 2006): An appropriate transit contribution should be provided for the 307 residential units proposed on site.

Applicant's Response (January 27, 2009): As noted above, the revised Application proposes no increase in the number of previously approved residential units.

Current Issue Status (2nd Referral, April 17, 2009): The revised applications no longer propose additional residential units beyond previous approvals, and therefore this comment is no longer applicable. Issue resolved.

New Issues (Initially Raised in Second Referral)

9. Initial Staff Comment (2nd Referral, April 17, 2009): The Applicant is requested to provide a comparison of the transportation improvements proposed with the subject applications with those improvements proffered as part of previous Stone Ridge approvals.

Applicant's Response (June 16, 2009): *This comparison is provided in the revised TIA as requested.*

Current Issue Status: The proffer comparison included in the June 16, 2009 traffic study is provided as **Attachment 11**. Issue resolved.

10. Initial Staff Comment (2nd Referral, April 17, 2009): The Applicant should commit to implement/construct the on-site "proffered" and "site" improvements identified in the updated traffic study for the proposed development program (see *Attachment 10 [in the 2nd OTS Referral]*). The study indicates that these improvements are necessary to realize the forecasted peak hour intersection LOS conditions presented.

Applicant's Response (June 16, 2009): *The proffers for the proposed development program commit to implementing/constructing both the "proffered" and "site" improvements.*

Current Issue Status: The current and/or previous proffer statements for Stone Ridge contain specific commitments for many of the on-site "proffered" and "site" improvements shown in *Attachment 10* of the traffic study. However, two items do not appear to be addressed, namely (1) a commitment to construct an additional lane on northbound Stone Springs Boulevard at Route 50 (Intersection 3) (the traffic study assumes a total of four lanes (one left, one through, and two right), but only three lanes (one left and two right) are currently constructed), and (2) a commitment to construct necessary improvements at the future intersection of Stone Springs Boulevard at Gum Spring Road (Intersection 10) (turn lanes and signalization) at the time the connection is made; this is particularly relevant if the connection is made while Gum Spring Road is still open to through traffic (see Comment #2 above). OTS recommends that such commitments be included in the current proffer statement.

11. Initial Staff Comment (2nd Referral, April 17, 2009): Future traffic control at the intersections of Stone Springs Boulevard and Millstream Drive (Intersection 8) and Stone Springs Boulevard and Tall Cedars Parkway (Intersection 12) requires further clarification and discussion. Both of these intersections currently operate at acceptable LOS during both the AM and PM peak hours under four-way stop control. The Applicant's updated traffic study indicates that stops signs are proposed to be removed from the side streets at both intersections, resulting in two-way stop control with AM and PM peak hour LOS F conditions on the side streets. The Applicant should provide traffic signal warrant studies for each of these intersections, and agree to install the signals if and when warranted. It is unclear from the draft proffers whether the existing on-site signalization proffer (Proffer II.F.) is proposed to be retained with the subject applications. It is noted that VDOT

requested traffic signal warrant studies at both of these intersections during its recent review of the now-approved Healthsouth Rehabilitation Hospital (SPEX 2008-0018) on Millstream Drive, and that the Healthsouth application includes conditions of approval requiring the addition of an eastbound left turn lane on Millstream Drive at Stone Springs Boulevard, as well as a fair-share contribution to a future traffic signal at that location.

Applicant's Response (June 16, 2009): The existing on-site signalization proffer (Proffer II.F.) is being retained. However, the revised proffers include a provision for an updated traffic signal warrant study for the Millstream Drive/Stone Springs Boulevard intersection and a contribution of \$250,000 if a signal is warranted.

Current Issue Status: The revised traffic study assumes a traffic signal will be installed at the Stone Springs Boulevard/Millstream Drive intersection (Intersection 8), and indicates that a signal will result in acceptable LOS at this location. The draft proffer statement includes language stating that a signal warrant study will be conducted during site plan review for Landbay EE2A (adjacent to this intersection), and if warranted, the Applicant will contribute \$250,000.00 towards the design, construction, and installation of the signal. OTS staff appreciates this commitment, but recommends that the proffer language be revised to state that the signal be installed by the Applicant concurrent with the development of Landbay EE2A if warranted at that time, if warranted. If not warranted at that time, a total of \$300,000.00 (the County's current cost of a four-by-four signal) should be contributed toward future design, construction, and installation of the signal.

The Applicant did not respond to OTS staff's previous request for a warrant analysis at the Stone Springs Boulevard/Tall Cedars Parkway intersection (Intersection 12), and OTS notes that even with the retention of a four-way stop at this location, side street volumes are still forecast to operate at failing LOS (LOS E and F) during AM and PM peak hours. Consistent with VDOT's July 21, 2009 comment, OTS staff recommends that the Applicant conduct a signal warrant analysis at this intersection, install a signal if warranted, or if a signal is not warranted, contribute the County's current cost (\$300,000.00) of future design, construction, and installation of a signal at this intersection.

12. Initial Staff Comment (2nd Referral, April 17, 2009): The Applicant intends to access Landbay 9 via Route 50 at the proposed INOVA Boulevard intersection/median crossover (Intersection 2) to be constructed and signalized as part of the approved INOVA Dulles South Hospital Campus (SPEX 2006-0012). Ultimately, this segment of Route 50 (east of future Route 659 Relocated (Northstar Boulevard)) is planned to be converted to a limited access facility. To this end, the INOVA Hospital SPEX includes a condition of approval requiring that INOVA's direct access to Route 50 be terminated at such time the Route 50 North Collector Road and Route 659 Relocated (Northstar Boulevard) are constructed and open for public use and provide access to Route 50. As part of this application, OTS recommends a similar commitment from Stone Ridge to terminate direct Route 50 access to Landbay 9 at such time as Route 659 Relocated (Northstar Boulevard) is in place and provides access to Route 50. The Applicant should indicate an alternate means of access to Landbay 9.

Applicant's Response (June 16, 2009): Land Bay 9 and its Route 50 access have been removed from the Application.

Current Issue Status: The revised applications no longer include Landbay 9, and therefore this comment is no longer applicable. Issue resolved.

13. Initial Staff Comment (2nd Referral, April 17, 2009): The Applicant is requested to clarify the intent/status of the text on the plan set indicating "Alternate Private Access Road" from Landbay 9 north to Route 50.

Applicant's Response (June 16, 2009): Land Bay 9 and its Route 50 access have been removed from the Application.

Current Issue Status: The revised applications no longer propose this access, therefore this comment is no longer applicable. Issue resolved.

14. Initial Staff Comment (2nd Referral, April 17, 2009): OTS appreciates the Applicant's proposed commitment to construct/bond for construction the eastern two lanes of Route 659 Relocated (Northstar Boulevard) between Tall Cedars Parkway and the southern Stone Ridge property line. This is a new commitment beyond the proffers approved with ZMAP 2002-0013. However, given that VDOT will not accept a half section of roadway without a guarantee from the County that the remaining half section will be constructed without VDOT funding, OTS requests that the Applicant commit to construct a four-lane divided roadway in a configuration that will accommodate future expansion to a six-lane divided section (as called for in the 2001 Revised CTP).

Applicant's Response (June 16, 2009): The Applicant understands that it may be responsible for maintaining the half section until the road is accepted by VDOT. The offered half section is consistent with the commitment of the C.D. Smith rezoning immediately to the south, and will complete a network of interconnecting public streets consisting of Northstar Boulevard, Tall Cedars Parkway, Gum Spring Road and Braddock Road.

Current Issue Status: OTS staff appreciates the Applicant's explanation that the proposed half-section is consistent with improvements proffered with approved rezonings to the south. The Applicant should language in the proffer statement acknowledging responsibility for maintenance of all public roads on site until the roads are accepted into the VDOT system. Issue resolved, subject to inclusion of such language.

15. Initial Staff Comment (2nd Referral, April 17, 2009): OTS has no objection to the realignment of Millstream Drive as proposed with these applications.

Applicant's Response (June 16, 2009): Comment acknowledged.

Current Issue Status: Issue resolved.

Additional Comments

16. In response to a County request, the applications now include (per Proffer III.G.4) a 100-space commuter parking lot on the south side of Millstream Drive (on Public Use Site #4, opposite the existing 250-space commuter parking lot at the Village Center at Stone Ridge). Such a facility is included in the County's current Capital Improvements Program (CIP). OTS staff recommends that the proffer language be revised to state that a minimum of 100 spaces be allowed on the site, so that additional spaces may be constructed within Public Use Site #4 as site constraints and funding allow. OTS staff appreciates the Applicant's efforts in this regard.

Conclusion

Subject to resolution of the issues identified above, OTS would not object to the approval of these applications. OTS staff is available to meet with the Applicant and VDOT for further discussion.

ATTACHMENTS

1. Stone Ridge Land Use Summary (Existing and Proposed Totals) (Traffic Study Table 1)
2. Vicinity Map (Traffic Study Figure 1) and Concept Development Plan
3. Existing (2008) Lane Use and Traffic Control and Peak Hour LOS (Traffic Study Figure 4)
4. Existing (2008) Traffic Volumes (Traffic Study Figure 3)
5. Intersection LOS Summary (Existing, Currently-Approved Program, and Proposed Program Scenarios) (Traffic Study Table 2)
6. Trip Generation Comparison Table (Traffic Study Table 5) and Chart
7. Future (2015) Approved Program Traffic Forecasts (Traffic Study Figure 8)
8. Future (2015) Proposed Program Traffic Forecasts (Traffic Study Figure 9)
9. Future (2015) Approved Program Lane Use and Traffic Control and Peak Hour LOS (Traffic Study Figure 6)
10. Future (2015) Proposed Program Lane Use and Traffic Control and Peak Hour LOS (Traffic Study Figure 7)
11. Comparison of Existing vs. Proposed Stone Ridge Transportation Proffers

cc: Andrew Beacher, Assistant Director, OTS
Nancy Gourley, Transit Division Manager, OTS
John Bassett, Transportation Engineer, VDOT
Tom Walker, Senior Transportation Engineer, VDOT

Table 1
 Stone Ridge Commercial
 Land Use Summary (1)(2)(3)

Land Use	Existing		Proposed		Total	
	Totals	Units	Totals	Units	Change	Units
Single-Family Detached	853	D.U.	853	D.U.	-	D.U.
Townhouse/Condominium	1,741	D.U.	1,741	D.U.	-	D.U.
Multi-Family	671	D.U.	671	D.U.	-	D.U.
Total Residential	3,265	D.U.	3,265	D.U.	-	D.U.
Retail	316,378	S.F.	316,378	S.F.	-	S.F.
Office (PD-OP/CLI)	282,563	S.F.	390,872	S.F.	108,309	S.F.
Light Industrial (PD-IP)	570,250	S.F.	462,074	S.F.	(108,176)	S.F.
Total Commercial/Employment	1,169,191	S.F.	1,169,324	S.F.	133	S.F.

Notes: (1) Total Change based on densites provided by Urban Engineering, dated June 4, 2009.

(2) Proposed and Existing Totals based on the overall Approved Stone Ridge Development

(3) CLI was assumed as office for purpose of comparison and trip generation analysis.

O:\PROJECTS\3001-3500\3088 STONE RIDGE COMMERCIAL\GRAPHICS\3088 - RPT GRAPHICS.DWG



Figure 1
Site Location

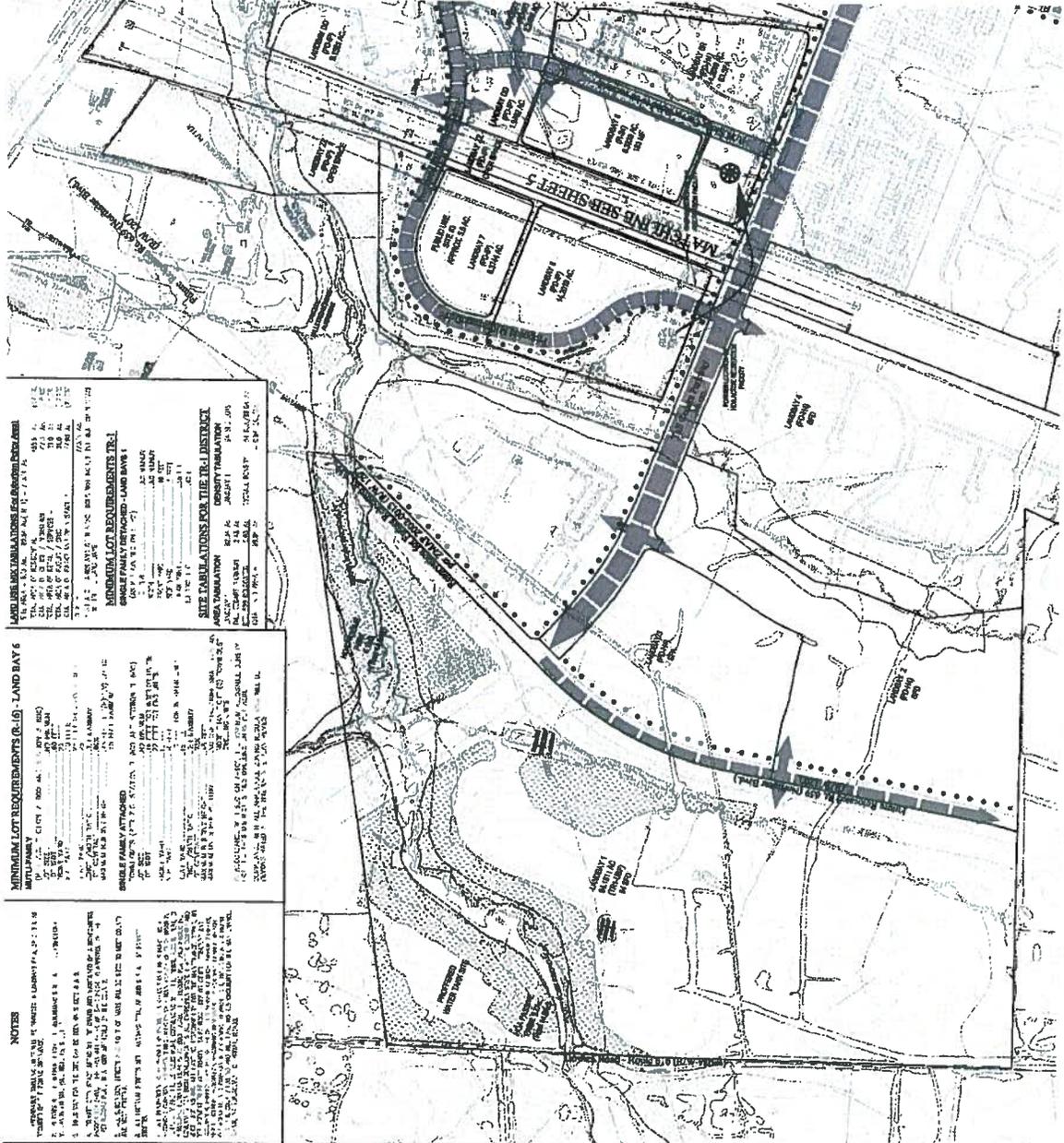


JCP

Stone Ridge Commercial
Loudoun County, Virginia

ATTACHMENT 2





MINIMUM LOT REQUIREMENTS FOR LAND BAY 6

MINIMUM LOT AREA	10,000 SQ FT
MINIMUM LOT WIDTH	100 FT
MINIMUM LOT DEPTH	100 FT
MINIMUM LOT FRONT SETBACK	10 FT
MINIMUM LOT SIDE SETBACK	10 FT
MINIMUM LOT REAR SETBACK	10 FT
MINIMUM LOT FRONT YIELD	10 UNITS PER ACRE
MINIMUM LOT SIDE YIELD	10 UNITS PER ACRE
MINIMUM LOT REAR YIELD	10 UNITS PER ACRE

MINIMUM LOT REQUIREMENTS FOR LAND BAY 7

MINIMUM LOT AREA	15,000 SQ FT
MINIMUM LOT WIDTH	150 FT
MINIMUM LOT DEPTH	150 FT
MINIMUM LOT FRONT SETBACK	15 FT
MINIMUM LOT SIDE SETBACK	15 FT
MINIMUM LOT REAR SETBACK	15 FT
MINIMUM LOT FRONT YIELD	15 UNITS PER ACRE
MINIMUM LOT SIDE YIELD	15 UNITS PER ACRE
MINIMUM LOT REAR YIELD	15 UNITS PER ACRE

NOTES

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL DISTANCES ARE MEASURED FROM THE CENTERLINE OF THE ROAD.
3. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
4. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
5. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
6. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
7. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
8. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
9. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.
10. ALL DISTANCES ARE MEASURED FROM THE EXTERIOR CORNER OF THE LOT.

MINIMUM LOT REQUIREMENTS FOR LAND BAY 8

MINIMUM LOT AREA	20,000 SQ FT
MINIMUM LOT WIDTH	200 FT
MINIMUM LOT DEPTH	200 FT
MINIMUM LOT FRONT SETBACK	20 FT
MINIMUM LOT SIDE SETBACK	20 FT
MINIMUM LOT REAR SETBACK	20 FT
MINIMUM LOT FRONT YIELD	20 UNITS PER ACRE
MINIMUM LOT SIDE YIELD	20 UNITS PER ACRE
MINIMUM LOT REAR YIELD	20 UNITS PER ACRE

LEGEND

- 1. 1" = 10' (SCALE)
- 2. 1" = 10' (SCALE)
- 3. 1" = 10' (SCALE)
- 4. 1" = 10' (SCALE)
- 5. 1" = 10' (SCALE)
- 6. 1" = 10' (SCALE)
- 7. 1" = 10' (SCALE)
- 8. 1" = 10' (SCALE)
- 9. 1" = 10' (SCALE)
- 10. 1" = 10' (SCALE)

Figure 2A
Conceptual Site Plan

Plan Provided By
Urban, Ltd.



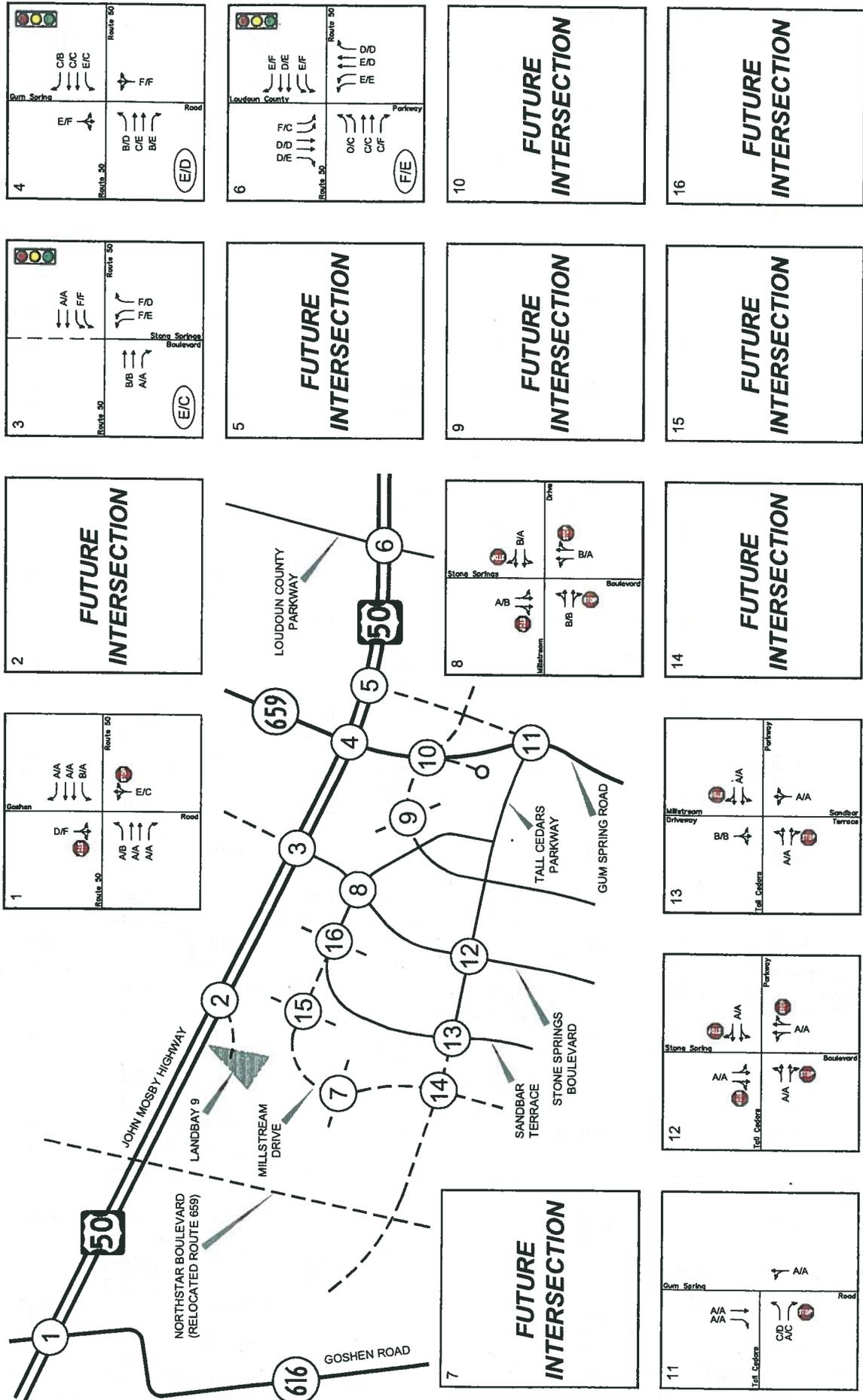


Figure 4
Existing Lane Use and Traffic Control and
Peak Hour Levels of Service

Represents One Travel Lane
 Signalized Intersection
 Stop Sign

 xx Levels of Service
 Overall Levels of Service

Table 2-1
 Stone Ridge Commercial
 Intersection Level of Service Summary (1) (2) (3)

Intersection	Intersection Control	Critical Movement	2008		2015				
			Existing		Currently Approved Program		Proposed Program		
			AM	PM	AM	PM	AM	PM	
(1) U.S. Route 50/ Goshen Road	Stop Sign	EBL WBL NBLTR SBLTR	A [8.1] B [11.0] E [35.2] D [27.8]	B [11.7] A [8.3] C [17.6] F [58.9]	N/A		N/A		
	Signal	EBL EBT EBR WBL WBT WBR NBLT NBR SBLTR Overall	N/A		B [11.3] C [24.6] B [12.5] C [20.9] B [11.4] A [9.3] D [48.6] C [29.6] D [35.2] C [23.5]	B [16.3] B [14.3] B [11.1] A [7.9] B [18.9] A [6.9] D [41.8] C [26.7] D [38.5] B [18.7]	B [11.3] C [24.7] B [12.4] C [21.2] B [11.4] A [9.3] D [49.0] C [29.9] D [36.2] C [23.6]	B [16.3] B [14.2] B [11.1] A [7.8] B [18.8] A [6.9] D [42.2] C [26.9] D [38.2] B [18.7]	
(2) U.S. Route 50/ Racefield Ln/ INOVA Driveway	Signal	EBL EBT WBT WBR SBL SBR Overall	N/A		A [4.5] A [8.3] B [11.1] B [10.2] C [26.7] B [18.2] A [10.0]	B [15.8] A [8.2] B [19.6] B [11.2] D [53.5] C [32.1] B [19.6]	A [4.1] A [7.4] A [9.9] A [9.1] C [32.1] C [32.1] A [9.4]	B [15.8] A [8.2] B [19.7] B [11.2] D [53.6] D [32.1] B [19.6]	
	Signal	EBT EBR WBL WBT NBL NBR Overall	B [11.7] A [8.5] F [93.3] A [0.2] F [80.5] E [210.1] E [69.1]	B [10.1] A [9.4] F [92.7] A [0.5] E [64.7] D [42.1] C [27.0]	N/A		C [21.5] D [44.8] C [33.0] C [26.2] E [63.9] E [58.9] C [23.1] C [21.2] D [41.9] D [52.9] E [58.9] E [73.2] E [65.0] D [51.2] D [43.0]	E [75.3] D [44.8] D [38.8] E [60.3] D [44.5] C [27.6] E [67.4] E [56.0] D [45.8] E [73.2] F [84.7] D [51.8] D [52.8]	
(3) U.S. Route 50/ Stone Spings Blvd	Signal	EBL EBT EBR WBL WBT WBR NBL NBR SBL SBR Overall	N/A		C [23.2] D [35.1] C [27.5] E [63.9] C [22.4] D [20.7] D [41.5] D [53.3] E [59.6] E [73.2] E [65.0] D [51.2] D [43.0]	E [74.9] D [45.5] D [39.4] E [58.9] D [42.9] C [26.9] E [72.1] E [57.4] D [47.3] E [71.7] F [85.5] D [51.2] D [52.6]	C [21.5] D [33.0] C [26.2] E [63.9] C [23.1] C [21.2] D [41.9] D [52.9] E [58.9] E [73.2] E [66.6] D [51.2] D [41.8]	E [75.3] D [44.8] D [38.8] E [60.3] D [44.5] C [27.6] E [67.4] E [56.0] D [45.8] E [73.2] F [84.7] D [51.8] D [52.8]	
	Signal	EBL EBT EBR WBL WBT WBR NBLTR SBLTR Overall	B [12.0] C [29.8] B [13.3] E [57.0] C [22.6] C [20.8] F [247.4] E [78.2] E [58.7]	D [42.8] E [74.8] E [71.7] C [24.5] C [31.4] B [11.2] F [130.1] E [108.5] D [54.0]	N/A		B [10.3] A [9.7]	B [10.9] A [9.7]	
(4) U.S. Route 50/ Gum Spring Rd (VA 659)	Signal	EBL EBT EBR WBL WBT WBR NBLTR SBLTR Overall	N/A		D [51.3] A [8.9] D [54.5] A [8.4] D [43.7] D [40.4] D [38.3]	D [54.6] C [22.5] D [53.0] A [8.6] D [48.2] C [23.1] C [32.3]	D [47.1] B [10.4] D [53.7] A [9.0] D [47.2] D [47.1] D [38.0]	D [54.9] C [23.2] D [53.7] A [9.0] D [47.2] C [27.9] C [33.0]	
	Stop Sign	SBR	N/A		B [10.3] A [9.7]	B [10.9] A [9.7]			
(5) U.S. Route 50/ West Spine Road	Signal	EBT EBR WBL WBT NBL NBR Overall	N/A		F [171.8] D [37.1] C [26.3] F [85.9] E [68.1] F [295.0] F [86.7] F [266.6] F [82.3] F [353.2] D [46.6] D [50.5] F [150.0]	F [335.0] D [41.0] C [31.6] E [74.5] E [65.1] F [277.7] E [65.9] E [70.7] D [54.2] E [74.7] F [174.3] E [924.5] F [235.3]	F [171.8] D [41.2] C [26.3] E [74.5] E [65.1] F [295.0] F [86.7] F [266.6] F [82.3] F [353.2] D [46.6] D [50.5] F [149.9]	F [337.6] D [41.2] C [31.7] E [74.5] E [65.1] F [277.7] E [65.9] E [70.7] D [54.2] E [74.7] F [174.3] F [924.5] F [235.3]	
	Signal	EBL EBT EBR WBL WBT WBR NBL NBR SBL SBR Overall	D [54.4] C [32.8] C [22.9] E [65.8] D [46.9] F [98.4] E [65.8] E [62.3] D [45.6] F [528.2] D [41.9] D [40.8] F [110.7]	C [30.0] C [25.8] F [103.0] F [80.7] E [58.7] F [87.3] E [64.1] D [41.7] D [40.0] C [30.9] D [47.6] E [74.8] E [59.3]	N/A		B [12.6] N/A A [7.5] N/A	F [65.1] N/A A [5.8] N/A	N/A B [13.5] N/A A [6.9]
(6) U.S. Route 50/ Loudoun County Pkwy (Old Ox Road)	Signal	EBL EBT EBR WBL WBT WBR NBL NBR SBL SBR Overall	N/A		D [51.3] A [8.9] D [54.5] A [8.4] D [43.7] D [40.4] D [38.3]	D [54.6] C [22.5] D [53.0] A [8.6] D [48.2] C [23.1] C [32.3]	D [47.1] B [10.4] D [53.7] A [9.0] D [47.2] D [47.1] D [38.0]	D [54.9] C [23.2] D [53.7] A [9.0] D [47.2] C [27.9] C [33.0]	
	Signal	EBL EBT EBR WBL WBT WBR NBL NBR SBL SBR Overall	D [54.4] C [32.8] C [22.9] E [65.8] D [46.9] F [98.4] E [65.8] E [62.3] D [45.6] F [528.2] D [41.9] D [40.8] F [110.7]	C [30.0] C [25.8] F [103.0] F [80.7] E [58.7] F [87.3] E [64.1] D [41.7] D [40.0] C [30.9] D [47.6] E [74.8] E [59.3]	N/A		B [12.6] N/A A [7.5] N/A	F [65.1] N/A A [5.8] N/A	N/A B [13.5] N/A A [6.9]
(7) Millstream Dr/ Land Bay 7 Driveway	Stop Sign	EBLR WBLR NBLT SBLT	N/A		B [12.6] N/A A [7.5] N/A	F [65.1] N/A A [5.8] N/A	N/A B [13.5] N/A A [6.9]	N/A C [20.0] N/A A [6.6]	

Notes: (1) Analyses based on Synchro 7.
 (2) Numbers in parentheses indicate average delay in seconds per vehicle for signalized intersections.
 (3) Numbers in brackets indicate average delay in seconds per vehicle for stop sign controlled intersections.

Table 2-2
 Stone Ridge Commercial
 Intersection Level of Service Summary (1) (2) (3)

Intersection	Intersection Control	Critical Movement	2008		2015				
			Existing		Currently Approved Program		Proposed Program		
			AM	PM	AM	PM	AM	PM	
(8) Stone Springs Blvd/ Millstream Drive Background Improvement: Site Improvement: Install Signal	Stop Sign 4-way	EB	B [10.1]	B [10.5]	C [19.6]	F [175.7]	C [20.6]	F [141.0]	
		WB	B [11.6]	A [8.3]	F [57.4]	F [98.2]	F [55.9]	F [61.7]	
		NB	B [11.5]	A [9.1]	E [37.8]	E [37.1]	E [37.4]	C [22.8]	
		SB	A [9.7]	B [10.0]	D [31.6]	F [80.7]	D [33.5]	F [59.6]	
	Signal	EBLTR			C (23.5)	D (38.5)	C (24.3)	C (30.0)	
		WBLTR			C (21.8)	B (15.8)	C (21.9)	B (14.8)	
		NBL			B (13.1)	C (34.1)	B (13.8)	C (26.6)	
		NBT			C (20.2)	C (31.2)	C (21.0)	C (30.0)	
		NBR	N/A		B (15.8)	C (28.5)	B (16.5)	C (27.4)	
		SBL			B (10.6)	C (24.7)	B (11.1)	C (20.7)	
SBT			B (12.0)	D (42.7)	B (12.5)	C (34.2)			
SBR			<u>B (11.9)</u>	<u>C (29.4)</u>	<u>B (12.2)</u>	<u>C (25.8)</u>			
Overall			B (17.4)	C (32.5)	B (18.1)	C (27.1)			
(9) Southpoint Dr/ Site Office/Residential	Stop Sign	EBLTR			B [12.2]	B [11.2]	A [6.6]	A [4.3]	
		WBLTR			N/A	N/A	A [0.2]	A [1.8]	
		NBLTR	N/A		A [6.8]	A [6.6]	C [20.0]	C [21.8]	
		SBTR			A [0.0]	A [0.0]	B [10.2]	B [12.4]	
(10) Gum Spring Rd/ Southpoint Dr.	Stop Sign	EBT					A [0.0]	A [0.0]	
		WBT	N/A		N/A		A [0.0]	A [0.0]	
(11) Gum Spring Rd/West Spine Road/ Tall Cedars Pkwy Background Improvement: Install Signal Realign with West Spine Road Add NB/SB Through Lane	Stop Sign	EBL	C [19.6]	D [31.3]					
		EBR	A [9.7]	C [21.6]					
		NBTL	A [3.6]	A [4.1]					
	Signal	EBL			C (25.1)	D (40.5)	C (25.9)	D (38.1)	
		EBR			A (8.1)	D (51.5)	A (8.0)	D (50.3)	
		NBL			A (6.8)	D (42.4)	A (6.4)	D (43.0)	
		NBT	N/A		A (5.1)	A (6.8)	A (4.8)	A (7.2)	
		SBT			C (23.8)	D (35.9)	C (24.7)	D (38.1)	
		SBR			<u>B (13.5)</u>	<u>A (7.3)</u>	<u>B (14.5)</u>	<u>A (7.1)</u>	
		Overall			B (10.8)	C (31.1)	B (10.7)	C (32.0)	
(12) Stone Springs Blvd/ Tall Cedars Pkwy Background Improvement: Open existing turn lanes on Tall Cedars.	Stop Sign 4-way	EB	A [9.0]	A [7.7]	C [15.2]	B [12.5]	B [14.6]	B [12.2]	
		WB	A [8.3]	A [7.5]	C [15.8]	B [13.7]	C [15.2]	B [13.6]	
		NB	A [9.5]	A [7.8]	E [47.2]	C [19.0]	E [42.2]	C [18.7]	
		SB	A [8.3]	A [7.9]	C [16.9]	F [61.5]	C [16.4]	F [60.2]	
(13) Tall Cedars Pkwy/ Millstream Drive/Sandbar Terrace	Stop Sign	EBL	A [0.0]	A [0.3]	A [8.5]	A [7.9]	A [8.4]	A [7.8]	
		WBL	A [0.3]	A [3.1]	A [8.1]	A [7.6]	A [8.1]	A [7.8]	
		NBLTR	A [9.4]	A [9.6]	C [20.7]	B [11.5]	C [19.3]	B [11.5]	
		SBLTR	B [10.9]	B [10.8]	D [25.7]	C [19.4]	C [22.8]	C [15.2]	
(14) Tall Cedars Pkwy/ Millstream Extended	Stop Sign	EBL					A [7.5]	A [0.0]	
		WBL					A [7.4]	A [7.3]	
		NBLTR	N/A		N/A		A [9.4]	A [9.7]	
SBLTR						B [10.1]	B [12.6]		
	(15) Millstream Extended/ Industrial Drive A	Stop Sign	EBLTR					A [1.4]	A [0.6]
			WBLTR					A [0.1]	A [1.5]
			NBLTR	N/A		N/A		A [9.5]	B [10.7]
SBLTR							B [10.4]	B [11.4]	
(16) Millstream Extended/ Industrial Drive B	Stop Sign	EBLTR					A [0.2]	A [0.1]	
		WBLTR					A [0.4]	A [1.8]	
		NBLTR	N/A		N/A		A [9.0]	A [9.3]	
		SBLTR					B [11.1]	B [13.1]	

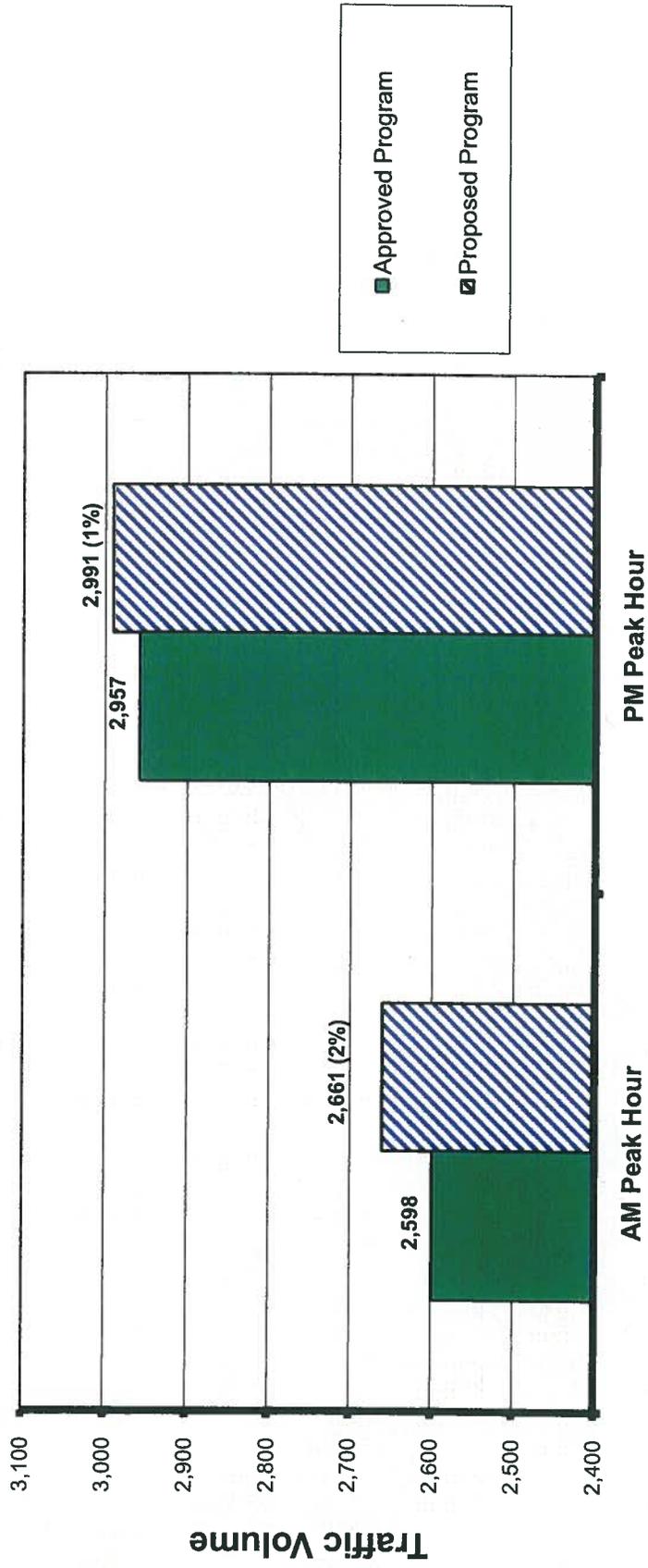
Notes: (1) Analyses based on Synchro 7.
 (2) Numbers in parentheses indicate average delay in seconds per vehicle for signalized intersections.
 (3) Numbers in brackets indicate average delay in seconds per vehicle for stop sign controlled intersections.

Table 5
 Stone Ridge Commercial
 Trip Generation Comparison

Program	AM Peak Hour			PM Peak Hour			Average Daily Traffic
	In	Out	Total	In	Out	Total	
Approved Program	1,286	1,312	2,598	1,419	1,538	2,957	39,817
Proposed Program	<u>1,344</u>	<u>1,317</u>	<u>2,661</u>	<u>1,422</u>	<u>1,569</u>	<u>2,991</u>	<u>40,092</u>
Difference	58	4	63	3	31	34	275
Percentage	5%	0%	2%	0%	2%	1%	1%

Notes: (1) Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition.

Stone Ridge Commercial Trip Generation Comparison



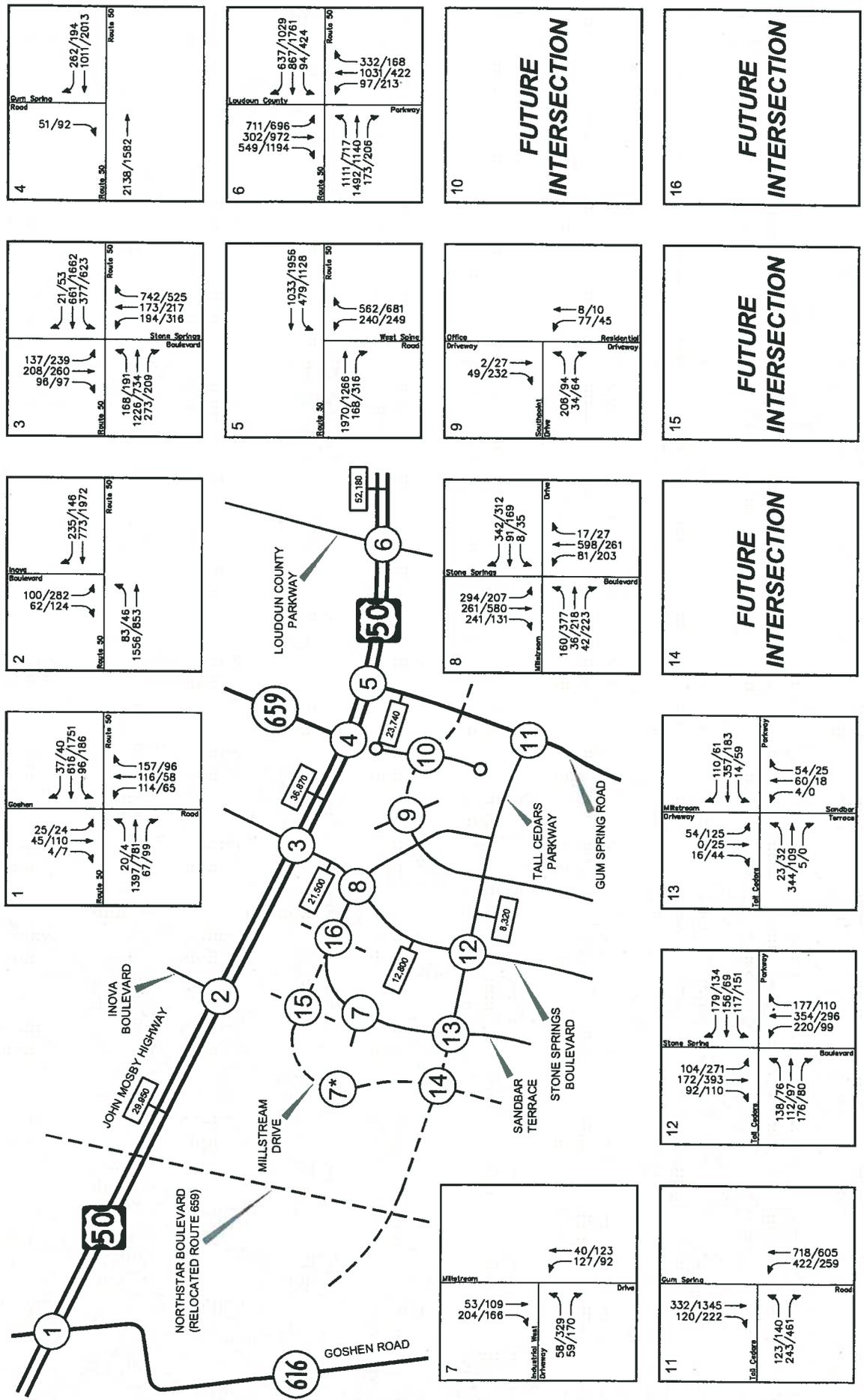
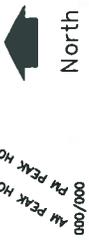


Figure 8
2015 Future Approved Traffic Forecasts

ADT Average Daily Trips
* - Location of Future Intersection



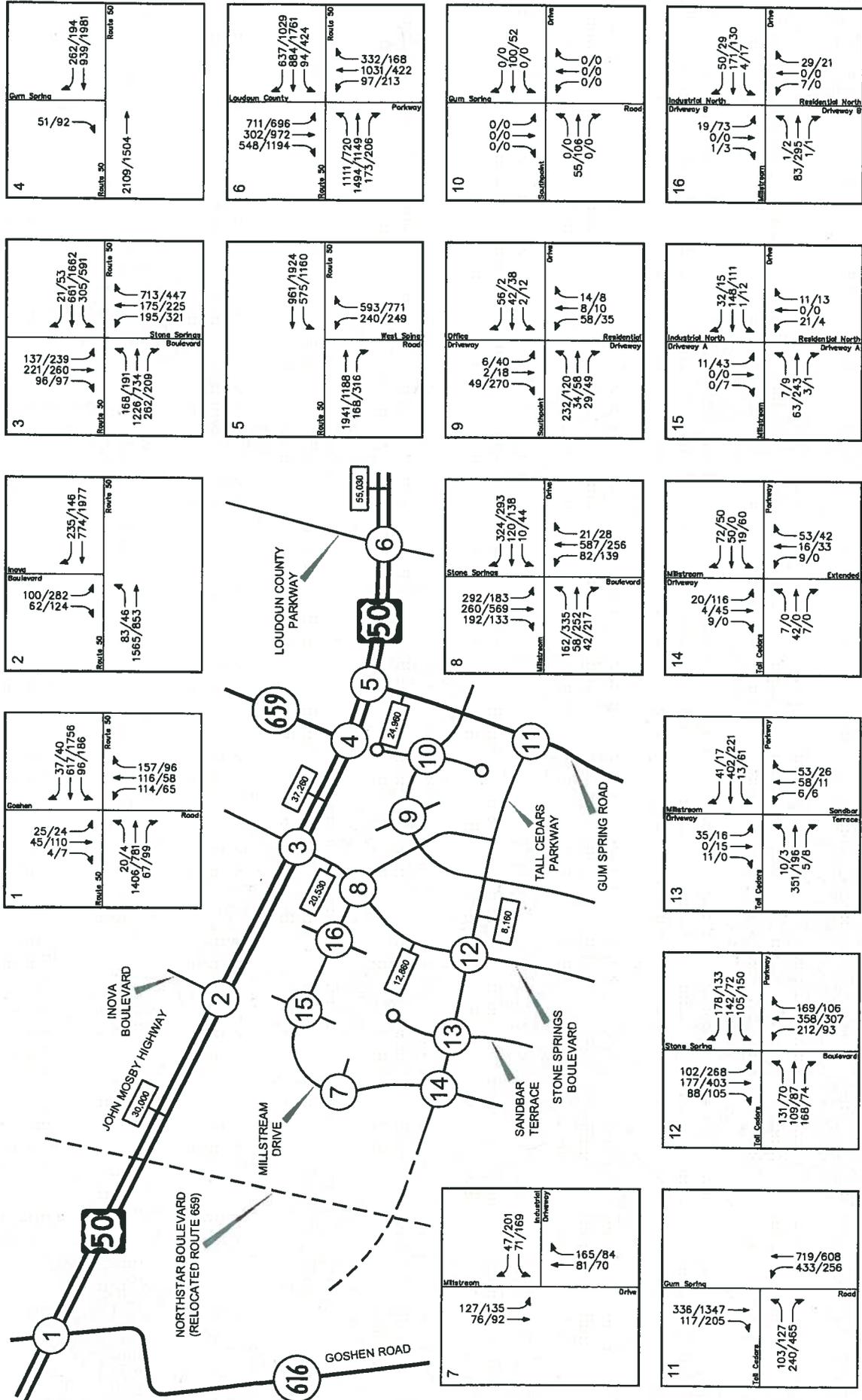


Figure 9
2015 Future Proposed Traffic Forecasts

ADT Average Daily Trips
* - Location of Future Intersection

North
PM PEAK HOUR
AM PEAK HOUR
000/000

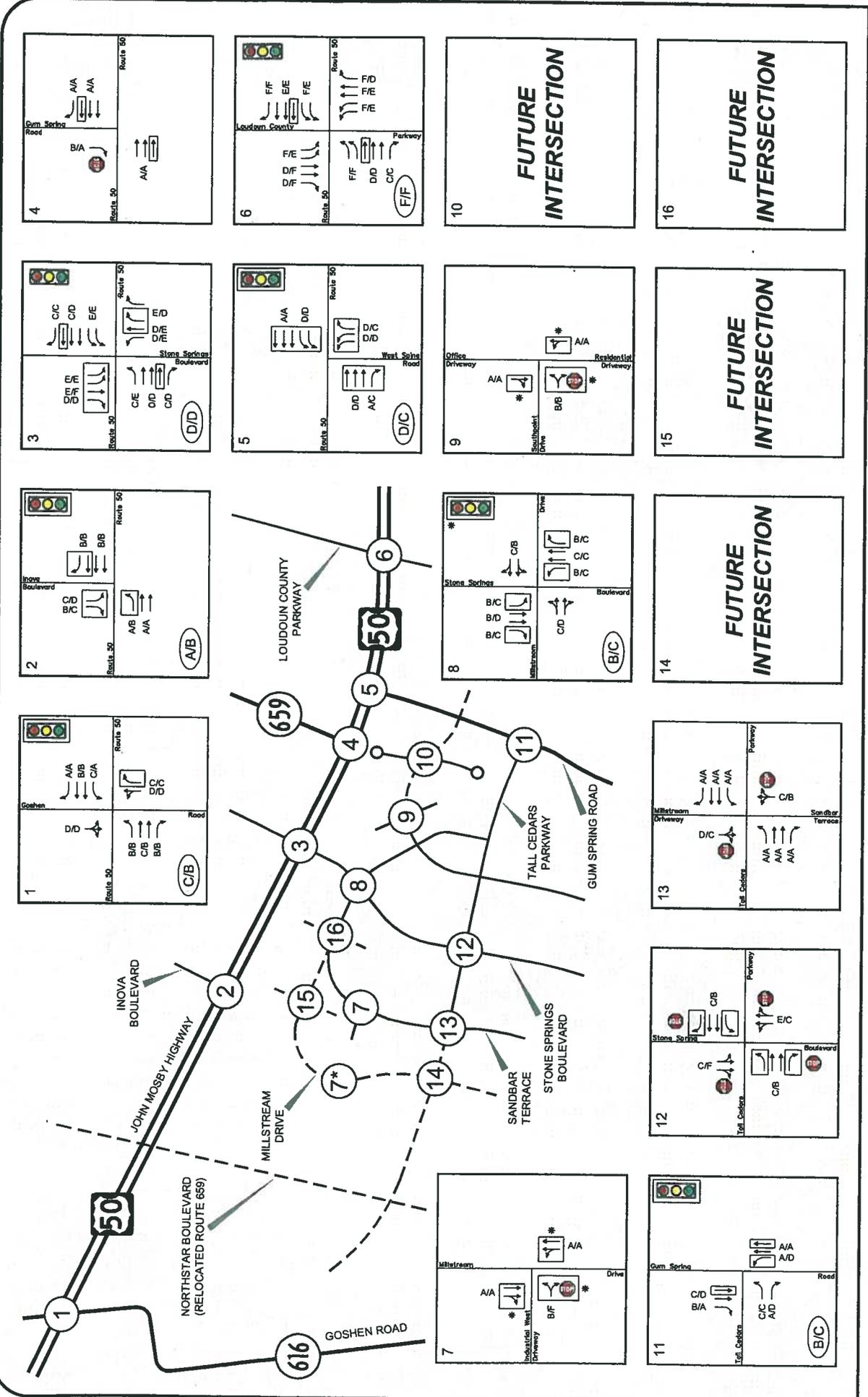
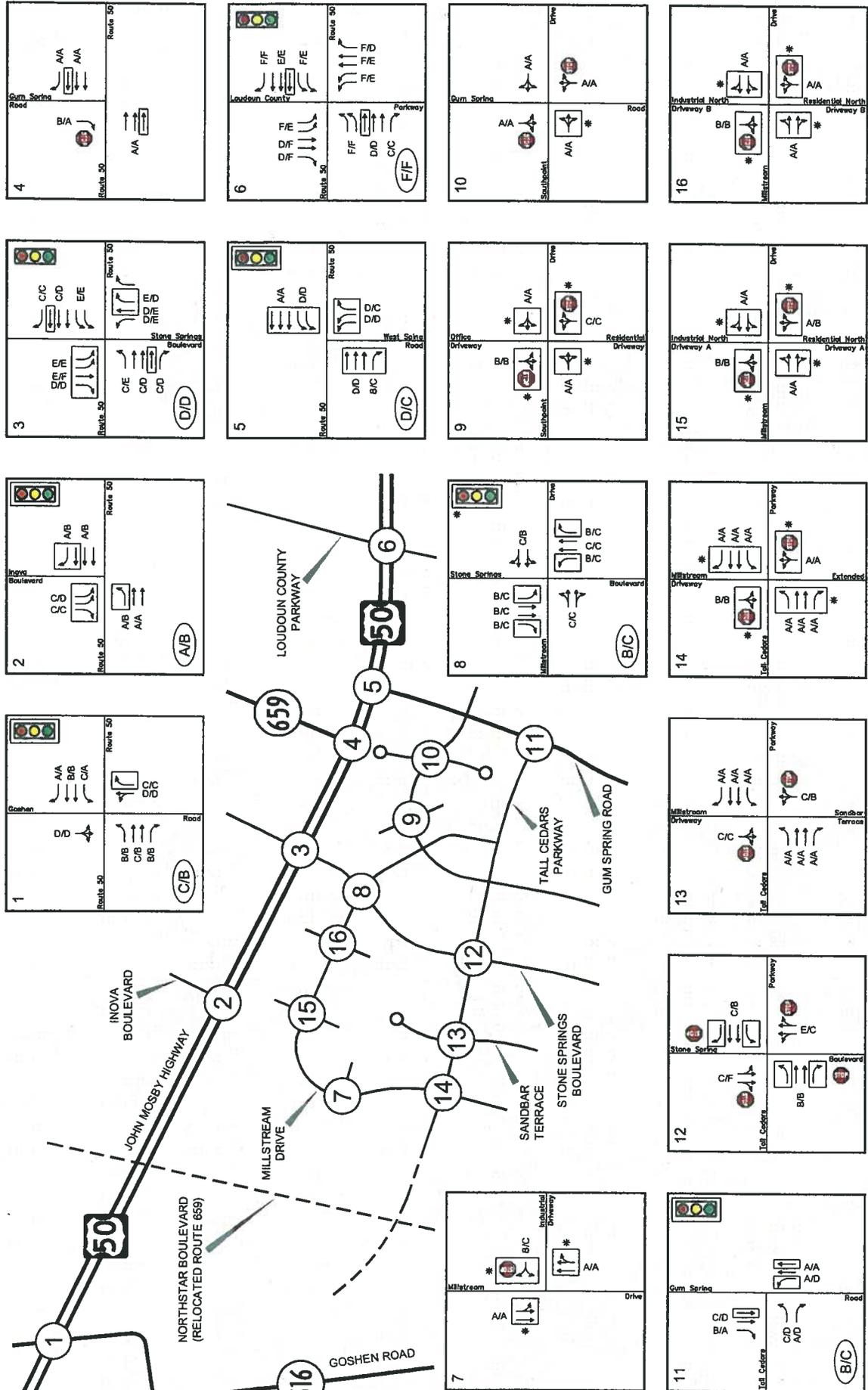


Figure 6
Future Approved Lane Use and Traffic Control and
Peak Hour Levels of Service



- XX Levels of Service
- Overall Levels of Service
- Proffered Improvement
- Site Improvement
- Location of Future Intersection
- Represents One Travel Lane
- Signalized Intersection
- Stop Sign

Figure 7
 Future Proposed Lane Use and Traffic Control and
 Peak Hour Levels of Service

Proffer Comparison

As requested by OTS staff, a comparison of the existing and proposed transportation proffers is outlined below:

Approved Proffers (October 2005)	Proposed Proffers (June 2009)	Difference
ROW Dedication and Construction ROW and easements provided at the request of the County	ROW and easements provided at the request of the County	No Change
Tall Cedars Parkway Design and construct a four-lane divided roadway with turn lanes in two phases from west terminus to Route 659 Relocated within 120-foot ROW in three phases.	No changes proposed	No Change
Route 50 Construct third eastbound lane from 500 feet east of the Route 50/existing 659 intersection to the West Spine Road intersection.	No changes proposed	No Change
Submit plans and profiles for the construction of the third eastbound lane, within the existing median, from the West Spine Road to Loudoun County Parkway prior to the first residential zoning permit for Land Bays 1,2,3,4 or 5.	No changes proposed- Plans and profiles have been submitted and are approved.	No Change
Route 50 Intersections Route 50/West Spine Road. Construct auxiliary turn lanes on all approaches. Route 50/Gum Spring Road.	No changes proposed Pending other road connections, the applicant shall not object to the removal of the existing traffic signal at Route 50/Gum Spring Road and closure of the median break and modification of the existing Gum Spring Road entrance on the south side of Route 50 to a right-in/right-out only entrance by VDOT or others.	No Change New proffer.
Millstream Drive Extended Extend Millstream westward to Route 659 Relocated in two phases and provide four-lanes within a 90-foot ROW	Extend Millstream west and south to Tall Cedars Parkway with a ROW from 52' to 64'. The roadway will be constructed and open to traffic within 12 months if necessary for access to Public Use Site #3 if requested by the County.	Modified ROW and timing of construction.

Approved Proffers (October 2005)	Proposed Proffers (June 2009)	Difference
<p><u>Phasing Plan</u></p> <p>No more than 300 residential zoning permits within combined Land Bays 1,2,3,4 and 5 may be issued within a two-year period following approval of this Application</p>	<p>Designation changed to reflect "Land Bay 5R"</p>	<p>No Change</p>
<p><u>Western Bypass/Route 659 Relocated</u></p> <p><u>Western Transportation Corridor.</u> If requested, reserve ROW for Western Transportation Corridor associated with Land Bays 4, 5 and 7.</p> <p><u>Route 659 Relocated.</u> Dedicate 120' ROW from Tall Cedars Parkway to the southern site boundary. Construct four-lane undivided section in lieu of Route 50 improvements. Provide 120' ROW from Tall Cedars Parkway to northern boundary with no obligation to construct.</p>	<p>Deleted</p> <p><u>North Star Boulevard (Route 659 Relocated).</u> Dedicate 120' ROW from Tall Cedars Parkway to the southern site boundary. Construct the eastern two-lanes of North Star Boulevard between TCP and the southern boundary, prior to the issuance of the 301st residential zoning permit in Land Bays 1,2,3,4 or 5R.</p>	<p>Deleted proffer Modified for construction of two eastern lanes between TCP and southern boundary.</p>
<p><u>Signalization</u></p> <p>Provide new traffic signals at: (1) Route 50/Stone Springs Blvd, (2) Route 50/Existing 659, (3) Tall Cedars Parkway/Route 659, (4) West Spine Road/Greenstone Drive, (5) Future West Spine Road/Route 50. Bonds for these signals are required at the time of record plat. Also, provide signalized of on-site roads with studies required when submitting preliminary subdivision applications.</p>	<p>Submit a traffic signal warrant study for the Stone Springs Boulevard/Millstream Drive intersection during the site plan review process for Land Bay EE2A. If warranted, contribute \$250,000 to the County for the design, construction, and installation of the signal.</p>	<p>Modified for signal warrant study and contribution.</p>
<p><u>Park and Ride Lot</u></p> <p>Provide bus shelter at existing park and ride lot</p>	<p>Shelter exists.</p>	<p>No Change</p>
<p>Public Use Site #4</p>	<p>Provide 100 commuter parking spaces and convey them to the County upon request.</p>	<p>New Proffer</p>
<p><u>Cash Contribution for Regional Roads</u></p> <p>Contribute \$0.50 per gross square foot areas zoned for industrial (PD-IP), office (PD-OP), and retail commercial (PD-CC(SC)).</p>	<p>No changes proposed</p>	<p>No Change</p>
<p><u>Goshen Road</u></p> <p>Dedicate frontage on Goshen Road, if required. No vehicular access allowed with no obligation to construct improvements.</p>	<p>No changes proposed</p>	<p>No Change</p>
<p><u>Cash Contribution for Capital Facilities</u></p> <p>Contribute \$37,660 per SFDU, \$22,291 per SFA, and \$12,611 per MF unit</p>	<p>No changes proposed</p>	<p>No Change</p>