

Loudoun County 2010 Countywide Transportation Plan Amendments

Case #	Name	Adoption Date	Chapters Affected
CPAM 2010-0001	Belmont Ridge Road	January 19, 2011	Chapter 2 Figure 2-1A Figure 2-1B Figure 2-1C Appendix 1 Appendix 2 Appendix 3 Figure A2-4A Figure A2-4C CTP Roads Map
CPAM 2009-0001	Route 28 Keynote Employment	March 14, 2011	Road network and transportation policies specific to Route 28
CPAM 2012-0001	Northstar Boulevard / Belmont Ridge Road	May 2, 2012	Chapter 2 Figure 2-1A Appendix 1 Figure A2-4A Figure A2-4B CTP Roads Map
CPAM 2013-0001	North Lower Sycolin	December 11, 2013	Figure 2-1C CTP Roads Map
CPAM 2014-0001	Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway and Shaw Road	June 11, 2014	Chapter 2 Appendix 1 Appendix 2 CTP Roads Map
CPAM 2014-0003	George Washington Boulevard/ Route 7 Overpass	June 10, 2015	Chapter 2 Figure 2-1B Appendix 1 CTP Roads Map
CPAM-2014-0002	Prentice Drive	July 1, 2015	Chapter 2 Figures 2-1A thru G Appendix 1 CTP Roads Map
CPAM-2015-0001	Evergreen Mills Road	November 12, 2015	Chapter 2 Figures 2-1A, 2-1B Appendix 1 CTP Roads Map
CPAM-2016-0003	Proffer Legislation: Small Area Plans and Proffer Policies and Guidelines	December 6, 2016	Chapter 8

CPAM-2016-0002	Silver Line Road Alignments	June 22, 2017	Chapter 2 Figure 2-1A Figure 2-1B Figure 2-1C Appendix 1 CTP Roads Map
CPAM-2017-0002	Route 15	March 6, 2018	Chapter 2 Figure 2-1C and G Appendix 1 CTP Roads Map

Date of Meeting: January 19, 2011

**BOARD OF SUPERVISORS
ACTION ITEM**

#5

SUBJECT: CPAM 2010-0001, Belmont Ridge Road

ELECTION DISTRICT: Broad Run, Dulles

CRITICAL ACTION DATE: February 28, 2011

STAFF CONTACT: Marie Genovese, Department of Planning
Julie Pastor, Director of Planning

RECOMMENDATIONS:

Planning Commission:

At their December 1, 2010 Public Hearing the Planning Commission voted 5-3-1 (Austin, Keirce, Klancher, Ronis, Ruedisueli – yes; Bayless, Maio, Robinson – no; Syska – absent) to forward CPAM 2010-0001 to the Board of Supervisors with the recommendation of taking no action to change the 2010 Countywide Transportation Plan (2010 CTP) from a six lane facility within a 150-foot right-of-way to a four lane facility within a 150-foot right-of-way. The Commission's vote to retain Belmont Ridge Road as a six lane facility within a 150-foot right-of-way was based on the need to retain flexibility for the 20 year planning horizon and concerns expressed with revising the 2010 CTP on a segment by segment basis using a separate methodology. At the Public Hearing, the Planning Commission discussed the design of Belmont Ridge Road and voted 8-0-1 (Austin, Bayless, Keirce, Klancher, Maio, Robinson, Ronis, Ruedisueli – yes; Syska – absent) to additionally recommend the Board consider construction of Belmont Ridge Road for the interim condition from the centerline outward and leaving the remaining outer two lanes to be built for the ultimate condition (See Attachment 1).

Staff:

Staff concurs with the Planning Commission that Belmont Ridge Road should be retained as a six lane roadway in a 150-foot right-of-way to ensure adequate levels of service for the 20 year planning horizon. Staff however, does not support changing the interim design of the roadway given technical construction considerations and that significant public dollars have already been spent on the current design plans for Route 659 (\$2.3 million) and the Route 7/Route 659 interchange (\$455,000).

BACKGROUND:

The Board of Supervisors at their June 15, 2010 Business Meeting approved CPAM 2005-0009, Revised Countywide Transportation Plan Update with Belmont Ridge Road as a six lane facility in the ultimate condition in a 150-foot right-of-way from Croson Lane to Route 7. During the Board review and subsequent action on the 2010 CTP, residents living along Belmont Ridge Road have continued to express opposition to Belmont Ridge Road remaining as six lanes in the 150-foot right-of-way. On September 8, 2010 the Board of Supervisors voted 5-4 (Burk, Burton, Kurtz, McGimsey, Miller – yes; Buckley, Delgaudio, Waters, York – no) to initiate a Comprehensive Plan Amendment to the 2010 Countywide Transportation Plan to show an ultimate condition of four lanes in the 150-foot right-of-way for Belmont Ridge Road from Croson Lane to Route 7.

**CPAM 2010-0001, Belmont Ridge Road
Board of Supervisors Business Meeting
Meeting Date: January 19, 2011**

The Planning Commission held their public hearing on CPAM 2010-0001, Belmont Ridge Road on December 1, 2010 and voted 5-3-1 (Austin, Keirce, Klancher, Ronis, Ruedisueli – yes; Bayless, Maio, Robinson – no; Syska – absent) to forward the item to the Board of Supervisors with the recommendation of taking no action to change the 2010 Countywide Transportation Plan (2010 CTP) from a six lane facility within a 150-foot right-of-way to a four lane facility within a 150-foot right-of-way from Croson Lane to Route 7.

At the Board of Supervisors public hearing on January 10, 2011; 7 members of the public spoke. All of the speakers supported amending the 2010 CTP to depict a four lane facility within a 150-foot right-of-way from Croson Lane to Route 7 in the ultimate condition. Several speakers also supported constructing Belmont Ridge Road from the centerline outward. The Board voted 8-1 (Buckley, Burk, Burton, Kurtz, McGimsey, Miller, Waters, York – yes; Delgaudio – no) to forward CPAM 2010-0001 to the January 19, 2011 Board Business Meeting for action.

ISSUES:

Several items were raised at the January 10, 2011 Public Hearing including the distance of the future right-of-way from the existing homes along Belmont Ridge Road and the issue of changing the design of the roadway to the centerline outward versus from the outside inward.

Belmont Ridge Road has historically been planned as a six lane facility dating back to 1991 with the Loudoun County Choices and Changes General Plan, which planned for Route 659 to be a four-lane median divided roadway with a potential expansion to six-lanes within a 150-foot right-of-way (*Choices and Changes, Chapter 4, Secondary Roads*). This was carried forward during the adoption of the Countywide Transportation Plan (July 5, 1995) and the Revised Countywide Transportation Plan (2001), which called for Belmont Ridge Road to be a six-lane median divided roadway from Route 7 to Croson Lane (*Countywide Transportation Plan (1995), Appendix 1 and Revised Countywide Transportation Plan (2001), Chapter 3, Suburban Policy Area Roads and Appendix 1*).

Developments along Belmont Ridge Road have been planned/approved in accordance with the future six lane expansion and the Zoning Ordinance which requires a minimum building and parking setback of 75 feet from major collector roads, such as Belmont Ridge Road. Therefore, the edge of pavement for the roadway itself will not be located any closer than a minimum of 75 feet to residential lots developed along this roadway. Staff notes that bicycle and pedestrian paths are permitted within the 75 foot building and parking setback and in some instances already exist.

Separate from the Plan Amendment discussion, the Planning Commission raised the question of the design of the interim condition for Belmont Ridge Road and recommend the Board consider construction for the interim condition from the centerline outward and leaving the remaining outer two lanes to be built for the ultimate condition (see Attachment 1). Should the Board wish to discuss the Planning Commission's recommendation further, it could be forwarded to a subsequent meeting with VDOT. Staff notes the VDOT Plans for Belmont Ridge Road call for the interim four lane section to be built on the outside of the right-of-way with the ultimate planned six lane section being built within the median. The design of the roadway is based on a 150-foot right-of-way which takes into account 10-foot shared use paths on both sides of the roadway within the VDOT right-of-way. Constructing the outside lanes in the interim condition would be the most cost effective and least disruptive to traffic while establishing the ultimate right-of-way line for development purposes. This allows for turning movements, shared use paths, and curb and gutter to be established in their ultimate location.

VDOT Preliminary Engineering design plans are 35-40% complete and approximately 2.3 million dollars have been expended for the Belmont Ridge Road project from the Dulles Greenway to Route 7. The

**CPAM 2010-0001, Belmont Ridge Road
Board of Supervisors Business Meeting
Meeting Date: January 19, 2011**

Board of Supervisors endorsed the public hearing design plans on July 15, 2008 by a vote of 8-0-1 (Buckley, Burton, Delgaudio, Kurtz, McGimsey, Miller, Waters, York – yes; Burk – absent). The County has also completed 30 percent design of the Route 7/Route 659 interchange consistent with the VDOT Plans, with a total of \$455,000 expended thus far. In addition, any changes to the design of the roadway will impact the turn lanes proposed for the City of Fairfax Water Treatment Plant (see Attachment 2).

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors amend the Revised 2030 Countywide Transportation Plan Map as well as text and figures in Chapter 2, Appendix 1, Appendix 2, Appendix 3 of the 2010 Countywide Transportation Plan to reflect the ultimate condition of Belmont Ridge Road from Croson Lane to Route 7 as a four lane roadway within a 150-foot right-of-way.

Or,

2. I move that the Board of Supervisors reaffirm the 2010 Countywide Transportation Plan provision for the ultimate condition of Belmont Ridge Road from Croson Lane to Route 7 as a six lane roadway within a 150-foot right-of-way.

Or,

3. I move an alternate motion.

ATTACHMENTS:

1. December 8, 2010 Planning Commission Letter to BOS
2. January 5, 2011 E-mail from City of Fairfax
3. 2010 Countywide Transportation Plan Edits



Loudoun County, Virginia

Planning Commission

1 Harrison Street, S.E., 3rd Floor, P.O. Box 7000, MSC #62

Leesburg, Virginia 20177-7000

Telephone (703) 777-0246 • Fax (703) 777-0441 • E-mail: loudounpc@loudoun.gov

December 10, 2010

Honorable Scott K. York, Chairman
Loudoun County Board of Supervisors
1 Harrison Street, S.E.
Leesburg, VA 20177

Re: CPAM 2010-0001, Belmont Ridge Road

Dear Chairman York:

At the Planning Commission's December 1, 2010 Public Hearing on CPAM 2010-0001, Belmont Ridge Road the Commission voted 5-3-1 (Austin, Keirce, Klancher, Ronis, Ruedisueli – yes; Bayless, Maio, Robinson – no; Syska – absent) to forward the item to the Board with the recommendation of no action (thereby retaining Belmont Ridge Road as a 6-lane facility within a 150-foot right-of-way). At the Public Hearing the Commission discussed the design of Belmont Ridge Road in the interim condition and voted 8-0-1 (Austin, Bayless, Keirce, Klancher, Maio, Robinson, Ronis, Ruedisueli – yes; Syska – absent) to recommend the Board consider the construction of Belmont Ridge Road in the interim condition from the centerline outward with the remaining outer two lanes to be built in the ultimate condition. The Commission understands that this recommendation is different from the approved Belmont Ridge Road Public Hearing Plans (State/VDOT Project Number 0659-053-262, P102 and Federal Number STP-053-9(021), UPC 8828), which plan for the interim four-lane section to be built on the outside with the ultimate planned six-lane section being built within the median. The Commission felt that constructing the interim four-lane section from the centerline outward would allow the greatest flexibility should it be determined that the six lanes are not warranted in the future. This would allow for a larger buffer to be established between the roadway and the communities it serves. It is the Commission's intent that the shared use paths however would be built for the ultimate condition allowing for a larger green space between the trail and the travelways.

Thank you for consideration of the Planning Commission's recommendation. Please do not hesitate to contact us if we can be of further assistance.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "R. Klancher".

Robert J. Klancher, Chairman
Loudoun County Planning Commission

cc: Loudoun County Board of Supervisors
Loudoun County Planning Commission
Linda Neri, Deputy County Administrator
Julie Pastor, AICP, Director of Planning
Andy Beacher, PE, Director of Office of Transportation Services
Marie Genovese, AICP, Community Planning

Erin Austin
Catoclin District

Robert J. Klancher, Chairman
Broad Run District

J. Kevin Ruedisueli, Vice-Chairman
At-Large

Cliff Keirce
Dulles District

Peggy Maio
Blue Ridge District

Gigi Robinson
Leesburg District

Valdis Ronis
Potomac District

Helena Syska
Sterling District

Glen Bayless
Sugarland Run District

From: Thoesen, Rick [Rick.Thoesen@fairfaxva.gov]
Sent: Wednesday, January 05, 2011 12:36 PM
To: Genovese, Marie A.
Subject: FW: CPAM 2010-0001, Belmont Ridge Road
Attachments: Belmont Ridge Road Design_VDOT_2010.pdf

Marie,

Thanks for your call.
Here is the PDF per our conversation.

Best regards,

Rick

Richard C. Thoesen, P.E., BCEE

Director of Utilities

City of Fairfax

(O) 703 385 7921

(C) 703 975 0138

*If you tell the truth you don't have to remember anything. [Mark Twain](#)
please note new email address in case you have not already recorded it: rick.thoesen@fairfaxva.gov*

From: Thoesen, Rick
Sent: Tuesday, December 28, 2010 2:04 PM
To: 'marie.genevose@loudoun.gov'
Subject: CPAM 2010-0001, Belmont Ridge Road

Dear Marie,

Thanks for taking my call. The City received your letter notification dated December 20, 2010 regarding the subject Comprehensive Plan Amendment. As you might gather, we have a keen interest in the pending VDOT road improvements to Belmont Ridge Road given the water treatment plant is located on Belmont Ridge and the fact that we receive chemical truck deliveries on a weekly basis. These turning lanes will make the road much safer for the travelling public.

I am attaching a copy of the plan for the VDOT improvements in front of the treatment plant with the intention of asking your opinion regarding the impact of the CPAM on the current road plan. While the City does not have an interest in changing the plan from an urban 6 lane median divided (U6M) designation to a U4M designation, we do want to retain the turning lanes shown on the attached plan.

Can you give me any guidance on this issue? Will a CPAM have any effect upon the VDOT Plan? Your assistance is appreciated.

Sincerely,

Rick Thoesen

Richard C. Thoesen, P.E., BCEE

Director of Utilities

City of Fairfax

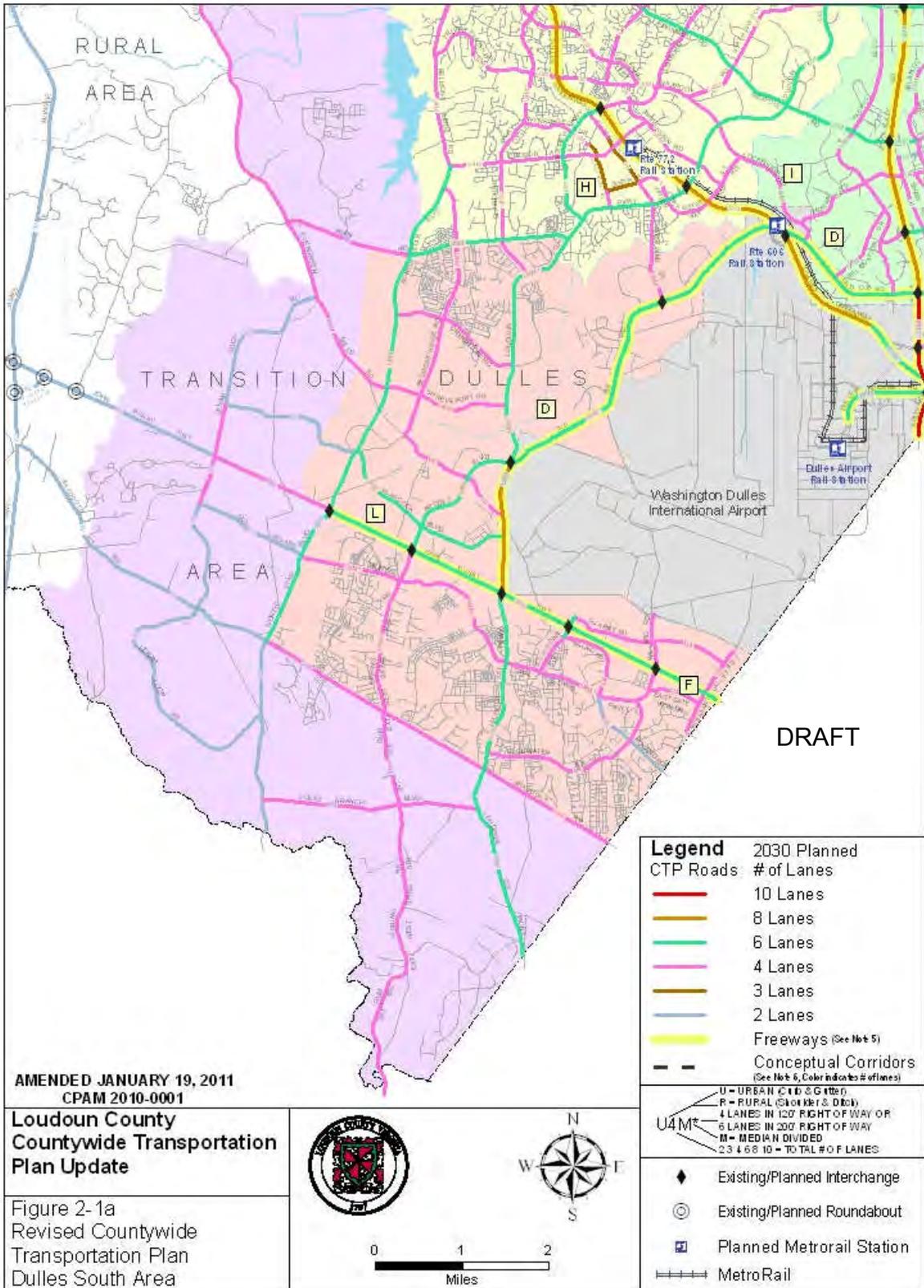
(O) 703 385 7921

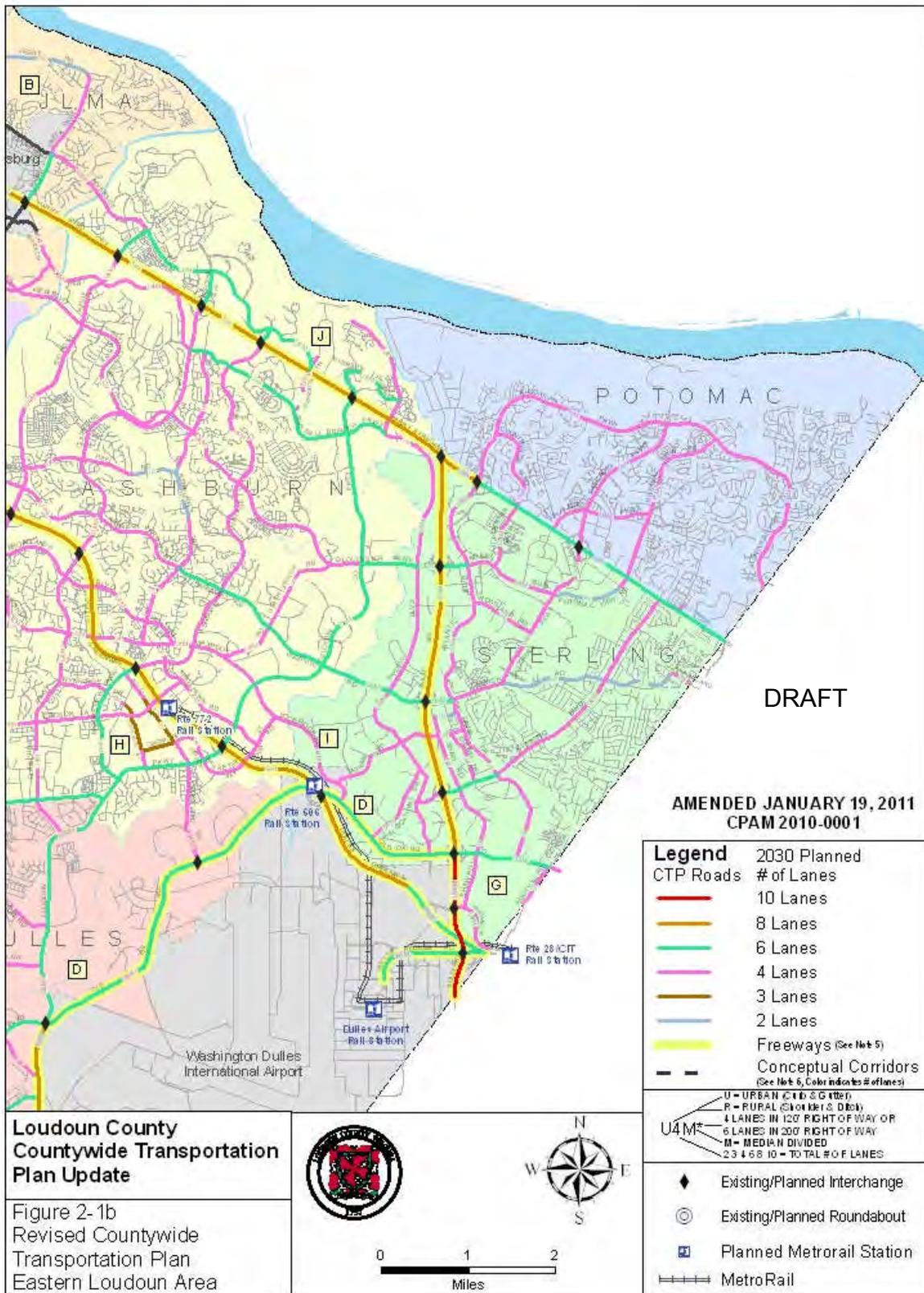
(C) 703 975 0138

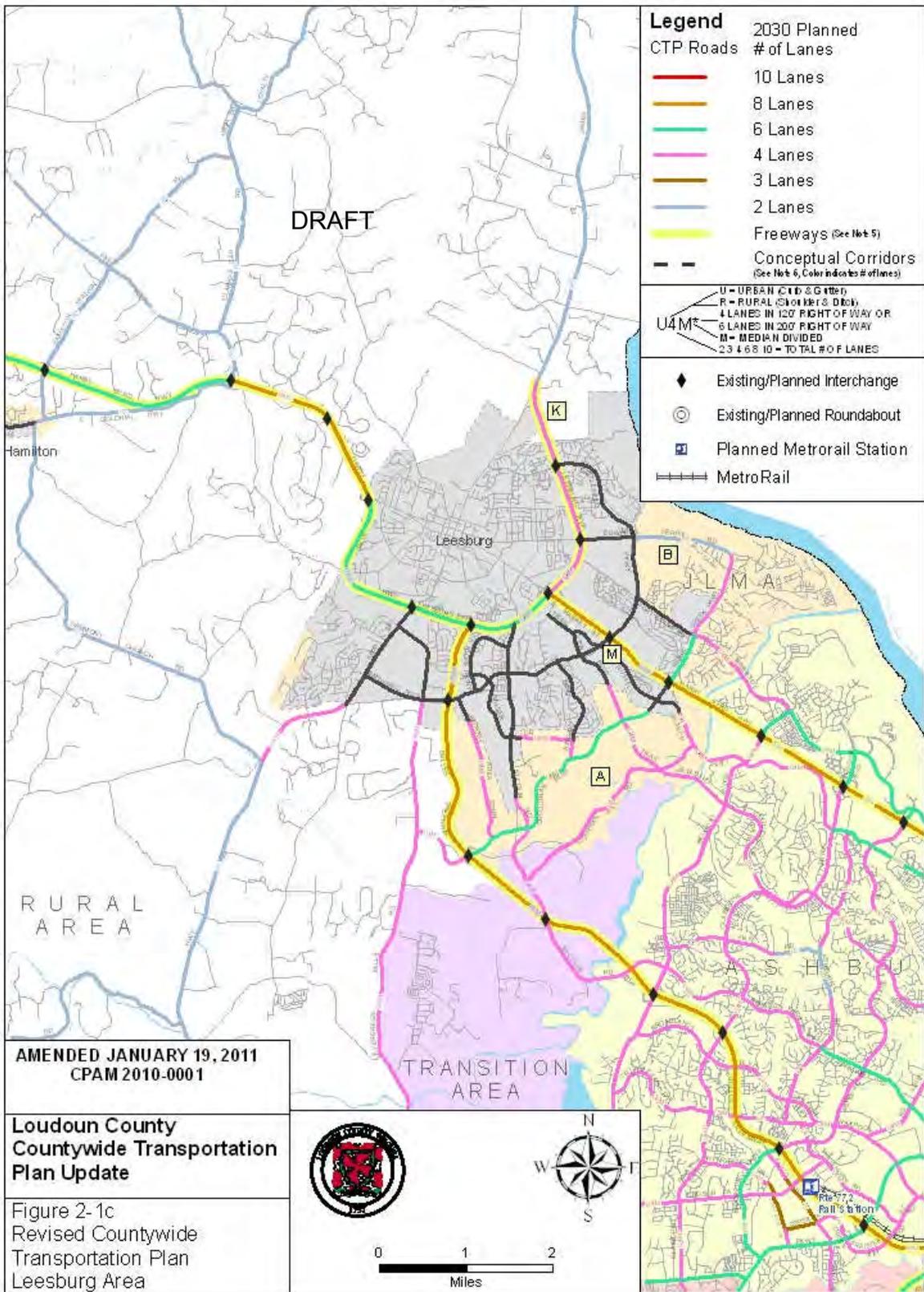
rick.thoesen@fairfaxva.gov

FOIA Disclaimer

You are hereby advised that, pursuant to the Virginia Freedom of Information Act, written correspondence (including, but not limited to, letters, e-mails and faxes) from and to the City of Fairfax and its officials and employees, and others acting on its behalf, may be subject to disclosure as being a public record. This includes the e-mail address(es) and other contact and identifying information for parties involved in the correspondence.









- The **VA Route 7 Parallel Roads (Riverside Parkway (VA Route 2401) & Russell Branch Parkway (VA Route 1061))** will provide long-term access to developments along the VA Route 7 corridor once all interchanges have been completed and the main road becomes a limited access facility. Each parallel road is planned to be a minimum of four lanes (some segments are planned to be six lanes where forecasted volumes warrant additional capacity). Presently, gaps remain in each of these roadways, though construction is underway and/or programmed on some of these missing links. Currently, **Riverside Parkway (VA Route 2401)** (the VA Route 7 North Collector Road) has been completed from west of Goose Creek east through Lansdowne to Janelia Farm Boulevard (VA Route 2020 Extended). East of this point, Riverside Parkway (VA Route 2401) is planned to follow a new alignment east to the existing VA Route 7/Lexington Drive intersection (an alignment study will determine the ultimate location of Riverside Parkway and Lexington Drive in this vicinity). Further to the east, within the University Center development, existing **George Washington Boulevard (VA Route 1050)** serves as a segment of the VA Route 7 North Collector Road between Loudoun County Parkway (VA Route 607) and existing Riverside Parkway (VA Route 1052). Regarding **Russell Branch Parkway (VA Route 1061)** (the VA Route 7 South Collector Road), the roadway is currently constructed from within the Belmont development east to Ashburn Road (VA Route 641) (Belmont is anticipated to construct the roadway from its current western terminus west to Belmont Ridge Road in conjunction with future development). The County is currently undertaking a project to construct the segment of Russell Branch Parkway from Ashburn Road (VA Route 641) east to Ashburn Village Boulevard (VA Route 2020), where the roadway is in place through the Ashbrook development. The One Loudoun development has constructed the road from Ashbrook east to Loudoun County Parkway (VA Route 607). East of Loudoun County Parkway (VA Route 607), a gap remains to be constructed from east of Richfield Way across Broad Run to connect with the planned alignment of Pacific Boulevard (VA Route 1036) (the VA Route 28 West Parallel Road) in the Sterling Community. This segment is anticipated to be constructed as part of the approved Kincora development.
- **Belmont Ridge Road (VA Route 659)** is a critical north-south corridor along the western boundary of the Ashburn Community. Currently, Belmont Ridge Road (VA Route 659) is largely a two-lane rural road from VA Route 7 south to the future intersection with Croson Lane (VA Route 645), just north of the Brambleton development. The roadway is planned to ultimately be widened to four ~~six~~ lanes; ~~though an interim four-lane divided condition is anticipated to be in place for a significant length of time prior to completion of construction of the ultimate six-lane section. Funding Interim widening to four lanes is anticipated to be funded~~ through a combination of public sector funds and private sector development proffers; some segments of four-lane divided roadway have already been constructed just north and south of the Dulles Greenway (VA Route 267) interchange in conjunction with adjacent developments.
- **Waxpool Road (VA Route 625)** is currently a six-lane divided roadway from VA Route 28 (in the Sterling Community) west to Loudoun County Parkway (VA Route 1950), and a four-lane divided facility west to Smith Switch Road (VA Route 607) (the corridor continues west from this point as **Farmwell Road (VA Route 640)**, which is also a four-lane divided roadway). Waxpool Road (VA Route 625)/Farmwell Road (VA Route 640) are ultimately planned to be widened to six lanes as far west as Ashburn Road (VA Route 641), though no funding for this future widening has been identified.
- **Loudoun County Parkway (VA Route 607/VA Route 1950)** is currently a four- to six-lane divided facility throughout the Ashburn Community, from George Washington Boulevard (VA Route 1050) south to Ryan Road (VA Route 772), with the exception of a short two-lane segment just north of the W & OD Trail. Ultimately Loudoun County Parkway (VA Route 607/VA Route 1950) is planned to be widened to six lanes from George Washington Boulevard (VA Route 1050) south to Old Ox Road (VA Route 606) (in the Dulles Community).
- The **Gloucester Parkway (VA Route 2150)/Nokes Boulevard (VA Route 1793)** connection, between Loudoun County Parkway (VA Route 607) and VA Route 28, is another critical east-west roadway link across Broad Run to the Sterling Community. Completion of this segment, ultimately to be six lanes, is anticipated to be constructed in conjunction with future development and would provide the



Policy Area	Suburban (Ashburn)
Existing/Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
88. VA Route 659 - Belmont Ridge Road	
Segment	VA Route 7 (Harry Byrd Highway) south to VA Route 645 (Croson Lane) VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Ashburn)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section from just north of VA Route 642 (Hay Road) to VA Route 267 (Dulles Greenway) interchange and from VA Route 267 (Dulles Greenway) interchange to just south of Broadlands Boulevard. Design speed varies.
Interim Ultimate Condition	
Functional Class	Minor Arterial



Lanes/Right of Way	4/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway) . Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

89. VA Route 659 - Belmont Ridge Road

Segment VA Route 645 (Croson Lane) south to VA Route 659 Relocated (Northstar Boulevard)

Policy Area Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	<u>4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
Description	<u>U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed</u>
Bicycle/Pedestrian Facilities	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	<u>6/150 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>



<u>Description</u>	<u>U6M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.</u>
<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

90.89. VA Route 659 - Belmont Ridge Road

Segment	VA Route 659 Relocated (Northstar Boulevard) south to VA Route 621 (Evergreen Mills Road)
Policy Area	Suburban (Ashburn, Dulles)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4/U4M. Local access undivided rural and urban collector and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section in Brambleton development south of VA Route 772 (Ryan Road). Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Controlled access undivided and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section south of VA Route 772 (Ryan Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Reclassified as a minor collector when VA Route 659 Relocated (Northstar Boulevard) is open to traffic south to US Route 50 (John Mosby Highway). 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

91.90. VA Route 659 - Gum Spring Road Relocated (VA Route 606 Extended / West Spine Road)

Segment	US Route 50 (John Mosby Highway) south to VA Route 2200 (Tall Cedars Parkway)
Policy Area	Suburban (Dulles)

Existing Condition

Functional Class	Major Collector
------------------	-----------------



J. Corridor 10 – Ashburn/Broadlands

Corridor Description – This radial corridor spans the area from Route 7 to Route 606 including Claiborne Parkway, Ashburn Road, Ashburn Village Boulevard, and most of Loudoun County Parkway. In the 2001 CTP, these roads were planned as six-lane thoroughfares serving as major circulators for the newer and planned subdivisions and commercial centers of the Ashburn/Broadlands area.

Corridor Adequacy – As envisioned in the 2001 CTP, all of the roads in this corridor would have adequate capacity to meet demand in 2030. During corridor demand analysis, it was noted that the removal of bottlenecks and/or increased capacity in the Dulles South area would add demand to the portion of Loudoun County Parkway between the Greenway and Route 606. There do not appear to be major constraints to widening Loudoun County Parkway in this area.

Recommendations:

- Widen the ultimate cross section of Loudoun County Parkway to eight lanes between the Dulles Greenway and Route 606.
- To preserve the functional network of collectors in this corridor and encourage planning measures to reduce the impact of development on these routes. These measures include preparing small area plans that ensure the networking of local streets in and between suburbs as well as land use mixes that reduce trips and trip lengths.

K. Corridor 11 – 659/659 Relocated (North Star Boulevard)

Corridor Description – This corridor extends from Route 7 to the Prince William County line, following Belmont Ridge Road to Route 659 Relocated (North Star Boulevard). This corridor serves several communities in the Suburban and Transition Policy Areas, providing access to Route 50, the Dulles Greenway and Route 7. This corridor was envisioned to have six lanes in the 2001 CTP.

*Corridor Adequacy – As planned in the CTP, this corridor has adequate capacity to serve 2030 demand, except for a small link immediately north of the convergence of North Star Boulevard and Belmont Ridge Road. This localized bottleneck can likely be addressed with local operational improvements. In the alternatives analysis, the portion of North Star Boulevard between Evergreen Mills Road and Braddock Road demonstrated moderate congestion in scenarios where the greatest capacity was added to area roadways such as Route 15 and Route 606 / Loudoun County Parkway. With the CTP update recommendations, this entire corridor is projected to perform adequately.

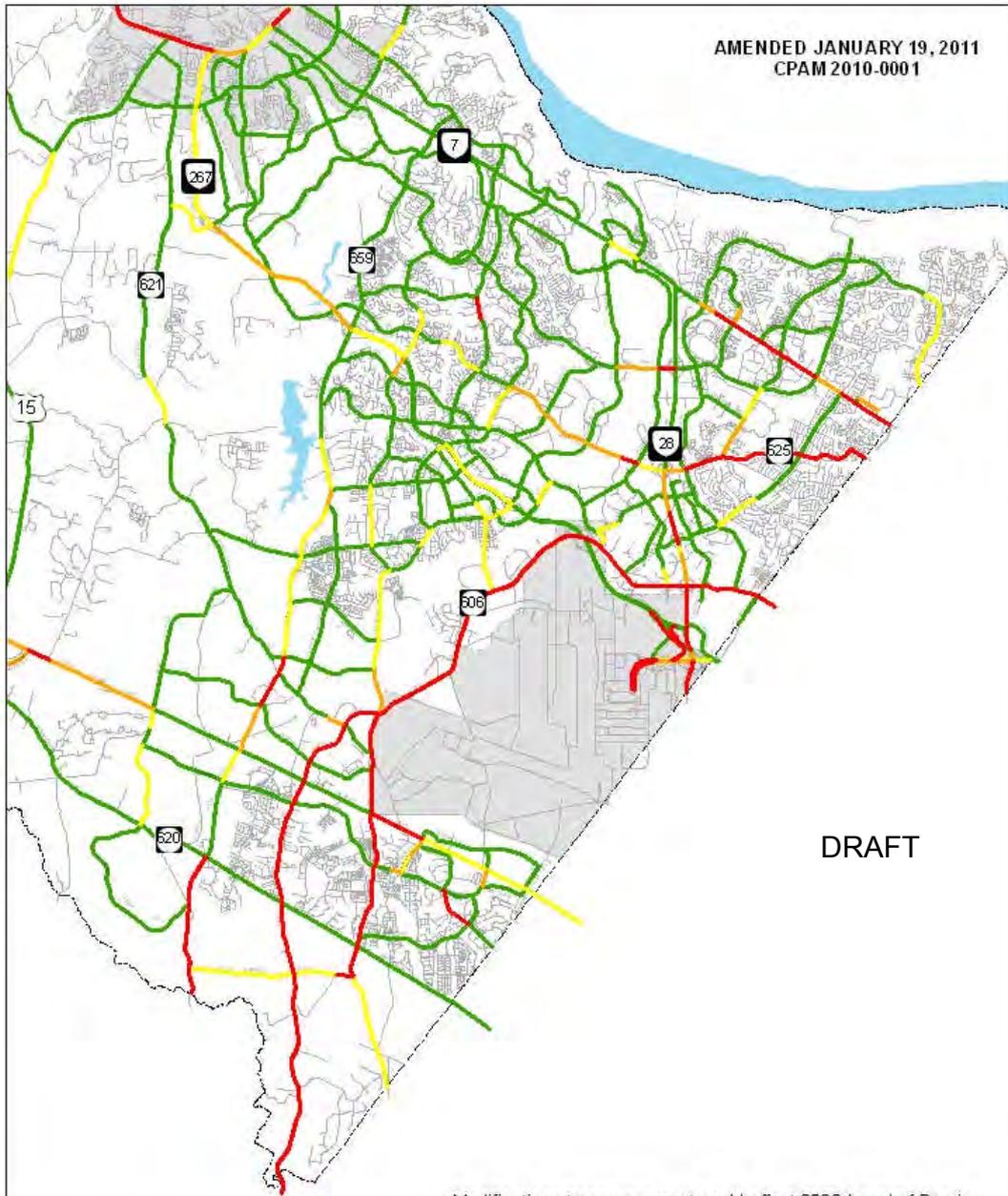
Recommendations – Corridor preservation strategies to maintain operations on these routes, such as access management and networking of local roads in new developments along the corridor, are all that is needed to maintain the sufficiency of this corridor.

*Corridor Adequacy was based on modeling performed for the adopted June 15, 2010 Countywide Transportation Plan. In CPAM 2010-0001, Belmont Ridge Road, Belmont Ridge Road from Route 7 to Route 645 (Croson Lane) goes from a six-lane median divided roadway to a four-lane median divided roadway which, in the near term, has adequate capacity to serve demand. However, degraded levels of service may be experienced as 2030 demand is approached and this segment may need to be reevaluated.

L. Corridor 12 – Route 15

Corridor Description – This corridor spans the entire county from Frederick County, Maryland, to Prince William County, Virginia. Roadways included in the corridor are Route 15, Business Route 15 and Battlefield Parkway in

AMENDED JANUARY 19, 2011
CPAM 2010-0001

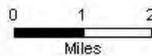


DRAFT

Modifications to any segment could affect 2030 Level of Service

**Loudoun County
Countywide Transportation
Plan Update**

Figure A2-4a
2030 Level of Service
Revised CTP Network
East



Level of Service



A-C D E F

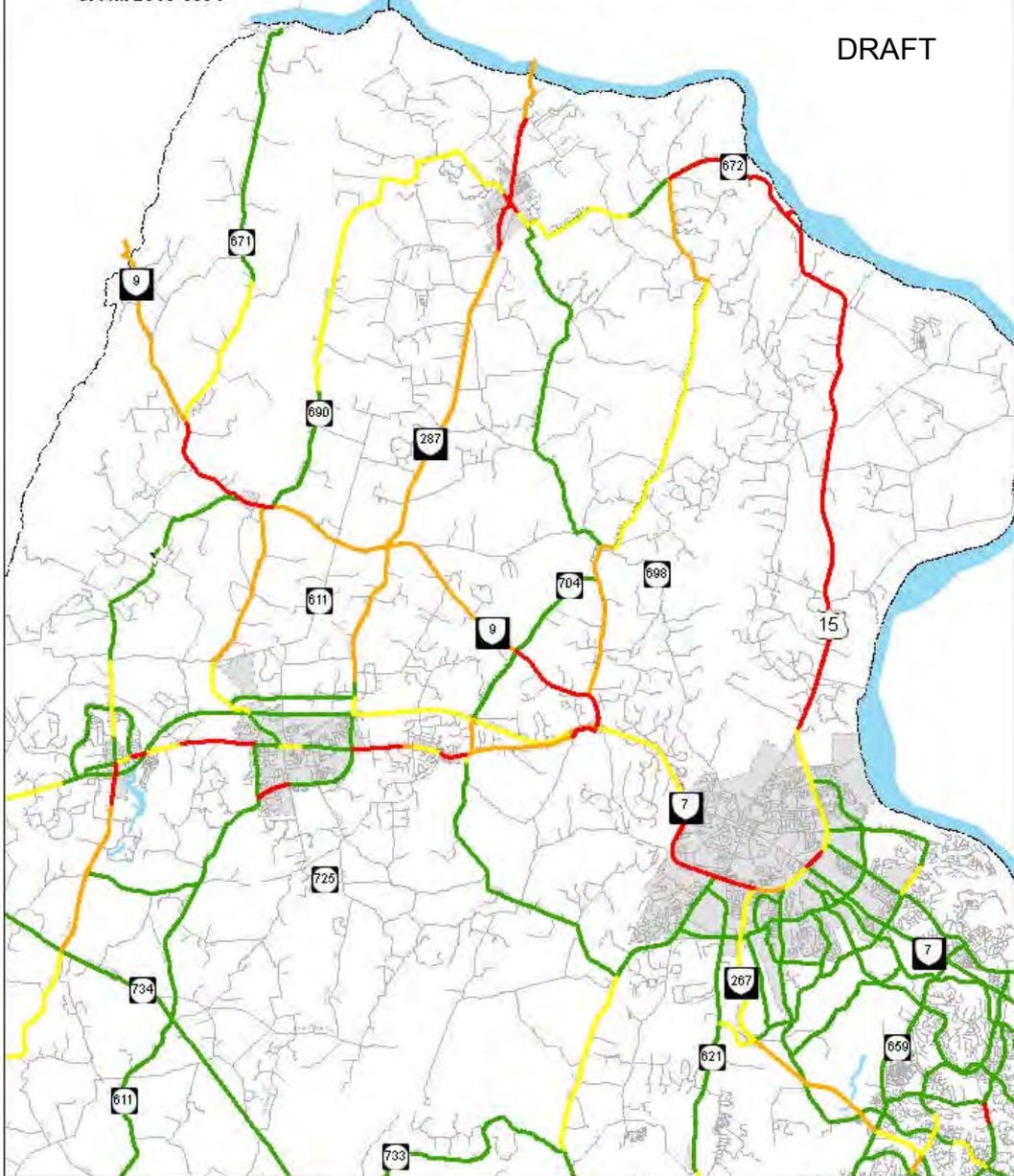
— Other Roads

■ Towns

AMENDED JANUARY 19, 2011
CPAM 2010-0001

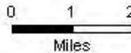
Modifications to any segment could affect 2030 Level of Service

DRAFT



Loudoun County
Countywide Transportation
Plan Update

Figure A2-4c
2030 Level of Service
Revised CTP Network
Northwest



Level of Service



A-C D E F

— Other Roads

■ Towns



2. Intermediate Projects

Route 606: Dulles Greenway to Route 50. Expand from four lanes to six lanes. Estimated Cost: \$18,000,000

3. Long-Term Projects

Route 606: Route 28 to Route 50. Expand to eight lanes. Estimated Cost: \$22,000,000

G. Loudoun County Parkway Corridor

1. Near-Term Projects

Loudoun County Parkway: From Creighton Road to Route 606. Construct a four-lane median divided road including a bridge over Broad Run. Estimated Cost: \$27,000,000

2. Intermediate Projects

Loudoun County Parkway: From Route 7 to Waxpool Road. Expand from four to six lanes. Estimated Cost: \$14,000,000

Loudoun County Parkway: From Dulles Greenway to Ryan Road. Expand from four to six lanes. Estimated Cost: \$8,000,000

3. Long-Term Projects

Loudoun County Parkway: From Ryan Road to Braddock Road. Expand to six-lane median divided. Estimated Cost: \$24,000,000

Ashburn Village Boulevard: From Route 7 to Dulles Greenway. Expand to six-lane median divided. Estimated Cost: \$18,000,000

Loudoun County Parkway (formerly designated as Tri-County Parkway): From Braddock Road to Fairfax County line. Construct six-lane median divided road. Estimated Cost: \$38,000,000

H. Route 659 Corridor (Route 659 and Northstar Blvd)

1. Near-Term Projects

Route 659 (Belmont Ridge Road): Route 7 to Dulles Greenway. Expand to four-lane median divided road. Estimated Cost: \$91,000,000

Route 659 and Route 606 Extended: Braddock Road to Route 50. Expand to four-lane median divided. Estimated Cost: \$19,000,000

Route 659: Dulles Greenway to Northstar Boulevard. Expand to a four-lane median divided road. Estimated cost: [not yet available]

2. Intermediate Projects

Route 659 (Gum Springs Road): Braddock Road to Prince William County line. Expand to four-lane median divided road. Estimated Cost: \$40,000,000

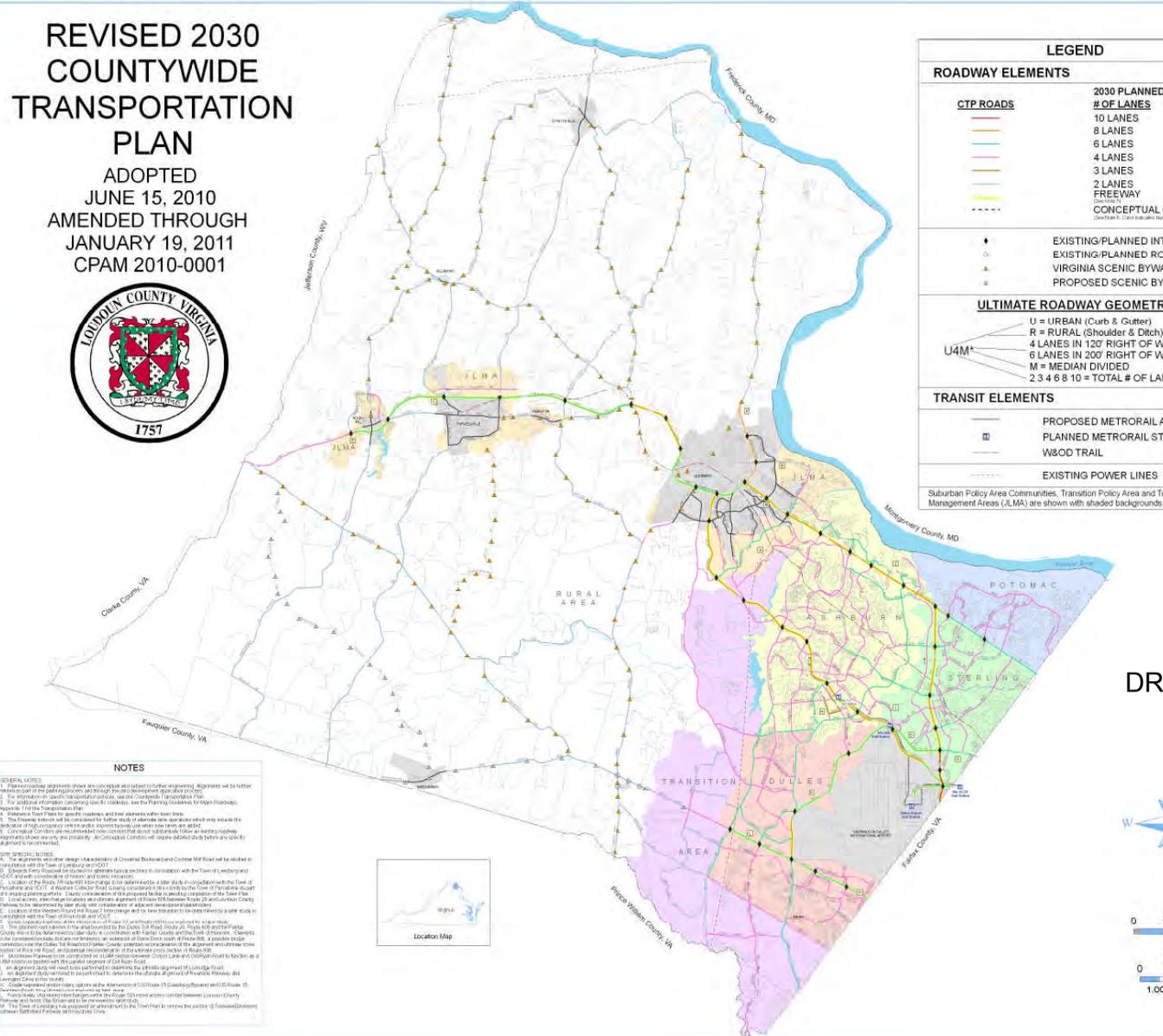
Northstar Boulevard: Route 50 to Prince William County line. Construct four-lane median divided road. Estimated Cost: \$43,000,000

3. Long-Term Projects

Route 659 (Belmont Ridge Road): ~~Route 7~~ **Route 645 (Croson Lane)** to Northstar Boulevard. Expand from four to six lanes median divided. Estimated Cost: ~~[not yet available]~~ \$25,000,000

REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
JANUARY 19, 2011
CPAM 2010-0001



LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2030 PLANNED # OF LANES
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY
	CONCEPTUAL CORRIDORS
	EXISTING-PLANNED INTERCHANGE
	EXISTING-PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
ULTIMATE ROADWAY GEOMETRY	
	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	4 LANES IN 120' RIGHT OF WAY OR
	6 LANES IN 200' RIGHT OF WAY
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
TRANSIT ELEMENTS	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JUMA) are shown with shaded backgrounds.	

NOTES

GENERAL NOTES:

1. Preliminary agreements shown are conceptual and subject to further engineering. Agreements will be further refined as the project progresses and through the final design and construction phases.
2. For information on specific transportation projects, please contact Loudoun County Transportation Planning and Development Department, 10000 Sunrise Valley Drive, Suite 1000, Loudoun County, VA 22079.
3. The additional information regarding project details, such as the project location, length, and right-of-way, is available in the project description file.
4. Elements shown that are shaded indicate that they are currently in the design phase.
5. The roadway network will be consistent with the state law, and where it may vary it is the responsibility of Loudoun County to ensure compliance with state and federal transportation laws and regulations.
6. Loudoun County is not responsible for the design or construction of any other transportation projects or other projects that may be located in the vicinity of the project.

THE SPECIFIC NOTES:

1. The alignment and design for the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
2. The proposed alignment for the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
3. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
4. The proposed alignment for the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
5. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
6. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
7. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
8. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
9. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
10. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
11. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
12. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
13. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
14. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
15. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
16. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
17. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
18. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
19. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.
20. Location of the proposed 4-lane divided and center turn lane will be consistent with the Town of Leesburg and the Town of Warrenton.



DRAFT



**BOARD OF SUPERVISORS
ACTION ITEM**

#8

SUBJECT: CPAM 2009-0001 Route 28 Keynote Employment Policies

ELECTION DISTRICT: Broad Run, Dulles, Potomac, Sterling

STAFF CONTACT: Michael "Miguel" Salinas, Project Manager
Julie Pastor, AICP, Director, Department of Planning

CRITICAL ACTION DATE: June 7, 2011, (contingent upon March 9, 2011 Planning Commission certification)

RECOMMENDATIONS:

Planning Commission: On January 19, 2011, the Planning Commission voted 6 - 3 (Bayless, Robinson, Syska - opposed) to forward draft CPAM 2009-0001, Route 28 Keynote Employment Policies, as modified at the January 19th worksession, to the Board of Supervisors for their review, consideration, and public hearing. Commissioners voting in the minority cited concerns about transportation, the impact of new residential development and capital facility impacts. In their January 26, 2011 submittal letter to the Board, the Commission recommends that upon adoption of the Route 28 Corridor Plan (Draft Plan), the Board initiate several implementation efforts in order to ensure that the vision for the Route 28 Corridor is achieved (See Attachment 2). These initiatives include the following:

- establish regulatory and performance standards that match the preferred development patterns outlined in policy;
- develop a Public and Civic Facilities Plan to determine whether the minimum and maximum percentages by land use pattern for such uses, as identified in the Route 28 Corridor Plan policies, are appropriate;
- implement a more fine-grained, multi-modal transportation network specific to the Route 28 Corridor to ensure connectivity throughout the corridor;
- reevaluate the residential "buy-out" formula for the Route 28 Tax District; and
- establish the proposed Route 28 Implementation Steering Committee comprised of public and private experts to assist the County with the marketing, development and monitoring of the Corridor's implementation plan, and to assess the impact of the Route 28 Corridor Plan.

The Commission further moved to advise the Board of Supervisors that they are prepared to certify the current draft of CPAM 2009-0001, as modified at the January 19th worksession, at such time as the Board of Supervisors indicates that action by the Board could reasonably be taken within 90 days of certification. The Planning Commission is scheduled to certify their draft on March 9, 2011, prior to the Board's March 14/15th Business Meeting.

Staff: Staff recommends approval of the plan amendment as forwarded by the Planning Commission and as revised by the Board of Supervisors on March 1st. Staff further supports the Planning Commission's suggested implementation initiatives.

EXECUTIVE SUMMARY

The Board held a Public Hearing on February 7, 2011 and voted 7-2 (Burton, Delgaudio - opposed) to forward draft CPAM 2009-0001 to the Committee of the Whole (COW) for further review and consideration. On March 1, staff provided responses to specific Board questions relating to residential impacts; transportation impacts; elimination of the destination retail overlay; proposed densities in the corridor; form-based codes; and, land values for the corridor in Loudoun County and Fairfax County.

The Board voted 5-4 to forward the CPAM to the March 14/15, 2011 Business Meeting for action (Burk, Burton, Delgaudio, McGimsey - opposed). The Board also directed staff to prepare the following for the March 14/15th meeting:

- (1) A policy that retains destination retail at a location in the corridor bounded by Potomac View Road, Cascades Parkway, and Route 7 (Attachment 4, Page A-48);
- (2) A policy that guides internal density allocations when consolidated Office Clusters and Mixed-Use Office Centers proposals include land on the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard (Attachment 4, Page A-48);
- (3) A policy that incorporates the inter-jurisdictional road network (Attachment 4, Page A-63 and A-65); and
- (4) The transportation reports associated with the Route 28 CPAM (Attachment 3).

An update regarding the VDOT review of the Route 28 CPAM, in light of the Chapter 527 regulations, was provided in the Staff Report to the Board for the February 7th Public Hearing. As noted in the report, Staff consulted the Virginia Department of Transportation (VDOT) to conduct a transportation analysis to better understand the implications of adding additional trips to the road network as a result of changes in land use proposed with the Route 28 CPAM. Further, pursuant to the Code of Virginia § 15.2-2222.1, Staff coordinated with VDOT to submit an application for their review under the provisions of the Chapter 527 regulations. A formal traffic analysis is not required by VDOT for a comprehensive plan amendment. Completion of such an analysis is at the discretion of the locality. Subsequent to the March 1, 2011 Committee of the Whole meeting, VDOT staff provided to County staff the VDOT referral for CPAM 2009-0001: Route 28 Keynote Employment Policies. In their response, VDOT acknowledged the level of analysis performed to date for the plan amendment and indicated that the exact impacts of the proposed changes could only be determined through more extensive modeling. VDOT goes on to state that such additional detail could be provided at such time that the County proceeds with the next update to the Countywide

Transportation Plan, required to be reviewed every 5 years per the Virginia Code. VDOT also highlighted the Waxpool Road corridor as an area of concern under forecast conditions and recommends that it be studied to address known long-term deficiencies. A memo entitled Corridor Transportation Analyses and highlighting the corridor-related transportation studies, along with corridor-related transportation analyses and the VDOT Chapter 527 referral is attached (See Attachment 3).

ROUTE 28 CORRIDOR PLAN SUMMARY

The proposed policies would apply throughout the Route 28 Corridor (See Attachment 1) and are derived from input from property owners, interested residents and business people who participated in a series of interviews, input meetings and workshops. The proposed policies seek to maximize the commercial development potential within the Route 28 Corridor by offering several land development patterns, each defined by different land use mixes and intensities. At projected maximum build-out, the Draft Plan increases the overall floor area of the corridor by 2.5%. The Draft Plan proposes to redistribute employment densities and offer a wider variety of development options or land use patterns than currently available under the Keynote Employment policies. The Draft Plan proposes to expand local amenities and services and, with limited new residential development, facilitate a more multi-faceted environment that is becoming an important location criterion for premier office development.

The Draft Plan also eliminates the Destination Retail Overlays and no longer supports large stand-alone retail establishments or large-scale, multi-tenant shopping centers with the exception of the area bounded by Route 7, Potomac View Road and Cascades Parkway, which was retained at the Board's direction to recognize the existing retail development in this area and the distance from the frontage of Route 28. The Draft Plan does not modify existing and planned Residential and High-Density Residential neighborhoods within the corridor and the designated Urban Center remains in the northern portion of the corridor. Mixed-Use Office Centers have been added as a development option in three locations. These centers are limited to a maximum of 90 acres in size within specific development envelopes. The northern location is in the area of the approved Kincora mixed-use development; the southern location is near the Center for Innovative Technology, and the third center is proposed in the area of Waxpool Road/Church Road and Route 28.

Mixed-Use Office Centers are envisioned as live-work centers that will have higher intensities and a greater variety of uses than other areas of the corridor. The centers are the sole location of new multi-family residential development. The mix of uses will provide an opportunity to create "places" that can become amenities for the entire corridor and its surrounding areas.

While increasing the support services and amenities in the area should help reduce vehicle trips, expanding transportation options including circulator bus service, trails and connections to metro to relieve congestion is also a focus of the plan amendment. Road improvements developed through the interjurisdictional planning efforts occurring between Fairfax, Herndon, Loudoun and VDOT have been incorporated into the Draft Plan. Those road plans address the capacity issues associated with development in Fairfax and Loudoun Counties near the planned Route 28 metro stop.

Continuing the General Plan emphasis on addressing unmet housing needs, the Draft Plan recommends specific ratios of housing for a full range of low and moderate income levels. Implementation of an administrative process will be needed to ensure these units are provided and retained. Design Guideline Policies, specific to Office Clusters and Mixed-Use Office Centers are proposed for streets, blocks, streetscape, buildings, parking, parks and open space, public and civic spaces, landscape, and signage. The Sustainable Development Policies provide guidance on energy efficiency, stormwater facilities, green building practices, landscaping, and green infrastructure protection.

Based on the Board's direction on March 1, a new policy has been added that guides internal density allocations when Office Clusters and Mixed-Use Office Center proposals include land on both sides of Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard. This policy provides flexibility within a project to adjust densities on each land bay provided the overall density does not exceed policy recommendations.

If approved, the Draft Plan will be added to the 2001 Revised General Plan (RGP), Chapter 6, Suburban Policy Area, as an area-specific corridor plan. To ensure consistency, revisions and/or deletions are proposed to other policies in the RGP, specifically, Chapter 4, Economic Development; Chapter 5, The Green Infrastructure- Environmental, Natural and Heritage Resources; Chapter 6, Suburban Policy Area; and, Chapter 11, Implementation. Changes are also proposed to the Countywide Retail Plan (See attachment 4).

FISCAL IMPACT:

The Draft Plan proposes a broader range of business uses with approximately the same overall floor area. Local revenues from such uses typically exceed the cost of providing services. New residential development will not contribute to the Route 28 Tax District but will buy-out of the District in accord with current requirements. The cost of providing services to residential development typically exceeds local revenues generated by the residences. By restricting new housing to high density multifamily units in more urban settings, the fiscal cost should be reduced. No new local funding is required to administer the proposed changes to the Revised General Plan. Resources for implementation initiatives (such as amendments to the County's Zoning Ordinance) will need to be identified through further scoping and scheduling.

ALTERNATIVES:

The Board may adopt or modify the policies of the plan amendment at their pleasure or may choose to take no action on the amendment.

SUGGESTED MOTIONS

1. I move that the Board of Supervisors approve CPAM 2009-0001, Route 28 Keynote Employment Policies as revised March 15, 2011.

And,

2. I further move the Board direct staff to begin identifying resources and implementation initiatives and report back to the Board as called for in the Board's adopted Strategic Plan.

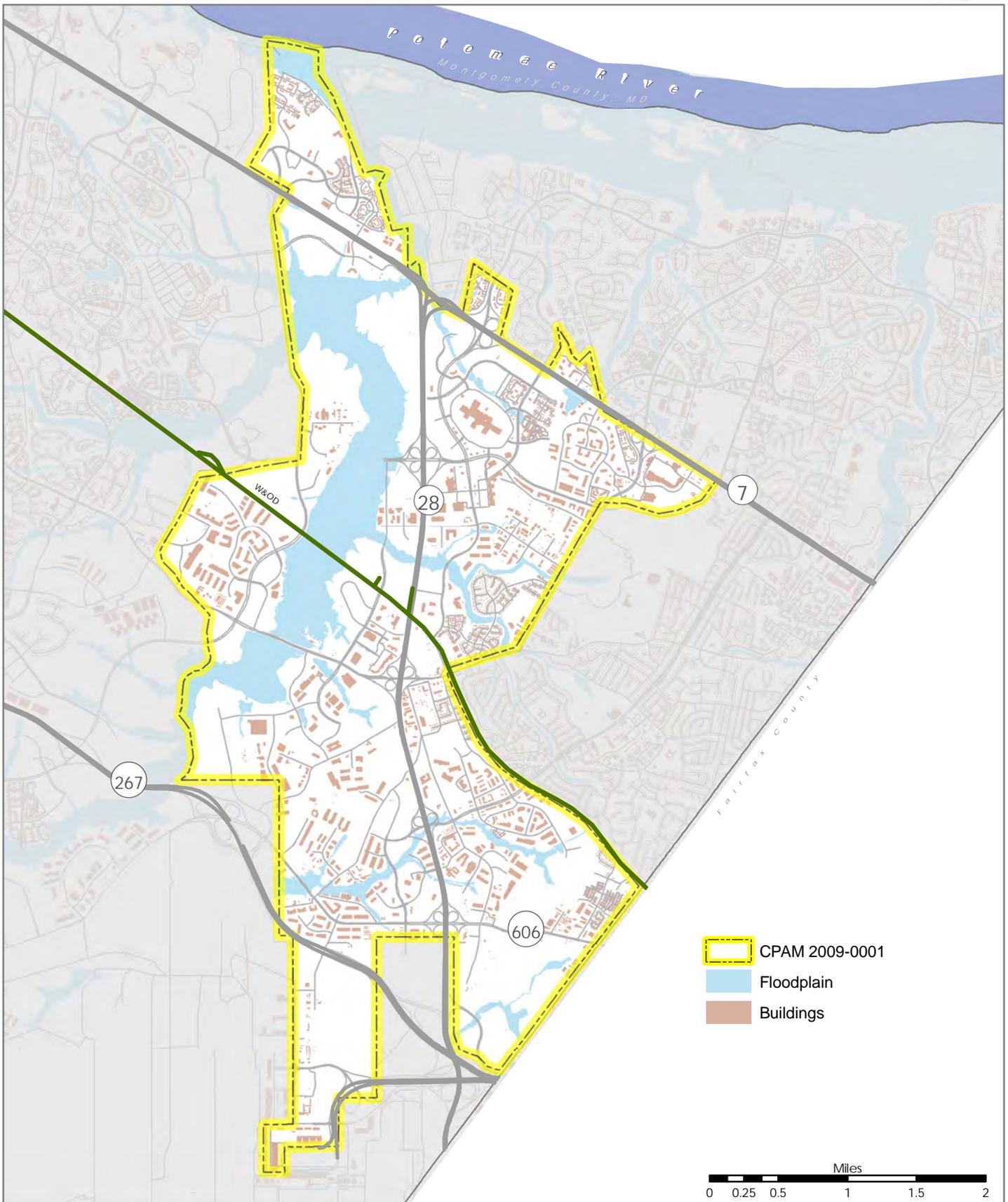
Or,

2. I move an alternate motion.

ATTACHMENTS

1. Route 28 Corridor Boundary Map, dated August 16, 2010
2. PC letter to BOS, January 26, 2011
3. Memorandum dated March 9, 2011: Corridor Transportation Analyses
4. CPAM 2009-0001, Draft Route 28 Corridor Plan mark-up, dated March 15, 2011: includes proposed changes to 2001 Revised General Plan and the Countywide Retail Plan.

Route 28 Corridor Boundary Map



Loudoun County Department of Planning
Loudoun County Office of Mapping and Geographic Information
Imagery Courtesy of the Commonwealth of Virginia

Date Mapped 8.16.2010
Map Number 2010-181

This page is intentionally blank.



Loudoun County, Virginia

Planning Commission

1 Harrison Street, S.E., 3rd Floor, P.O. Box 7000, MSC #62

Leesburg, Virginia 20177-7000

Telephone (703) 777-0246 • Fax (703) 777-0441 • E-mail: loudounpc@loudoun.gov

January 26, 2011

Honorable Scott K. York, Chairman
Loudoun County Board of Supervisors
1 Harrison St. S.W.
Leesburg, Virginia 20177

Re: CPAM 2009-0001, Keynote Employment Policies Comprehensive Plan Amendment

Dear Chairman York,

On February 3, 2009, the Board of Supervisors initiated CPAM 2009-0001, Keynote Employment Policies Comprehensive Plan Amendment, to consider retaining or changing the Revised General Plan Keynote Employment land use policies for a specified study area within the Route 28 Corridor. The Board directed the Planning Commission to lead this effort. On January 19, 2011 the Planning Commission completed its work on the draft amendment, the Route 28 Corridor Plan (See attached.). Below are brief summaries of the process, key findings, and Plan followed by specific implementation-related recommendations for the Board to consider.

PROCESS AND KEY FINDINGS

To develop the draft amendment, the Planning Commission participated with County staff to solicit input from stakeholders within the Route 28 Corridor. County staff used multiple outreach tools including public input sessions, interviews, targeted questionnaires, and research to develop several reports, including the Route 28 Business Outreach Results Report; Belfort Park Task Force Final Report; the Route 28 Tax District Existing Conditions Report; and the Route 28 Corridor Analysis of Development Potential for Class A Office Space. Key findings include:

- ✓ Stakeholders believe the Route 28 Corridor should be an employment-based corridor that offers broad employment opportunities;
- ✓ Stakeholders believe that more opportunities should be provided for a variety of office settings, with a focus on a mix of uses where employment supportive retail and services provide amenities desired in the corridor;
- ✓ Stakeholders suggest locating mixed-use office centers, that include a limited amount of multi-family residential, at strategic locations in the Route 28 Corridor to effectively catalyze the office development potential of sites and their vicinities;
- ✓ Stakeholders find that mixed uses are more efficient and attractive to the marketplace than office campuses (as promoted by current policy);
- ✓ Stakeholders believe development in the corridor should take advantage of its proximity to Washington Dulles International Airport by attracting new aviation and airport-ancillary businesses in appropriate areas; and,
- ✓ The Route 28 Corridor should encourage sustainable development practices.

PLAN SUMMARY

The proposed policies address the findings above and seek to maximize the commercial development potential within the Route 28 Corridor by offering several land development patterns, each defined by different land use mixes and intensities. The draft amendment eliminates the Destination Retail Overlays within the corridor that support stand-alone, large-scale, multi-tenant shopping centers and big box stores. The Planning Commission did not change or modify existing and planned residential and high-density residential neighborhoods within the corridor and the designated Urban Center remains in the northern portion of the corridor. The Planning Commission proposes Mixed-Use Office Centers as a new development option in three locations along the Route 28 corridor. The northern location is the site of the 2010 Kincora mixed-use zoning; the southern location includes the Dulles World Center proposal. To avoid “creep” into adjacent areas within the core and to reserve significant areas of the core for Office Clusters, the draft plan includes policies that do not support any Mixed-Use Office Center proposals that extend beyond the northern and southern boundaries of the Mixed-Use Office Center development envelopes. The maximum 270 acres of Mixed-Use Office Centers that may be considered in the corridor represents approximately 15% of the Route 28 Core land area and 3% of the total Route 28 Corridor; maintaining the corridor as a significant employment corridor for the County.

Mixed-Use Office Centers are live-work centers that will have higher intensities and a greater variety of uses than other areas of the corridor including multi-family residential to support a diversity of residents and workers, transit, and retail, entertainment, and recreational activities. The mix of uses will encourage creation of vibrant, activity-rich centers that will attract office tenants and a broad spectrum of residents and employees to the corridor and create unique “places” that are amenities for the entire corridor and its surrounding areas.

The Planning Commission stresses the importance of the Transportation, Housing, Design, and Sustainable Development policies as keys to the success of this corridor. Among these policies are those that promote an interconnected fine grid of streets, paths, and green spaces. This framework will improve not only traffic flow (by allowing local traffic to avoid Atlantic, and Pacific Boulevards) but also enhance the sense of a unified place for the entire corridor. The Design Guideline Policies cover sites, streets, blocks, streetscape, buildings, parking, parks and open space, public and civic spaces, landscape, and signage. The Sustainable Development Policies cover energy, storm water, green building practices, landscape, and green infrastructure.

PLANNING COMMISSION RECOMMENDATIONS

The Commission feels strongly that upon adoption of the Route 28 Corridor Plan, the Board should immediately initiate several implementation efforts in order to ensure that the vision for the Route 28 Corridor is achieved.

Zoning

Of paramount importance is to establish regulatory and performance standards that match the preferred development patterns outlined in policy. Zoning is the most effective tool to implement the policies contained within the draft amendment. Zoning regulations can also exclude incompatible uses, expedite desired uses and patterns, and promote properties to develop to their highest potential.

The Commission briefly discussed five possible zoning implementation strategies:

- Creating a new Planned Development District(s);
- Amending existing Planned Development Zoning District(s);
- Developing Use Patterns as an alternative development option within specific zoning districts;
- Developing a Planned Development Overlay Zone(s); and/or,
- Creating a Form-Based Code for the corridor.

The draft Route 28 Corridor Plan suggests amending existing zoning districts by including Use Patterns for Office Cluster, Office, and Flex as development options. Use patterns provide more predictability and offer the developer more varied employment settings through prescriptive standards. This approach would speed the development process by allowing for development without legislative review. The Plan also suggests creating a new Planned Development Zoning District(s) for Mixed-Use Office Center. This zoning strategy will need to be further evaluated as part of a Board-initiated implementation effort.

Public/Civic Facilities Plan

The Commission wrestled with how to best incorporate public and civic uses into the Route 28 Corridor Plan which promotes a more urban style development pattern. The current case-by-case approach of calculating the land use mix for public and civic uses does not really work in these cases. As such, the draft Plan incorporates new ways to achieve them including; using Floor-to-Area ratios versus acreage to determine the amount of these uses needed and providing an option for cash-in-lieu and/or providing a portion of these uses off-site within the corridor. With this more urban development pattern, a new approach to assessing and quantifying the actual public facilities needs will also be important. In this regard, the Commission recommends that the Board develop a Public and Civic Facilities Plan unique to the Route 28 Corridor. The Commission also suggests that a Public and Civic Facilities Plan determine whether the minimum and maximum percentages by land use pattern for such uses, as identified in the Route 28 Corridor Plan policies, are appropriate.

Transportation

The draft Route 28 Corridor Plan promotes a development pattern that focuses the most intensive development along Route 28. The proposed changes in land use would result in a roughly 5-10% increase in trips on the road network. From a broad perspective, these proposed increases in vehicle trips can be accommodated by the current planned network, given available capacity. The location and distribution of additional trips, and the impact to each road segment, is something that would be determined with a full modeling analysis. It should be noted that certain network enhancements were recommended for this corridor as part of the Inter-jurisdictional Group¹ and were developed to specifically target the known deficiencies in the 2030 network. These included (among others):

- The extension of Davis Drive/Atlantic Boulevard south from Route 606, across the Dulles Toll Road and into Fairfax County ;
- The extension of Sterling Boulevard west from Pacific Boulevard (at Route 28) to Moran Road; and,
- The extension of Pacific Boulevard south from Route 606 to the west side of the interchange at Route 28 and Innovation Avenue.

The Commission recommends the Board incorporate the work and recommendations of the Inter-jurisdictional Group into the draft Plan and the Countywide Transportation Plan. The Commission believes that these transportation projects are critical elements of the corridor plan

The Commission also recommends implementing a more fine-grained, multi-modal transportation network specific to the Route 28 Corridor to ensure connectivity throughout the corridor.

Residential Buy-out Formula

The draft Route 28 Corridor Plan introduces an additional, limited amount of residential uses into the corridor. While residential uses are not prohibited under the requirements of the Route 28 Tax District, the County anticipates such developments will “buy-out” of the District. Therefore some on the Commission feel the formula used to determine the amount of “buy-out” is dated and does not adequately compensate the District for the loss of future tax revenues. The Commission recommends the Board consider options for reevaluating the “buy-out” formula.

¹ Includes elected officials and staff from Fairfax County, Town of Herndon, and Loudoun County.

Route 28 Implementation Steering Committee

The draft Route 28 Corridor Plan calls for the County to form a Route 28 Implementation Committee comprised of public and private experts to assist the County with the marketing, development and monitoring of the Corridor's strategic implementation plan, including the metrics used to assess the impact of the Route 28 Corridor Plan on expected outcomes. The Committee would establish and coordinate three work groups related to plan implementation: Design; Zoning; and, Transportation. The Commission recommends the Board establish this Committee immediately following adoption of the Plan.

Additional Public Outreach

Upon completion of the draft Route 28 Corridor Plan, the Commission discussed additional outreach to the community to present their draft plan. However, given the Board's adopted Workplan and the timelines specified within, the Commission determined that meeting directly with the community would not be possible at this time. To ensure as much notice as possible prior to the Board's February 7, 2011 Public Hearing, the Commission directed staff to include information on the plan amendment on the first page of the County's web site as well as sending out citizen alerts via the Office of Public Information. The Commission recommends the Board consider additional outreach to the public as part of their review of the plan amendment.

We look forward to the Board's review and consideration of the Commission's recommendations. Please do not hesitate to contact us if we can be of further assistance.

Respectfully submitted,



J. Kevin Ruedisueli, Chairman
Loudoun County Planning Commission

cc: Loudoun County Board of Supervisors
Loudoun County Planning Commission
Tim Hemstreet, County Administrator
Linda Neri, Deputy County Administrator.
Julie Pastor, AICP, Director of Planning
Miguel Salinas, Project Manager, CPAM 2009-0001

County of Loudoun
Department of Planning
MEMORANDUM

DATE: March 9, 2011

TO: Loudoun County Board of Supervisors

FROM: Michael “Miguel” Salinas, Project Manager
(Through Andrew Beacher, Director, Office of Transportation Services)

SUBJECT: CPAM 2009-0001: Route 28 Keynote Employment Policies: Corridor Transportation Analyses

At the March, 1, 2011 Committee of the Whole meeting, the Board of Supervisors asked for full reports regarding Corridor-related transportation studies. In addition to the 2010 Countywide Transportation Plan (CTP), studies include the Route 28 CPAM Transportation Analysis and the inter-jurisdictional Regional Transportation Concepts Analysis. The latter two analyses are provided (See pages A-11 and A-17, respectively).

Staff would like to highlight several points regarding Corridor-related transportation studies:

- **Current traffic conditions within the corridor do not reflect the build-out of the ultimate road network.** Current traffic conditions show traffic congestion on certain road segments, including Waxpool Road near Route 28. These conditions are largely due to the fact that the existing road network is not built out (as well as operational issues such as the toll structure of the Greenway). These are not to be confused with the forecasted conditions of the CTP transportation analysis, which represent vehicular travel demands forecast to 2030¹. As such, current traffic conditions do not reflect the ultimate design of specific road segments including number of lanes, road connections, road enhancements, and planned transit.
- **The Route 28 Corridor Capacity Analysis applied high and low build-out scenarios.** Staff consulted with VDOT early in the process and used build-out scenarios to understand the impact, in general terms, of additional vehicle trips generated from the plan on the corridor’s ultimate transportation network as a

¹ The forecast is based on observed travel patterns and behaviors, anticipated growth in population, households and employment.

whole (2030 CTP model). The analysis assumed no changes in the employment forecast; under the Route 28 Corridor Plan (Draft Plan) employment densities in the corridor are not substantially increased over current planned land uses, but rather redistributed into specific land use development patterns. The analysis did factor in trips related to increased multi-family residential and retail attributed to the presence of the three Mixed-Use Office Centers and a higher percentage of Commercial Retail and Services allowed for Office Clusters and Mixed-Use Office Centers. At the high end, when compared to the Revised General Plan, the overall potential square footage at full build-out increases by 2.5%.

- **The Route 28 Corridor Capacity Analysis indicated that in general terms, the ultimate CTP road network has some available capacity, as a whole, to absorb the gross increase in vehicle trips generated from changes in land use and overall development densities, although the available capacity is not uniform throughout the corridor.** The analysis indicated that the corridor's ultimate road network retained approximately 10%-15% available capacity in 2030. Under the Draft Plan, changes in land use would result in a 4% to 10% increase in vehicle trips on the road network.
- **Trip generation was calculated using conservative estimates and did not factor internal capture and increased mode splits.** Under the scenarios proposed through the plan amendment, it is likely that these phenomena would occur and would lessen the forecast impact of additional auto trips. It is noted that these phenomena are not prevalent under current conditions and would be less prevalent in the future under the existing development pattern due to the fact that it consists largely of lower-density, sprawling and dispersed suburban-pattern employment centers (high trip generators, almost 100% auto-dependent, free-surface parking encourages automobile driving, generous parking requirements, meager or no levels of suburban transit services, no ability for a percentage of workers to live near their work, lack of an adequate and complete road network).

To address excess demand on collectors, particularly Waxpool Road, the 2010 CTP recommends planning measures to minimize local trips on major collector routes, including land use mixes that reduce trips and trip lengths. As previously stated, the Draft Plan does not increase employment development densities in the corridor, but rather redistributes them into specific land use development patterns that include a greater mix of uses more immediate to Route 28. Office Clusters and Mixed-Use Office Centers in the Route 28 Core include a mix of land uses, pedestrian-friendly environments, and quality transit services that can mitigate current and forecasted congestion as much as traffic management or roadway expansion programs. The mixed-use character of these employment centers can reduce the intensity of peak hour traffic. Site design that emphasizes safe, pedestrian-accessible employment-supportive uses proximate to offices also reduces the intensity of mid-day peak travel times and encourages

ridesharing, or carpooling (you don't need a car to access banks, shops, restaurants, and services).

- **A Regional Transportation Concepts Analysis conducted by VDOT and the inter-jurisdictional working group has recommended certain road network additions and enhancements in the southern portion of the corridor.** The inter-jurisdictional working group (which includes staff and elected officials from Fairfax and Loudoun Counties and the Town of Herndon), cooperated with VDOT to conduct a Regional Transportation Concepts Analysis for the Route 28/Toll Road area, which took into account vehicle trips generated by proposed development, including Dulles World. The analysis suggests that adding these enhancements into the corridor's ultimate transportation network would improve local connectivity (north-south, east-west, across Route 28) and free up additional capacity within those areas that are forecast to experience significant congestion, including Route 28, Route 606, Davis Drive and Shaw Road.

VDOT Referral

Subsequent to the March 1, 2011 Committee of the Whole meeting, VDOT staff provided to County staff the VDOT referral for CPAM 2009-0001: Route 28 Keynote Employment Policies (see page A-29). The VDOT referral reviews the policies included in the plan amendment and provides comments specific to the topic of traffic analyses. As noted previously, a formal traffic analysis is not required by VDOT for a comprehensive plan amendment. Completion of such an analysis is at the discretion of the locality. VDOT acknowledges the level of analysis performed to date for the plan amendment and indicates that the exact impacts of the proposed changes could only be determined through more extensive modeling. VDOT goes on to state that such additional detail could be provided at such time that the County proceeds with the next update to the Countywide Transportation Plan, required to be reviewed every 5 years per the Virginia Code. VDOT also highlights the Waxpool Road corridor as an area of concern under forecast conditions and recommends that it be studied to address known long-term deficiencies.

Conclusion

In summary, the Draft Plan does not significantly increase the overall density in the corridor. The plan redistributes densities into land use arrangements and mixes (including Office Clusters and Mixed-Use Office Centers) that can provide greater business options to capture increased business development. The Route 28 Corridor Capacity Analysis indicated that the ultimate CTP road network has some available capacity to absorb the gross increase in vehicle trips generated from the Draft Plan, while acknowledging known forecast deficiencies in the network. At the same time, the proposed land use strategy will support planned transit in the central portion of the corridor and increase the ability of development to capture internal trips and increased mode splits compared to the build-out of Keynote Employment under the current

Revised General Plan. Additionally, adding certain road network additions and enhancements in the southern portion of the corridor, as recommended by the inter-jurisdictional working group, would free up additional capacity within many of the areas that are forecast to experience significant congestion. However, as indicated by County and VDOT staff, it is clear that supplemental analysis is warranted for the Waxpool Road corridor under forecasted conditions. Such analysis would offer the opportunity to identify potential improvements and ensure that those improvements are considered in the context of the larger corridor.

County of Loudoun
Office of Transportation Services
MEMORANDUM

DATE: January 5, 2011

TO: Miguel Salinas, Project Manager
CPAM 2009-0001, Route 28 Keynote Employment Policies

FROM: Andrew Beacher, Director

SUBJECT: **Route 28 CPAM: Supplemental Transportation Discussion and Analysis**

In order to better understand the implications of adding additional trips to the road network as a result of changes in land use proposed with the Route 28 CPAM, County staff worked with VDOT to identify available capacity on a per link basis for the segments of Route 28, Pacific Boulevard, Atlantic Boulevard, Nokes Boulevard, Route 625, Route 606 and Sterling Boulevard within the study area. For each of the identified segments, 2030 daily volumes and capacities (under current land use) were observed and available capacity was calculated by comparing vehicle miles of travel to capacity miles of travel. The results of the analyses indicated that for the corridor as a whole, there is approximately 10-15% available capacity. In other words, the overall volume to capacity (V/C) ratio of this corridor is about 0.85-0.90, which may be interpreted to indicate that the corridor has the capability to absorb some increase in the intensity of land uses. However, it should be noted that the available capacity is not uniform throughout the corridor. For example, between Sterling Boulevard and the Dulles Toll Road, the V/C ratio on Route 28 reaches 1.2. Additionally, the Waxpool Road corridor is projected to be the most congested roadway within the area.

Staff also examined the build-out summaries for each of the land use scenarios. From these scenarios, trips generated by the proposed uses were calculated using conservative estimates based on ITE trip rates. These calculations showed that the proposed changes in land use, depending on the scenario, would result in a roughly 5-10% increase in trips on the road network. These figures represent gross trip generation and do not take into account the use of other modes such as transit (as identified in the 2010 CTP), or the synergy that would likely occur between certain land uses (i.e. mixed use) that ultimately results in fewer vehicle trips (known as internal capture).

Given the above, some observations can be made about the network's ability to absorb the proposed changes in land use. From a broad perspective, a gross increase of 5-10% in vehicle trips could in theory be accommodated by the current planned network, given the available capacity. Where this may become problematic is in the consideration of the location and distribution of those additional trips, especially in light of the known deficiencies in the 2030 network. The distribution of these trips, and thus the impact to each road segment, is something that cannot be determined without a full modeling analysis. Despite not having this specific information, it should be noted that certain network enhancements were recommended for this corridor as part of the inter-jurisdictional group and were developed to specifically target the known deficiencies in the 2030 network. These included (among others):

- The extension of Davis Drive/Atlantic Boulevard south from Route 606, across the Dulles Toll Road and into Fairfax County
- The extension of Sterling Boulevard west from Pacific Boulevard (at Route 28) to Moran Road
- The extension of Pacific Boulevard south from Route 606 to the west side of the interchange at Route 28 and Innovation Avenue.

VDOT staff did model the impacts of these enhancements to the network and found that each of them contributed to improved road network performance. With these improvements in place, additional capacity is freed up or created such that there is increased likelihood that the additional 5-10% in vehicle trips could be potentially accommodated, even in those areas that are currently projected to experience significant congestion. Specifically, the extension of Davis Drive/Atlantic Boulevard across the Dulles Toll Road would provide relief to the section of Route 28 between Sterling Boulevard and the Dulles Toll Road, the extension of Sterling Boulevard west to Moran Road would provide relief to Waxpool Road, and the extension of Pacific Boulevard to Innovation Avenue would provide additional relief to Route 28 as well as the Route 606 interchange.

Trip Generation for Land Use Scenarios (Delta)

Scenario: Low	Office	Light Industrial	Industrial	Retail	Residential	Total	Percentage of Build Out
Difference between RGP and January 5, 2011 Draft in units	7,768,440 sf	5,468,405 sf	-2,822,975 sf	374,760 sf	1,813 du	-	-
ITE Code	710	110	130	814	210	-	-
Average Rate	11.01	6.97	6.96	44.32	9.57	-	-
Difference between RGP and January 5, 2011 Draft in trips	85,530	38,115	-19,648	16,609	17,350	137,956	10%

Scenario: High	Office	Light Industrial	Industrial	Retail	Residential	Total	Percentage of Build Out
Difference between RGP and January 5, 2011 Draft in units	-851,041 sf	5,468,405 sf	-2,822,975 sf	1,159,690 sf	3,175 du	-	-
ITE Code	710	110	130	814	210	-	-
Average Rate	11.01	6.97	6.96	44.32	9.57	-	-
Difference between RGP and January 5, 2011 Draft in trips	-9,370	38,115	-19,648	51,397	30,385	90,879	4%

NAME	TOTVOL	CAPACITY_2	VMT	CMT	VMT/CMT	(VMT/VCT)-1
Atlantic Blvd.	5036	8000	342474	544000	0.630	0.37
Atlantic Blvd.	3208	8000	218157	544000	0.401	0.60
Atlantic Blvd.	4641	8000	124177	214030	0.580	0.42
Atlantic Blvd.	6738	8000	566017	672000	0.842	0.16
Atlantic Blvd.	4228	8000	81379	153970	0.529	0.47
Atlantic Blvd.	6495	8000	545560	672000	0.812	0.19
Nokes Blvd.	15803	8000	1011417	512000	1.975	0.98
Atlantic Blvd.	7747	8000	495805	512000	0.968	0.03
Shaw Rd./Rt. 636	4294	10000	437969	1020000	0.429	0.57
Rt. 636/Shaw	5659	10000	203733	360000	0.566	0.43
Pacific Blvd.	4830	10000	462812	958270	0.483	0.52
Rt. 775	7433	10000	883265	1188376	0.743	0.26
SullyRd/Rt.28	37381	78000	6130511	12792000	0.479	0.52
Sullyrd/Rt28	35867	78000	5308261	11544000	0.460	0.54
Rt. 775	8725	10000	691580	792662	0.872	0.13
Rt. 625	31127	8000	1304355	335232	3.891	2.89
Pacific Blvd.	9901	10000	752461	760000	0.990	0.01
Pacific Blvd.	9209	10000	460455	500000	0.921	0.08
Rt. 625	29928	15000	3531315	1769877	1.995	1.00
Atlantic Blvd.	9856	10000	591356	600000	0.986	0.01
Atlantic Blvd.	9431	10000	679051	720000	0.943	0.06
Atlantic Blvd.	9770	10000	586183	600000	0.977	0.02
Atlantic Blvd.	9856	10000	453373	460000	0.986	0.01
Rt. 775	9182	10000	727810	792662	0.918	0.08
Atlantic Blvd.	9770	10000	449407	460000	0.977	0.02
Pacific Blvd.	3208	10000	751288	2342224	0.321	0.68
Nokes Blvd.	17219	8000	1102007	512000	2.152	1.15
SullyRd/Rt.28	35867	78000	9181857	19968000	0.460	0.54
SullyRd/Rt28	32339	78000	6145570	14822714	0.415	0.59
Gloucester Pkwy	22106	15000	1387103	941225	1.474	0.47
SullyRd/Rt28	35867	78000	5882127	12792000	0.460	0.54
Sully Rd/Rt28	37381	78000	7027659	14664000	0.479	0.52
SullyRd/Rt28	93910	78000	25072369	20824596	1.204	0.20
Pacific Blvd.	9069	10000	689249	760000	0.907	0.09
Pacific Boulevard	5065	8000	778796	1230002	0.633	0.37
Pacific Boulevard	4573	8000	703079	1230002	0.572	0.43
Pacific Blvd	4805	10000	590965	1229910	0.480	0.52
Pacific Blvd	6412	10000	614476	958270	0.641	0.36
Pacific Blvd.	9098	10000	454893	500000	0.910	0.09
Pacific Boulevard	14945	10000	239122	160000	1.495	0.49
Old Ox./Rt.606	37234	24000	4132978	2664000	1.551	0.55
Pacific Boulevard	13406	10000	214501	160000	1.341	0.34
Pacific Boulevard	10380	10000	327809	315796	1.038	0.04
Atlantic Blvd.	7057	8000	451655	512000	0.882	0.12
Atlantic Blvd	8433	10000	387487	459474	0.843	0.16
Sterling Blvd./Rt.846	21501	24000	1032042	1152000	0.896	0.10
Shaw Rd./Rt. 636	2856	10000	85680	300000	0.286	0.71
Shaw Rd./Rt. 636	5290	10000	698239	1320000	0.529	0.47

SullyRd/rt28	70374	78000	14919301	16536000	0.902	0.10
SullyRd/Rt28	72213	78000	4043947	4368000	0.926	0.07
SullyRd/Rt28	82756	78000	22094394	20824596	1.061	0.06
Old Ox/Rt.606	42148	24000	4678398	2664000	1.756	0.76
SullyRd/Rt28	72213	78000	15309229	16536000	0.926	0.07
Old Ox/Rt.606	36737	24000	2645075	1728000	1.531	0.53
Sterling Blvd./Rt.846	21537	24000	1033778	1152000	0.897	0.10
SullyRd/Rt28	70374	78000	3940948	4368000	0.902	0.10
SullyRd/Rt28	63537	78000	12961617	15912000	0.815	0.19
Sterling Boulevard	6531	24000	854175	3138746	0.272	0.73
Sullyrd/Rt28	63537	78000	5082987	6240000	0.815	0.19
SullyRd/Rt28	59994	78000	9359133	12168000	0.769	0.23
SullyRd/Rt.28	37381	78000	5532412	11544000	0.479	0.52
Rt. 625	31982	15000	3773617	1769877	2.132	1.13
Sullyrd/Rt28	59994	78000	4799556	6240000	0.769	0.23
Rt. 625	23678	8000	284138	96000	2.960	1.96
SullyRd/Rt28	31254	78000	9312662	23241286	0.401	0.60
SullyRd/Rt.28	37381	78000	9569578	19968000	0.479	0.52
SullyRd/Rt.28	35867	78000	6742926	14664000	0.460	0.54
Rt. 625	23703	8000	284440	96000	2.963	1.96
Shaw Rd./Rt. 636	3753	10000	277757	740000	0.375	0.62
Rt. 625	24252	8000	729892	240768	3.032	2.03
Shaw Rd./Rt. 636	2856	10000	291311	1020000	0.286	0.71
Shaw Rd./Rt. 636	4294	10000	128814	300000	0.429	0.57
SullyRd/Rt28	59994	78000	12238867	15912000	0.769	0.23
SullyRd/Rt28	63537	78000	9911824	12168000	0.815	0.19
Rt. 636/Shaw	7332	10000	263952	360000	0.733	0.27
Old Ox./Rt.606	32336	24000	2328184	1728000	1.347	0.35
Shaw Rd./Rt. 636	4710	10000	621686	1320000	0.471	0.53
Shaw Rd./Rt. 636	5475	10000	405135	740000	0.547	0.45
Rt. 775	9517	5000	392112	206015	1.903	0.90
Atlantic Blvd.	9632	10000	693534	720000	0.963	0.04
Atlantic Blvd.	8122	10000	373204	459474	0.812	0.19
Rt. 625	33769	8000	1415044	335232	4.221	3.22
Rt. 625	22556	8000	678845	240768	2.819	1.82
Rt. 775	8571	5000	353161	206015	1.714	0.71
SullyRd/Rt28	31254	78000	5939384	14822714	0.401	0.60
SullyRd/Rt28	32339	78000	9635951	23241286	0.415	0.59
Atlantic Blvd.	2920	8000	78126	214030	0.365	0.63
Atlantic Blvd.	5450	8000	104891	153970	0.681	0.32
Rt. 775	7857	10000	933673	1188376	0.786	0.21
Pacific Boulevard	13681	10000	652368	476826	1.368	0.37
Pacific Boulevard	9467	10000	298970	315796	0.947	0.05
Sterling Boulevard	8271	24000	1081704	3138746	0.345	0.66
Pacific Boulevard	12855	10000	612956	476826	1.285	0.29
Pacific Blvd.	4451	10000	1042599	2342224	0.445	0.55
Gloucester Pkwy	23055	15000	1446645	941225	1.537	0.54
Pacific Blvd	4213	10000	518190	1229910	0.421	0.58
TOTAL			285660925	407787997	0.701	

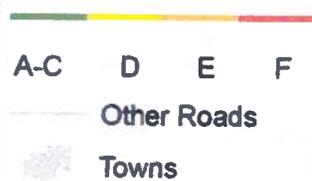


**Loudoun County
Countywide Transportation
Plan Update**

**Figure A2-4a
2030 Level of Service
Revised CTP Network
East**



Level of Service



Route 28/Toll Road Area



Inter-jurisdictional Meeting
Route 28/Toll Road Area

Regional Transportation Concepts Analysis

May 20, 2010



Regional Transportation Concepts Analysis Overview



- **Background**

- **Analysis of Impact on Road Network Performance due to:**
 - 1) Proposed New Development
 - 2) Proposed Road Network Revisions

- **Scenarios Analyzed (2030)**
 - 1) Before / after proposed new developments (road network constant)
 - 2) Comprehensive Plan vs. Enhanced Road Networks (land use constant)

- **Findings and Recommendations**

Regional Transportation Concepts Analysis

Transportation Modeling - Background



- **Analysis Year: 2030**
- **Worked closely with local staff**
- **Subarea Modeling by VDOT**
 - Based on MWCOG/TPB with added detail
 - Favorable comparisons with other data
 - Results: forecast traffic volumes (daily); projected road performance (peak)
 - Not feasibility or operational analyses

Regional Transportation Concepts Analysis

1) Impact of Prop. Development on Roads



- **2030 Analysis Scenario**
 - Constant: Road network (financially constrained or CLRP)
- **“Before” Development**
 - Land Use:
Base: 2030 Cooperative Forecast Land Use (MWCOC Round 7.2)
- **“After” Development**
 - Land Use:
Base + Added vehicle trips generated by proposed development
(north of future 28 Metrorail station)
- **End result**
 - Compare Road Performance “before” vs. “after” proposed development

Vehicle Trips from Proposed Development



“After” Development:

- Added Vehicle Trips generated by proposed developments (from applications as of 12/09)

Proposed Development	2030 Daily Vehicle Trips
Dulles World Center (Rezoning)	55,200
CIT (APR #08-III-11UP)	15,300
Dulles Metro APR #08-III-12UP (& APR #08-III-7UP)	15,500
TOTAL for “Cluster”	86,000

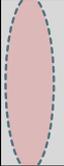
Road Performance (CLRP Network)

“Before” and “After” Proposed Development



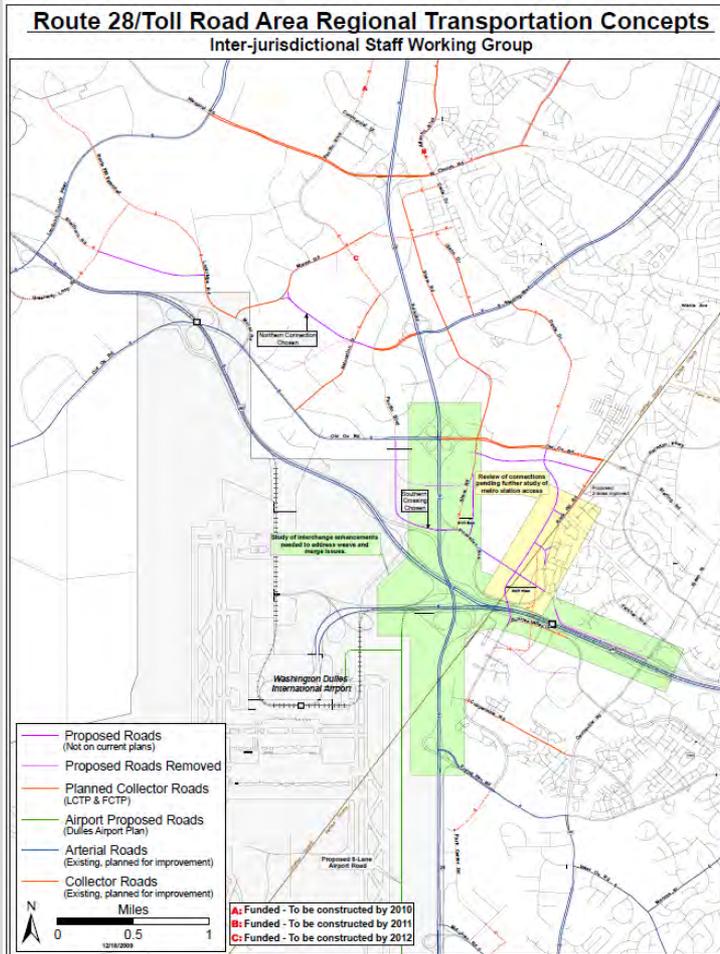
- **“Before” proposed development**
 - Peak period congestion: Centreville Rd.; Route 28
- **“After” proposed development**
 - Congestion extends significantly:



Congested times w/ Stop-and-go traffic		Roads affected (volume/capacity ratio)
Peak period congestion (AM/PM peaks)		- Centreville Rd. (1.3) - Frying Pan Rd. (1.3) - Shaw Rd. (1.3)
Congestion extends from peak periods to midday		- Old Ox Road (1.4) - Rock Hill Road (1.4) - Route 28 (1.5)
Congestion much of workday (& other roads)		- Sterling Rd. (1.8) - Innovation Ave (1.9)

Regional Transportation Concepts Analysis

2) Comp. Plan Network & Enhanced Network



- **Comprehensive Plan Network**

- Route 28: 10 lanes South of Route 606
- Include Toll Road crossing (per map)

- **Enhanced Network: goals**

- Improve regional connectivity and mobility (E-W and N-S)
- Improved accessibility to planned rail stations
- Create grid system in Loudoun County adjacent to future Metro stop
- Protect existing residential areas in nearby Herndon
- Focus on conceptual corridors/general alignments

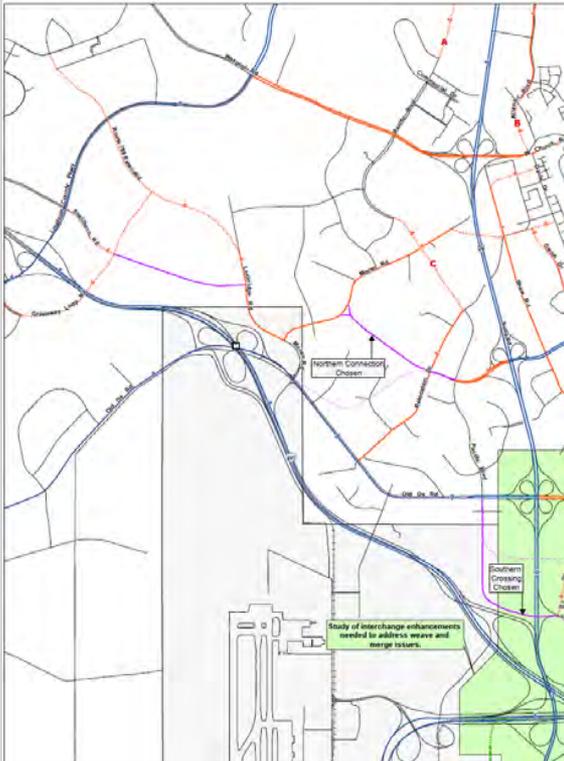
Comparing 2030 Road Network Performance

Eastern side



- **Comprehensive Plan Network**
 - Severe congestion:
 - Innovation Ave., Rock Hill Rd., Old Ox Rd.
- **Enhanced Network**
 - Improved Performance
 - Innovation Ave, Rock Hill Rd.
 - Sterling Rd. & Old Ox Rd., Shaw Rd., Davis Dr.
 - Improved Regional and Local Connectivity
 - ✦ North-South, East-West
 - ✦ Across Route 28
 - Improved access
 - ✦ To proposed development “cluster”
 - ✦ To future Rt. 28 Metrorail station

Comparing 2030 Road Network Performance Western Side



- **Comprehensive Plan Network**

- Road performance:
 - ✦ Generally, congestion not as high as Eastern side
 - Operations not modeled
 - New development in anticipation of Dulles Metrorail stations in Loudoun Co. not reflected in analysis

- **Enhanced Network**

- Improved regional and local Connectivity
- Improved access
 - ✦ To future Metrorail station
 - ✦ Across Route 28 (Pacific Blvd. ext. to Innovation)
- Higher utilization
 - ✦ Relocation Dr.; Pacific Blvd. north of Old Ox Rd.

Regional Transportation Concepts Analysis

Conclusions and Recommendations



- **Conclusions**

- Substantial effects of proposed development “cluster”:
 - ✦ Very increased congestion on surrounding roads
 - ✦ Creates need for additional access
- Substantial benefits of staff-proposed “Enhanced Network”

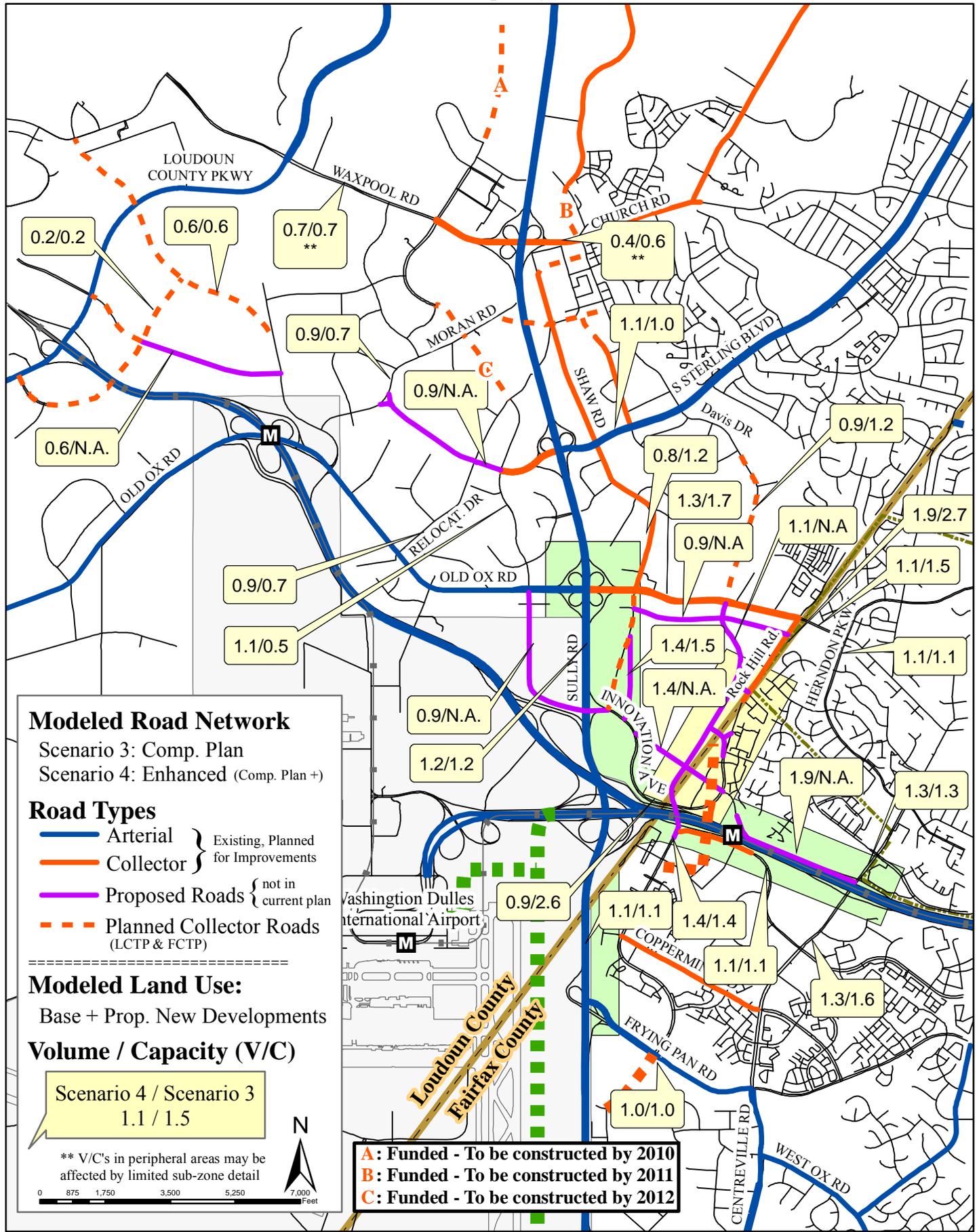
- **Recommendations**

- Evaluate feasibility of proposed added roads
- Add roads deemed feasible to respective Comp. Plans
- Link land development approval with supporting transportation improvements
- Consider options to any “unfeasible” road

Route 28/Toll Road Regional Transportation Concepts Analysis

Impact of Proposed Road Network Revisions

2030 Volume / Capacity (V/C) Ratios



DRAFT		Route 28 / DTR Area Regional Transportation Concepts Preliminary Model Results											4/19/2010
		Scenarios											
		1			2			3			4		
		Network - CLRP			Network - CLRP			Network - Comp Plan			Network - Enhanced Comp Plan+		
		LU - R7.2			LU - R7.2 + Apr+Rez			LU - R7.2 + Apr+Rez			LU - R7.2 + Apr+Rez		
		Volume	# of	V/C	Volume	# of	V/C	Volume	# of	V/C	Volume	# of	V/C
Road Segment		ADT(000's)	lanes	Peak hour	ADT(000's)	lanes	Peak hour	ADT(000's)	lanes	Peak hour	ADT(000's)	lanes	Peak hour
1	Innovation Avenue	21	4	0.6	66		1.9	94	4	2.6	34	4	0.9
2	Innovation Avenue Ext.	NA	NA	NA	NA	NA	NA	NA	NA	NA	57	4	1.4
3	Rock Hill Road	14	4	0.4	50	4	1.4	97	4	2.7	37	2	1.9
4	Davis Dr. Ext.	NA	NA	NA	NA	NA	NA	NA	NA	NA	39	4	1.1
5	Old Ox Road	26	4	0.8	48	4	1.4	103	6	1.7	75	6	1.3
6	Sterling Rd.	34	4	0.9	63	4	1.8	58	4	1.5	42	4	1.1
7	Shaw Road (N [S] of 606)	5	2	0.04	23	2	1.2	45 [58]	4	1.2 [1.5]	28 [50]	4	0.8 [1.4]
8	Route 28 - DTR to Rte. 606	167	8	1.3	180	8	1.5	177	10	1.2	183	10	1.2
9	Route 28 - Frying Pan Rd to DTR	173	8	1.4	186	8	1.5	169	10	1.1	170	10	1.1
10	Sunrise Valley Dr.	19	4	0.5	20	4	0.6	42	4	1.1	41	4	1.1
11	Pacific Blvd. connection to Innovation Ave.	NA	NA	NA	NA	NA	NA	NA	NA	NA	34	4	0.9
12	Relocation Dr	NA	NA	NA	NA	NA	NA	24	4	0.7	32	4	0.9
13	Sterling Blvd. S ext. (W of 28 to Rte. 789)	NA	NA	NA	NA	NA	NA	NA	NA	NA	33	4	0.9
14	Moran Road	NA	NA	NA	NA	NA	NA	23	4	0.7	33	4	0.9
15	Rte.789 extended	NA	NA	NA	NA	NA	NA	21	4	0.6	20	4	0.6
16	Shellhorn Rd. extension	NA	NA	NA	NA	NA	NA	NA	NA	NA	20	4	0.6
17	Greenway loop	NA	NA	NA	NA	NA	NA	8	4	0.2	8	4	0.2
18	Bridge over DTR	NA	NA	NA	NA	NA	NA	50	4	1.4	55	4	1.4
19	Frying Pan Road	46	4	1.2	47	4	1.3	53	6	1.0	54	6	1.0
20	Centreville Rd. S. of DTR	65	6	1.0	72	6	1.3	94	6	1.6	73	6	1.3
21	Centreville Rd. N. of DTR	54	6	0.9	75	6	1.3	73	6	1.3	76	6	1.3
22	Waxpool Road	39	6	0.8	42	6	0.8	36	6	0.7	37	6	0.7
23	W. Church Rd.	25	4	0.7	27	4	0.8	33	6	0.6	23	6	0.4
24	Davis Dr. bet Old Ox Rd. and Sterling Blvd.	NA	NA	NA	NA	NA	NA	45	4	1.2	34	4	0.9
25	Pacific Blvd. N. of Old Ox Rd.	23	4	0.7	35	4	1.0	17	4	0.5	41	4	1.1
26	Herndon Parkway S. of Sterling Road	30	4	0.9	39	4	1.1	41	4	1.1	39	4	1.1
27	Sterling Blvd. S., E of 28	32	4	0.9	35	4	1.0	56	6	1.0	58	6	1.1
28	Shaw Rd. / Rock Hill Rd. connector	NA	NA	NA	NA	NA	NA	NA	NA	NA	34	4	0.9
29	New E-W link N. of DTR	NA	NA	NA	NA	NA	NA	NA	NA	NA	15	1	1.9

** V/C's in peripheral areas may be affected by limited sub-zone detail.

DRAFT

(Underlined **blue** text added.)

Route 28 Corridor Plan



Loudoun County
Department of
Planning

Board of Supervisors Draft

March 15, 2011

Table of Contents

INTRODUCTION.....	1
ECONOMIC.....	4
Economic Policies	5
LAND USE.....	8
General Policies.....	9
Route 28 Core Policies	13
Route 28 Business Policies.....	19
Route 28 Industrial Policies.....	20
HOUSING	21
Housing Policies.....	22
TRANSPORTATION	23
Transportation Policies	24
DESIGN.....	30
General Policies.....	30
Office Cluster and Mixed-Use Office Center Design Standards.....	31
SUSTAINABLE DEVELOPMENT.....	36
Energy Policies.....	37
Stormwater Policies.....	37
Green Building Policies.....	38
Landscaping Policies.....	38
Green Infrastructure Policies	38
IMPLEMENTATION	39
Implementation Policies.....	41

Route 28 Corridor Plan

INTRODUCTION

The Route 28 Corridor Plan is the result of an issues-driven, results-oriented process with significant emphasis on community involvement. Policies in the Plan build upon the significant amount of data and public input gathered through the various Route 28 corridor activities and initiatives since January 2008. These efforts included public input sessions, interviews, targeted questionnaires, and research to develop several reports, including the Route 28 Business Outreach Results Report; Belfort Park Task Force Final Report; the Route 28 Tax District Existing Conditions Report; and the Route 28 Corridor Analysis of Development Potential for Class A Office Space¹. The following policy language and land use map will be added to the Revised General Plan as a specific plan for the Route 28 Corridor. Other policies of the Comprehensive Plan will apply as appropriate.

The County envisions the Route 28 Corridor as an airport-anchored gateway into Loudoun County offering a positive and welcoming business environment that supports significant job growth and economic activity in varied settings. The County also envisions the corridor evolving into a premier location for regional, national, and international businesses with a high-quality image that offers employees vibrant centers of activity and highly-integrated pedestrian and transit-friendly employment developments. This vision reinforces the County's commitment to the continued commercial growth of the corridor that in turn contributes to the overall fiscal health and economy of the County.

The Economic, Land Use, Transportation, Design, and Sustainable Development policies contained in the plan are intended to provide a framework for future development that reflects five vision statements derived from the public process.

1. The Route 28 Corridor is an employment-based corridor that offers broad employment opportunities. The Corridor promotes a consistent pattern of development adjacent to Route 28 with higher-density office development and mixed-use activity centers. Residential densities are supportive and subordinate to employment densities within Mixed-Use Office Centers and in locations that can induce greater business activity;
2. The form and design of the Route 28 Corridor will be critical in promoting the County's vision of a high-quality office and commercial corridor that achieves higher office densities, attracts regional, national, and international businesses, and provides a unified

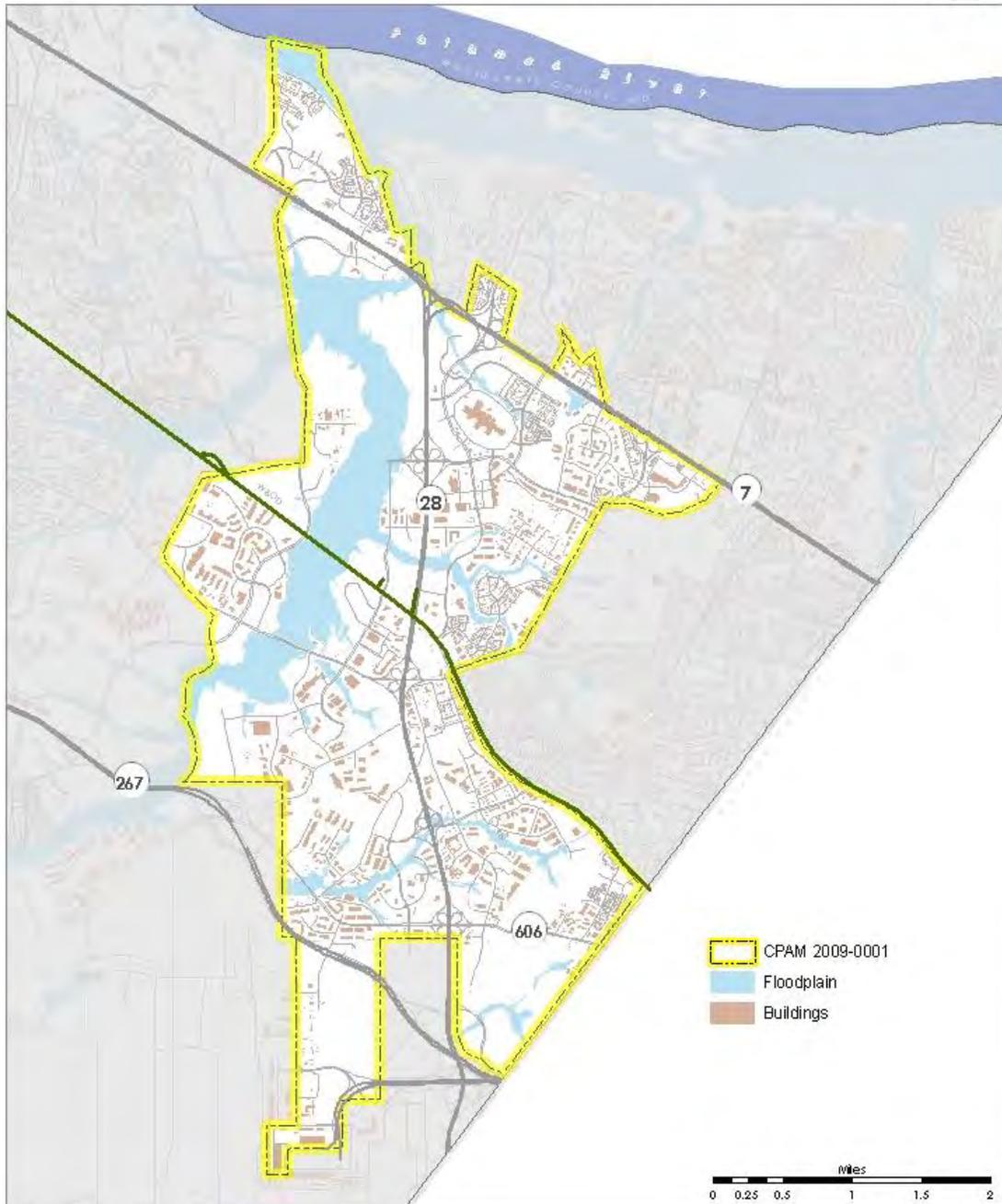
¹ All CPAM- related materials, including source documents, can be found in the Loudoun County Department of Planning public files.

development pattern throughout the corridor. “Places” or centers of activity offering office and office-supportive amenities along with public and civic uses will give the corridor a community identity;

3. The Route 28 Corridor takes advantage of its proximity to Washington Dulles International Airport by attracting new aviation and airport-ancillary businesses to the corridor and supporting the expansion of existing airport-related businesses in appropriate areas. The airport’s location on the southern end of the Corridor also generates demand for office space from businesses that want to locate close to an international airport as well as hotels, restaurants, and retail centers that cater to business travelers and tourists;
4. The Route 28 Corridor promotes multi-modal connectivity, including transit, with the existing and planned transportation infrastructure; and
5. The Route 28 Corridor encourages sustainable development practices.

The Route 28 Corridor boundaries include properties that are generally bordered by Broad Run and Loudoun County Parkway to the west, Dulles Airport and Fairfax County to the south, Cascades Parkway, Potomac View Road, and the W&OD to the east, and Route 7 and Bles Park to the north. The map below shows the actual boundaries of the Route 28 Corridor. The properties contained within these boundaries are subject to the policies contained within the Route 28 Corridor Plan. These policies are described below.

Route 28 Corridor Boundary Map



Loudoun County Department of Planning
Loudoun County Office of Mapping and Geographic Information
Imagery courtesy of the Commonwealth of Virginia

Date Mapped 8.14.2010
Map Number 2010-181

ECONOMIC

The County can attract greater commercial development, including high-quality office, to the Route 28 Corridor based on several advantages:

- Approximately 3,100 acres of land remain undeveloped within the corridor;
- Properties adjacent to or within proximity of Route 28 offer businesses high visibility and accessibility;
- Proximity to an improved highway, air transport, and a future mass transit network for cost-efficient and timely distribution of goods and services, employee mobility, and greater workforce commuting options;
- Direct access to the world through ample fiber lines at MAE-East and international flights at Washington Dulles International Airport;
- Close proximity to the intelligence and surveillance hub along the Route 28 South Corridor and a host of neighboring peer organizations such as Orbital Sciences, Raytheon, AOL, M.C. Dean and others;
- Availability of properties suitable for custom campus and secure office developments that can accommodate security needs and/or combined office, research and manufacturing operations; and
- Proximity to a highly-educated, diverse workforce.

The Route 28 Corridor Plan policies maximize the commercial development potential within Route 28 Corridor by building on these strengths, offering planned land uses within locations that reflect the full economic potential of properties, and providing office development options within employment settings that reflect the kind of environments sought by business users. Route 28 Corridor Plan policies also support economic development in the corridor by accelerating the timing and absorption of office into the Route 28 Corridor submarket. Lastly, the Route 28 Corridor Plan promotes the growth of the commercial tax base; improving the revenue balance between commercial and residential, offsetting the greater costs of services for residential development, helping to meet or exceed the ability of the County to pay Route 28 Tax District bonds, and relieving the tax pressure on County residents by maintaining an affordable real property tax rate.

The policies contained within the plan are also intended to meet the key demands for development associated with the County's Board-adopted targeted Industry Clusters - Federal Government Contracting, Defense and Aerospace, and Information Communications Technology, as well as the emerging International Business cluster. While these businesses are currently recruited based on a cluster strategy which uses the County's existing business assets, the plan's policies establish a long-term vision for the corridor that will solidify Loudoun's corporate image and help expand the presence of these industries into the future. The plan also

protects and encourages several critical features of high-end, corporate environments consistently sought by these types of industries. Specifically, the plan provides highly visible locations for high-quality office development, including custom campus headquarters and mid-to-high-density office, and multi-use office buildings within mixed-use environments. Route 28 development patterns encourage the highest-density office space fronting along both sides of Route 28 supported by lower-density Office and Flex uses that support information technology, research-and-development, and high-end manufacturing behind the “wall” of mid- to high density high quality office.

The *Revised General Plan* policies anticipate the continued growth and expansion of Washington Dulles International Airport for both passengers and cargo and seek to maximize the economic opportunities created by the airport. The Route 28 Corridor Plan policies continue to recognize Washington Dulles International Airport as a 21st Century multi-modal transportation hub that attracts airport-linked and ancillary businesses to the corridor and provides a gateway to the world. Airport-linked businesses include those businesses which rely significantly on the airport’s passenger and cargo capacity, including businesses which depend on frequent long-distance travel and businesses involved with air-surface cargo warehousing and distribution. Airport-ancillary businesses include retail, hotels, and restaurants that support the growing airport-linked businesses moving to the corridor, along with national and international businesses who locate near the corridor due to its high-quality image and accessibility to the region’s transportation network.

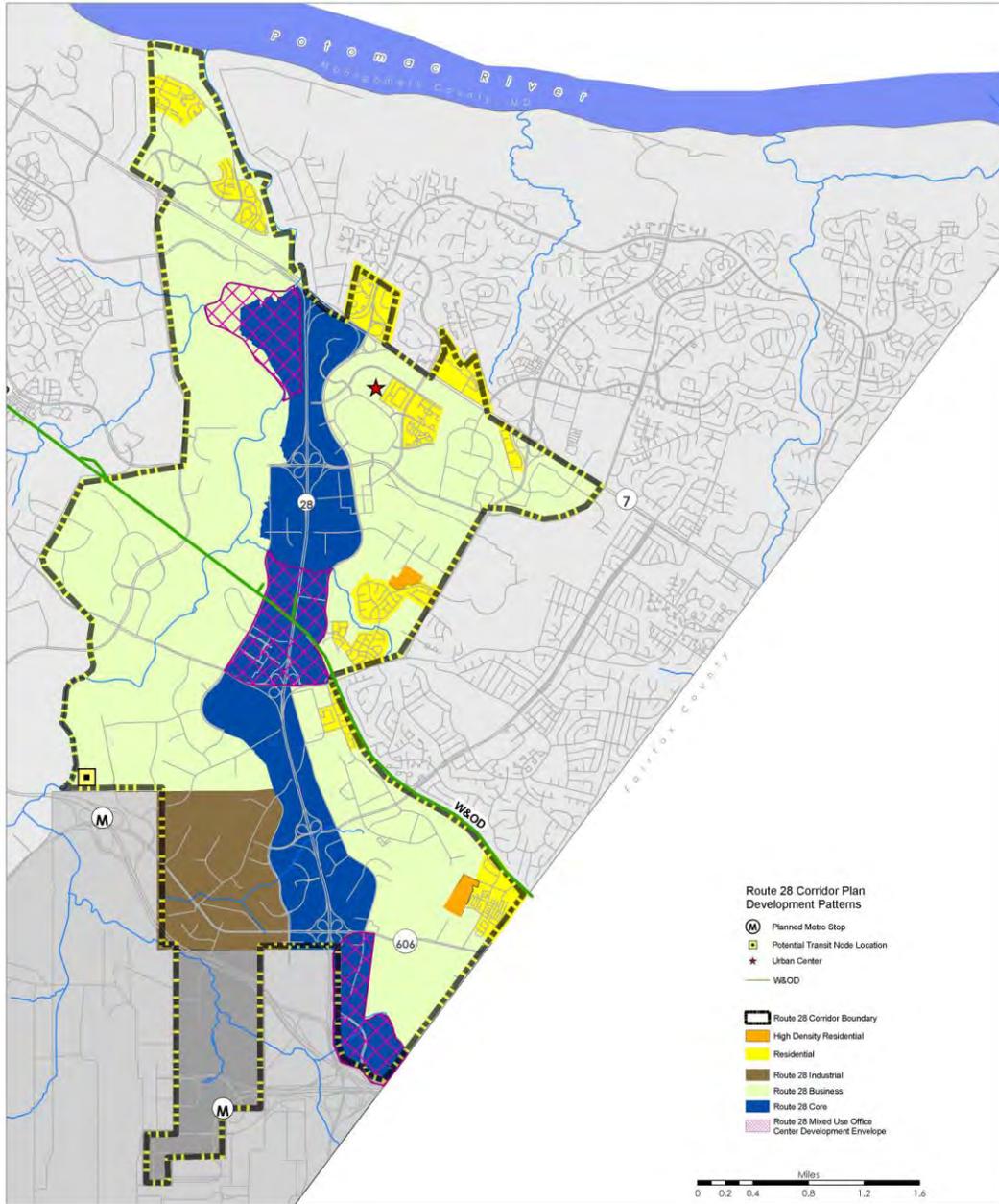
By clustering industrial and flex along Route 606, the County continues to support high-end manufacturing and distribution logistics, including air-surface cargo distribution, and other ancillary businesses, with the opportunity to capture even more airport-linked businesses in addition to those already emerging. The Route 28 Corridor Plan also encourages legacy industrial users currently along Route 28 to relocate to the more appropriate Route 606 area, which will in-turn establish a competitive, corporate gateway into Loudoun along Route 28, and strengthen and protect the identities of both Route 28 and Route 606 in future decades.

Economic Policies

1. To evolve the corridor into a premier location and employment destination for regional, national, and international businesses, including the County’s targeted Industry Clusters, properties that offer high visibility and accessibility to Route 28 shall have mid to high-density office.
2. The highest density office shall occur in areas fronting along Route 28.
3. Office developments within mixed-use settings shall be supported within the corridor to create “places”, or centers of activity, that offer a complete set of uses and amenities that will appeal to office tenants, visitors, and residents alike.

4. New residential shall be concentrated and supportive to office within three high-density Mixed-Use Office Center development envelopes that are strategically located within areas where there is the highest potential to capture high-quality and high-density Office, thereby catalyzing the office development potential of sites and their vicinities while having an overall positive impact to the County's Route 28 Tax District debt obligations.
5. The County shall target industrial and flex businesses, including distribution logistics, to locate to the planned Industrial area in the vicinity of Route 606 where properties offer more immediate access to the airport, Route 28, and the regional surface transportation-network.
6. Legacy industrial users currently along Route 28 are encouraged to relocate to planned Industrial areas.
7. A multi-modal transportation network, including transit, within the corridor will move employees, visitors, and residents seamlessly between various modes of transport.
8. The County supports the planned development and growth of Washington Dulles International Airport and will coordinate county planning with airport planning to ensure that the health and growth of the airport and corridor economies are mutually supportive. All new development shall consider and sufficiently mitigate potential impacts to the airport, such as transportation congestion, environmental impacts, and conflicting land uses.

Route 28 Corridor Plan Land Development Patterns



Loudoun County Department of Planning
Loudoun County Office of Mapping and Geographic Information

Date Mapped 12-21-2010
Map Number 2010-186

LAND USE

The County envisions the Route 28 Corridor as a major economic and employment center with predominantly commercial development within distinct land development patterns. Office development options are intended to meet the individual needs of regional, national, and international businesses that reflect evolving market preferences and potential. The development options range from suburban, lower-density office settings to medium-density, compact, pedestrian-oriented office clusters and higher-density, transit-oriented mixed-use office centers. Other parts of the corridor more immediate to Washington Dulles International Airport and Route 606 west of Route 28 are planned for Industrial uses..

Office employment in the Route 28 Corridor is planned within the Route 28 Business area, which supports Office and Flex uses, as well as a Route 28 Core area where two new types of office employment shall be developed: Office Clusters and Mixed-Use Office Centers. These land development patterns are defined by the overall form and character of development, as well as their recommended land use mixes and intensities. Land use planning encourages higher intensity office employment uses immediately adjacent to Route 28 (generally between the parallel roads of Pacific Boulevard and Atlantic Boulevard/Shaw Road/Glenn Drive). The County may consider higher density office development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Office Cluster development or Mixed-Use Office Center. Flexible development options are offered elsewhere in the corridor. To catalyze office development at key locations and their surrounding areas, the development options allow three high intensity mixed-use areas to develop under certain criteria (as discussed below) that shall serve as centers of activity along the corridor. A broad range of supportive uses shall be permitted and encouraged as appropriate, such as residential, hotels and retail. To support Loudoun's industry clusters related to Federal Government Contracting, Defense and Aerospace, Information Communication and Technology, and other emerging industry clusters, the corridor shall offer unique opportunities for businesses to develop customized hybrid campuses that include combinations of office, research-and-development, and manufacturing in one development setting.

The County also will carefully consider compatibility in uses, densities, and site design of new developments with existing uses, specifically the Washington Dulles International Airport, the Loudoun Quarry, Loudoun Water's Broad Run Water Reclamation Facility and existing and planned residential neighborhoods, during the land development process,. Any potential negative impacts from new developments shall be mitigated and compatible transitioning should be demonstrated. The corridor shall include a distinctive identity through the use of landmark projects as well as high quality landscaping, architecture, signage, sustainability and other design elements that will set it apart from competing areas. The County's plan for the Route 28 Corridor

is intended to stimulate the development of high-quality employment settings and transform the corridor into one of greater density, a synergistic mix of uses, more pedestrian and transit friendly, and sustainable in design and function.

General Policies

1. The Route 28 Corridor is a premier business corridor with an organized pattern of development. All land development within the corridor shall conform to the Route 28 Corridor Land Development Patterns Map and the related plan policies contained herein.
2. The County supports the continued growth of higher education and research-and-development uses within the Route 28 Corridor that are complementary and compatible with the employment character of the corridor.
3. Any large-scale Public and Civic uses located within the Route 28 Core should be well-integrated within a development and enhance the economic development potential.
4. All new development within the Route 28 Corridor shall mitigate any potential negative impacts to Washington Dulles International Airport, Loudoun Quarry, Loudoun Water's Broad Run Water Reclamation Facility, and existing and planned residential neighborhoods. Compatible transitions to these uses may be appropriate through a combination of use, intensity, scale and/or building heights, and setbacks.
5. Higher Floor Area Ratios (FARs) and minimum number of stories shall ensure that land situated along Route 28 will build to its full potential, though the overall density of a project may be reduced based on environmental considerations, compatibility with surrounding uses and business requirements, and to further other planning objectives. The resulting development pattern should conform to the goal of locating the highest intensities closest to Route 28 and within $\frac{1}{4}$ mile of planned transit (bus or rail) stations.
6. With the exception of Mixed-Use Office Centers, all office land use categories provide flexibility for office campuses that include combinations of office, research-and-development, and manufacturing, provided that the project fully meets the design guidelines of this Plan.
7. The Route 28 parallel roads of Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard function as the "spines" of development in the corridor, as shown on the Land Development Patterns Map contained herein. Therefore, the County may consider higher density office development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Office Cluster development or Mixed-Use Office Center. Consolidation of land or parcels should occur on both sides of these roadways such that the overall development results in well-designed, high-quality uses that are functionally and visually integrated with a pedestrian-oriented streetscape that includes safe and pedestrian-friendly movement across the Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard.

Appropriate transitions in density from the Route 28 Core to the Route 28 Business areas should be provided within areas near existing and planned residential neighborhoods.

8. Any land development proposal located within Office Cluster or Mixed-Use Office Center areas, that includes land adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard, may have flexibility in the internal allocation of densities such that internal areas may exceed the recommended maximum FAR provided: a.) the overall density and site design remains in conformance with plan policies, b.) the proposal is a single, fully integrated project, c.) the resulting development pattern conforms to the goal of locating the highest intensities closest to Route 28 and within ¼ mile of planned transit stops, and d.) the internal allocation of densities does not create situations where developable land is underutilized. Such proposals shall be considered on a case-by-case basis, with special consideration given to environmental and physical constraints.
9. Residential development shall continue to be located outside the adopted Ldn 65+ (day/night average noise level) noise contours for Washington Dulles International Airport.
10. Residential development within the Route 28 Tax District shall be limited to three Mixed-Use Office Centers, the Urban Center, and Residential and High Density Residential areas included in the Land Development Patterns Map. Policies for the Mixed-Use Office Centers and the Urban Center are contained herein. Policies for Residential and High Density Residential areas are located in the Residential policies contained in Chapter 6 of the Revised General Plan.
11. Destination retail uses will be limited to the parcels bounded by Potomac View Road to the east, Cascades Parkway to the west, and Route 7 to the north as identified on the Countywide Retail Plan Map for Route 7. Policies guiding destination retail development can be found in the Countywide Retail Plan amendment.
12. Flex uses are supported in the Route 28 Corridor. Flex uses include laboratory, data centers, and training facilities in combination with office and research and development within Flex. Supportive Retail and Commercial uses over 10% shall be limited to showrooms associated with the predominant use.
13. Flex and Light Industrial uses are supported within planned Industrial areas in conformance with the Land Development Patterns Map.
14. The County encourages the consolidation of existing smaller properties in order to create more unified development within the Route 28 Corridor. The advantages of consolidated development include comprehensive urban design, uniform architectural treatment, controlled access, more efficient parking and landscaping, and environmental protection. Consolidation of land or parcels should occur such that the development results in well-

designed, high-quality uses that are sensitive to, and functionally and visually integrated with, planned and existing developments both within and adjacent to the corridor.

15. All development proposals shall conform to a generally rectilinear grid system of streets. Development proposals adjacent to vacant or underutilized land shall include opportunities for connectivity and demonstrate coordinated site design.
16. All development within the Route 28 Corridor shall comply with the basic design standards contained in this Plan. Office Clusters and Mixed-Use Office Centers shall comply with the applicable base design standards contained in the Plan regarding site design, street and block, streetscape, building form, parking, parks and open spaces, public and civic uses, landscaping, and signage that ensure high-quality design. All developments should contribute to the aesthetics of the corridor.
17. The County supports the development of a Public/Civic Facilities Plan specific to the corridor that includes the identification and location of planned public facilities, including parks and open spaces, and civic uses unique to the corridor and at a scale that is compatible with planned development.
18. For the purposes of the Route 28 Corridor Plan, the definition of Parks and Open Spaces and Civic and Public uses are as follows:

Parks & Open Spaces - Outdoor areas that are dedicated for public use such as athletic fields and courts, parks, greens, squares, plazas, courtyards, forecourts, and playgrounds. These spaces shall be integrated purposefully into the overall design of the development and not merely be residual areas left over after buildings and parking lots are sited. Parks and Open Spaces include open spaces in their “natural” state, such as forests, wetlands, or meadows; trails and trail connections, along with active and passive recreational spaces. The preservation of environmentally fragile and valuable land and habitat shall be given a priority. Parks and Open Spaces also include greens, squares, plazas, forecourts, and courtyards, which should be designed as appealing places that foster social interactions and are designed to hold short-term informal activities and programmed events.

Civic Uses - A single-use or shared building operated by a nonprofit group or organization, exclusive of government, that is dedicated to social, recreational, religious, educational, or charitable services. A single-use building or shared building operated for-profit for public assembly may be considered as a civic use on a case-by-case basis.

Public Uses - Any building or structure, accessible to the general public, and held, used or controlled exclusively for public purposes by any department or branch of the federal, state, or Loudoun County government, such as post offices, motor vehicle departments, general government support offices, libraries, community centers, recreation centers, sheriff substations, fire and rescue stations, etc.

19. The County encourages partnerships among multiple developments to contribute toward significant, meaningful, shared Parks and Open Spaces and Public and Civic uses that shall serve multiple areas within the corridor. Such a contribution may count towards a project's required Parks and Open Spaces and Public and Civic use components.
20. The County encourages innovative and sustainable design to meet a project's Parks and Open Spaces requirements, such as terraces, forecourts, promenades, enhanced entrance features, bioswales, rain gardens, and green roofs and walls. Green roofs that are proposed to meet a project's Parks and Open Spaces requirement must be accessible to the general public, or at a minimum, to all residents and employees of the building or development. Projects shall include a variety of open space types.
21. The following policies apply to all land development in the southeast quadrant of the corridor (generally south of Route 606 and east of Route 28) to reflect its proximity to Washington Dulles International Airport, Fairfax County and the Town of Herndon:
 - a. All land development proposals in this area shall be functionally and visually integrated with the adjacent transit station area planned in Fairfax County surrounding the Route 28/CIT metro station. All land uses shall be compatible with those existing and planned for Washington Dulles International Airport, Fairfax County and the Town of Herndon.
 - b. All development proposals shall provide coordinated roads, sidewalks, bike paths, and trails that provide linkages within Loudoun County to adjacent areas within Fairfax County and the Town of Herndon, in particular the Route 28/CIT metro station.
 - c. A network of streets shall be implemented to connect future development in Loudoun County to adjacent future and existing development in Fairfax County, including a grid street pattern surrounding the Route 28/CIT transit station. The grid should create a hierarchy of streets and multiple access points to higher capacity roads intended to handle the traffic.
22. The County encourages Route 28 Tax District landowners in the corridor to rezone to appropriate zoning districts in the revised zoning ordinance that are consistent with the County's overall land use vision.
23. The County supports mechanisms and incentives that extend public utilities where absent within the corridor.
24. The County supports a project's ability to receive an increased FAR when commitments are given that support the policies of the Route 28 Corridor Plan. These commitments can include, but not be limited to, exceeding the minimum number of unmet housing needs units, lot consolidation of existing smaller properties for a more unified development pattern, green building design, and structured parking at full build-out.

Route 28 Core Policies

The Route 28 Corridor Plan identifies areas adjacent to Route 28 for high-quality, high intensity office developments that take advantage of the economic opportunities associated with frontage on Route 28. The Route 28 Core is generally bounded by Pacific Boulevard and the Broad Run floodplain to the west and Atlantic Boulevard/Shaw Road/Glenn Drive to the east. The County supports the development of Office Clusters within the Core. To stimulate economic activity along the corridor, up to three mixed-use office developments can be developed within this area in conformance with the Mixed-Use Office Center policies of this Plan.

General Policies

1. The Route 28 Core supports development within an Office Cluster or a Mixed-Use Office Center per the policies of this Plan.
2. The County may consider custom campuses that include combinations of office, research-and-development, and manufacturing uses within the Route 28 Core provided the predominant use in the proposed development remains office or research-and-development and the proposal conforms to the applicable design standards.,
3. With the exception of Destination, Full-Service Hotels, all new Commercial Retail and Service uses within the Core immediately adjacent to Route 28 shall be incorporated within mixed-use buildings.
4. Hotels within the core should include mid-priced, upscale, and/or luxury full-service hotels. All of these should provide at a minimum restaurant, lounge facilities, meeting space, room service and bell service.
5. Destination, full-service hotels are encouraged in the corridor and are defined as multi-story, large-scale hotels with a minimum of 200 rooms that are targeted to business and/or leisure travelers and include large meeting facilities of 10,000 square feet or greater or are combined with a convention center, and contain high-quality services and extensive amenities, including one or more restaurants, bell and valet service, room service, concierge service, 24-hour front-desk service, business services, spa service, fitness center and recreational/entertainment facilities.
6. With its proximity to Washington Dulles International Airport and as a gateway into Loudoun County, the County supports a higher concentration of destination, full-service hotels south of Sterling Boulevard.
7. Office Cluster or Mixed-Use Office Center proposals shall comply with the following criteria:
 - a. Is consistent with the intent and purpose of the Route 28 Corridor policies and design standards contained herein.

- b. Supports the orderly and coordinated development of its surroundings by providing appropriate connections, landscaping and opportunities for integration of the adjacent properties, through design and street connectivity.
- c. Mitigates any adverse impacts to the built and natural environment.
- d. Achieves adherence to the base design standards within the Route 28 Corridor Plan.
- e. Complies with the sustainable development and unmet housing needs policies of the Route 28 Corridor Plan.

Office Cluster Policies

Office Clusters are defined as medium and high-density compact, pedestrian-oriented office developments with highly integrated office-supportive amenities including retail, restaurants, hotels, personal services, parks and open spaces, public and civic uses, and both surface and structured parking at full build-out. They do not permit a residential component.

1. Premier, highly-visible Office Clusters adjacent to Route 28 are supported in areas depicted on the Route 28 Corridor Land Development Patterns Map as Route 28 Core. Office within an Office Cluster is defined as high-quality office buildings containing four or more stories and located within areas that provide significant visibility and proximity to heavily traveled roadways.
2. A minimum of five stories is recommended for office buildings immediately adjacent to Route 28.
3. The County encourages a mix of highly-integrated uses and employment supportive uses, including Commercial Retail and Services uses, within Office Clusters. No residential development shall be permitted.
4. Vertically-mixed buildings, such as multi-story office buildings with commercial storefronts on the ground level, are encouraged within Office Clusters.
5. Single-story retail uses are permitted in Office Clusters provided they are integrated within the development and provide pedestrian accessibility.
6. Secure office and research-and-development campuses shall be permitted within areas designated as Office Clusters contingent on general compliance with the base design standards contained herein. For secure campuses, deviations from the applicable base design standards may be considered on case-by-case basis in order to accommodate security elements, for example greater building setbacks, secured perimeters, controlled site access, etc. The land use mix in an Office Cluster, based on square footage by use category, shall substantially comply with the following ratios:

7.

Land Use Category*	Minimum Square Footage Required	Maximum Square Footage Permitted
Office	60%	100%
Commercial Retail & Services*	0%	10%
Flex	0%	10%
Public and Civic**	0%	15%
<p>*For retail policies, see Countywide Retail Policy Plan **When Public and Civic buildings are proposed, the percentage square footage of the use may count towards meeting the minimum 15% requirement as described in Policy 8</p>		

8. All Office Clusters shall include a combination of Parks and Open Spaces and Public and Civic uses consisting of a minimum of 15% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting and location of the development. All Parks and Open Spaces and Public and Civic uses shall conform to the design standards contained herein.
9. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to one-third of the required Parks and Open Spaces and Public and Civic uses may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.
10. To support adjacent and surrounding office developments, destination, full-service hotels proposed south of Sterling Boulevard may exceed the recommended 10% Commercial Retail and Services and lower FAR's may be allowed.
11. Non-residential FARs between 0.6 and 1.0 FAR are envisioned in Office Clusters within the Route 28 Core contingent upon the availability of adequate transportation improvements.

Mixed-Use Office Center Policies

The County's vision includes Mixed-Use Office Centers within development envelopes located in the northern and southern ends of the corridor to promote the County's image as a world-class business destination. A third Mixed-Use Office Center development envelope is envisioned in the central portion of the corridor. These live-work centers shall have higher intensities and a greater variety of uses than other areas of the corridor including multi-family residential to support a diversity of residents and workers, transit, and retail, entertainment, and recreational

activities that promote vibrant 24/7 activity during morning and evening hours when employees are typically absent. Full-service and high-end limited service hotels, meeting places, destination attractions, culture, and entertainment that offer greater weekend and nighttime activity for office and Washington Dulles International Airport employees are encouraged. The mix of uses shall allow for the creation of vibrant, activity-rich centers that shall attract office tenants and a broad spectrum of residents and employees to the corridor and create unique “places” that are amenities for the entire corridor and its surrounding areas. Public and civic areas are to be provided as part of Mixed-Use Office Centers.

Within each Center, a high quality working and living environment shall be created through well-designed projects. A range of residential dwelling units that help fulfill the County’s unmet housing needs shall be a vital element in these areas to ensure that affordable housing options shall be located close to employment opportunities and transit. The phased density of these Centers may be higher than other areas within the Route 28 Corridor in order to provide a well-designed urban pattern of residential and non-residential uses with the “critical mass” needed to support employment and mass transit.

1. The Plan foresees the development of up to three premier, high-intensity, Mixed-Use, Office Centers, each located within the development envelopes depicted on the Route 28 Corridor Land Development Patterns Map. Office within a Mixed-Use Office Center is defined as high-quality office buildings containing seven or more stories and located within areas that provide high visibility, proximity to Route 28, accessibility from major roadways, and accessible, multi-modal transportation options.
2. Mixed-Use Office Centers shall consist of a core development located within the development envelopes depicted on the Land Development Patterns Map, be at least 50, but no more than 90, buildable acres in size and shall substantially comply with the land use mix ratios indicated in Policy 17. The County may consider proposals under 50 acres on a case-by-case basis that meet the intent of the Mixed-Use Office Center policies.
3. Additions to Mixed-Use Office Centers may be considered by the County on a case-by-case basis. The proposed addition shall (i) be adjacent to and contiguous with the core development, (ii) provide an integrated development plan both internal and with the core development achieved through roadway, pedestrian and bicycle connections as well as a consistent streetscape, (iii) conforms to the base design standards for Mixed-Use Office Centers contained herein, and (iv) does not cause the aggregate acreage of the center to exceed 90 acres in size.
4. Proposed additions to the Mixed-Use Office Center core development may vary from the land use mix provided the aggregate Mixed-Use Office Center acreage still complies with the recommended land use mix ratios in Policy 16.
5. While the County may consider higher density development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as

part of an integrated Mixed-Use Office Center, the County will not support a Mixed-Use Office Center proposal that extends beyond the northern and southern boundaries of the Mixed-Use Office Center development envelopes.

6. As a major, limited access highway, Route 28 is an impediment to Mixed-Use Office Center integration and the highway shall always act as an edge when centers are proposed and adjacent to the highway. As such, Mixed-Use Office Centers shall be limited to either the east or the west side of Route 28.
7. Mixed-use Office Centers shall be developed as 24/7 amenity-rich environments unique to the corridor that appeal to a broad spectrum of employees, business tenants, and residents. A mix of mutually supportive uses shall be provided in these Centers, including business, retail, restaurants, personal services, hotels, for-sale and rental housing, civic, public, cultural, and entertainment. They shall serve as centers of activity along the corridor.
8. Mixed-Use Office Centers shall develop as vertically integrated mixed-use buildings, such as multi-story office and residential buildings with commercial storefronts at ground level. Individual residential buildings are allowed if they are well-integrated into the design of the center and conform to the Route 28 Corridor design standards for Mixed-Use Office Centers. The Centers shall have the distinctive characteristics of an urban environment with pedestrian-oriented building facades, ground-floor shops and civic amenities, and streets culminating in distinctive public spaces. Pedestrian circulation shall be enhanced by short blocks arranged in a rectilinear grid-street pattern.
9. Single-story retail buildings conflict with the compact, pedestrian-oriented nature of these developments and are not appropriate and should not be permitted greater than 2,000 square feet.
10. Any drive-through retail uses shall be incorporated within mixed-use buildings.
11. Residential dwellings within Mixed-Use Office Centers shall be high-density, multi-family and meet the housing policies of this Plan. The County expects the development of multi-family housing at a variety of price points for rent and for purchase.
12. Mixed-Use Office Centers shall provide for a safe, accessible, and pedestrian-friendly environment. Pedestrian and bicycle access shall be provided to transit stops/stations and neighborhoods adjacent to the area. Any potential conflicts between non-pedestrian and pedestrian circulation are to be resolved in favor of the pedestrian right-of-way.
13. Within the Centers, the highest concentration of development should be within a ¼ mile of existing, proposed, and/or planned transit stops/stations. The mix of uses at the highest concentration of development should create a critical mass of pedestrian activity as people live, work and spend leisure time in this area.

14. Major access roads shall be located on or near the periphery of Mixed-Use Office Centers to avoid conflict with pedestrian traffic.
15. Parking within Mixed-Use Office Centers at full build-out should consist primarily of structured parking. Surface parking should be avoided except for on-street parking and as needed on an interim basis in the early phases of development.
16. Given the potential for the highest intensities and the greatest mixture of uses, each land development application proposing a Mixed-Use Office Center shall analyze and effectively mitigate potential fiscal, transportation, capital facility, housing, and environmental impacts. The following criteria shall be used to evaluate Mixed-Use Office Center proposals:
 - a. New residential uses shall be contingent on the prior or concurrent construction of office uses such that they are the predominant use(s) on the property during each phase of the development;
 - b. The provision of a unified, coherent concept plan showing the type and scale of uses, densities, and the physical and functional integration of proposed land uses in all phases of development, including specific plans and commitments for transit station(s) that shall connect to existing and planned transit service along Route 28 and the Dulles Greenway and future connections to adjacent parcels;
 - c. The availability of appropriate multi-modal transportation improvements, including pedestrian and bicycle travelways;
 - d. The provision of utilities, public services and facilities such as schools, fire and rescue, sheriff, and recreational facilities;
 - e. The pedestrian-scaled, mixed use character of the area shall be established, commencing in the initial phase of development. The initial phase should include a grid street pattern, vertically-integrated land uses with ground-floor retail and other pedestrian activity-generating uses located along the street, plazas and usable open space, etc.; and
 - f. Commitments to address the County's unmet housing needs.

17. The land use mix in a Mixed-Use Office Center, based on square footage by use category, shall substantially comply with the following ratios:

Land Use Category	Minimum Square Footage Required	Maximum Square Footage Permitted
Office	55%	70%
Commercial Retail & Services*	10%	20%
High Density Residential	15%	25%
Public and Civic**	5%	No Maximum
<p>*For retail policies, see Countywide Retail Policy Plan **At least 2% of the Public and Civic square footage shall be provided on-site.</p>		

18. Mixed-Use Office Centers that propose Destination, Full-Service Hotels may exceed the maximum 20% Commercial Retail and Services.
19. All Mixed-Use Office Centers shall include Parks and Open Spaces consisting of a minimum of 10% of the land area of the site.
20. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to half of the required Parks and Open Spaces and three-fifths of the required Public and Civic uses may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor. Contributions would be in addition to the anticipated Capital Facilities contributions associated with the Mixed-Use Office Center.
21. All Public and Civic uses and Parks and Open Spaces shall conform to the design standards contained herein.
22. The County anticipates a maximum residential and non-residential FAR of 1.0 and up to 1.5 with incentives for Mixed-Use Office Centers within the northern and central Mixed-Use Office Center areas and a maximum residential and non-residential FAR of 1.5 and up to 2.0 with incentives for the southern Mixed-Use Office Center area.

Route 28 Business Policies

The Route 28 Business area as depicted on the Route 28 Corridor Land Development Patterns Map reserves land outside the Route 28 Core for low to mid-density Office and Flex uses. Office settings allow for a limited amount of internally-oriented office-supportive uses and amenities.

Within Flex settings, buildings contain spaces that can be configured to allow a flexible amount of office or showroom space in combination with research-and-development, laboratory, high-tech, and warehousing uses. Flex uses also include Data Centers. The overall intensity of these areas should generally be lower than Office Clusters and Mixed-Use Office Centers. Office and Flex developments are anticipated to include a combination of well-integrated Parks and Open Spaces and Public and Civic Uses.

1. The Route 28 Business area supports up to 100% Office and Flex uses with supportive Commercial Retail and Services limited to 10% of the floor area.
2. The County supports and encourages the development of secure office campuses and research-and-development uses within the Route 28 Business area.
3. No additional residential development shall be permitted within the Route 28 Business area outside those areas specified in Land Use General Policy 9.
4. Typical buildings within the Route 28 Business area shall contain two or more stories. The County encourages higher intensities, generally four or more story buildings, adjacent to major roadways such as George Washington Boulevard, Russell Branch Parkway, Waxpool/Church Road (Route 625), Loudoun County Parkway, Moran Road, Sterling Boulevard, Route 7, and Route 606 east of Route 28. Flex uses shall not be permitted adjacent to these roadways.
5. Route 28 Business prohibits the outside storage of materials and equipment.
6. All developments within the Route 28 Business area shall include a combination of Parks and Open Spaces and Public and Civic uses consisting of a minimum of 15% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting and location of the development and shall conform to the design standards contained herein.
7. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to one-third of the required Public and Civic uses and Parks and Open Spaces may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.
8. Non-residential FARs between 0.4 to 1.0 are envisioned within the Route 28 Business area. Lower FARs may be allowed for Flex developments.

Route 28 Industrial Policies

The Route 28 Industrial area supports Heavy Industrial, Light Industrial, and Flex uses that have traditionally clustered near the Washington Dulles International Airport. Light Industrial and Flex businesses that include warehousing, distribution, and manufacturing that rely on time-sensitive air-cargo transfer can take advantage of locating within the Industrial area. This area provides more immediate access to the airport, Route 606, Route 28, and the regional surface transportation network. Locating the Route 28 Industrial area near the airport and along the

Route 606 Corridor west of Route 28 also protects land critical to airport-related businesses and directs these types of uses to land that is outside the Route 28 Core.

1. Route 28 Industrial supports up to 100% Heavy Industrial, Light-Industrial, and Flex uses with supportive Commercial Retail and Services limited to 10% of the floor area as depicted on the Route 28 Corridor Land Development Patterns Map as Route 28 Industrial.
2. Within Light Industrial settings, buildings contain spaces that can be configured to allow a flexible amount of office space in combination with warehouse distribution, manufacturing (light and heavy), freight-forwarding (truck terminals and air cargo), and heavy equipment repair.
3. Uses requiring considerable outside materials and equipment storage, heavy equipment repair, and similar activities shall be permitted within areas designated as Industrial.
4. All developments within the Route 28 Industrial area shall include Open Spaces consisting of a minimum 10% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting, and location of the development and shall conform to the design standards contained herein.
5. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to half of the required Open Spaces may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.
6. The County shall provide opportunities and incentives to encourage legacy industrial businesses within the corridor to relocate to designated industrial areas.
7. Non-residential FARs between 0.20 to 0.40 are envisioned within the Route 28 Industrial area.

HOUSING

The County's policies for Mixed-Use Office Centers include the provision of multi-family housing located close to employment, transit, shopping and services. In addition to office and residential, Mixed-Use Office Centers shall include a mix of commercial retail and services and other types of supportive uses. The plan's housing policy objectives promote Mixed-Use Office Centers that enable employees in the corridor to live close to their places of employment.

In 2007, the Loudoun County Board of Supervisors adopted revised housing policies that are aimed at promoting housing options for all people who live and/or work in Loudoun. The County's housing policies focus on the unmet housing needs of Loudoun's citizens and workers earning up to 100% of the Washington Metropolitan Area Median Income (AMI). A 2006 study produced for the Loudoun County Housing Advisory Board by AECOM CONSULT determined that, there was a shortage of rental and owner-occupied units available for Loudoun's workers.

According to the study, there is a shortage of available rental units for incomes ranging from 10 to 60% of AMI. Over time, the rental housing shortage is expected to get worse for incomes from 10 to 50% of AMI. For owner-occupied units, the shortage occurs from 10 to 120%. Shortages worsen over time for income ranges from 50 to 100% of AMI with the most pronounced shortages for incomes at 80% of the median.

All development within the Route 28 Corridor that includes a residential component should address the County's unmet housing needs. In particular, the residential component of Mixed-Use Office Centers should accommodate a variety of age groups, interests, and needs and be accessible to those without cars, meet ADA requirements, and incorporate universal design. Appropriate contributions include Affordable Dwelling Units (ADUs) required pursuant to the Zoning Ordinance, below market rate for-purchase and/or rental units that the County deems to meet the intent of these housing policies, or monetary contributions to County housing initiatives and programs.

Housing Policies

1. All residential development within the Route 28 Corridor shall conform to County policies for addressing unmet housing needs to encourage a diverse population of residents to support a variety of jobs.
2. Housing that is developed to fulfill unmet housing needs should be well integrated and dispersed throughout the Mixed-Use Office Centers while located near existing or planned employment opportunities, transit routes and stops, and other amenities.
3. All proposals for Mixed-Use Office Centers shall provide a minimum of 12% of the proposal's total units on-site to address unmet housing needs. Flexibility regarding the percentages within the income tiers may be considered for projects that meet additional housing needs identified by the County. Examples include providing a higher proportion of units in the lowest income tiers or providing a high proportion of accessible units. Such proposals shall be evaluated on a case-by-case basis.

- The minimum number of units shall be distributed as affordable based on the countywide housing policies and the following Income Tiers:

Income Tiers for Addressing Unmet Housing Needs in the Route 28 Corridor Based on Washington Metropolitan Area Median Income (AMI)		
Income Tier	% of Total Units	% of Total Units (Rental Only Projects)
0 up to 30%	2	2
Above 30% up to 60%	5	10
Above 60 up to 80%	3 (For Sale Only)	-
Above 80 -100%	2 (For Sale Only)	-

- If required by the Zoning Ordinance, ADUs may be counted toward meeting the 12% unmet housing need objective.
- A covenant securing affordability for a minimum 30 years shall be attached to each unit that addresses unmet housing needs.
- Mixed-Use Office Center proposals that commit to at least 15% of the total units for unmet housing needs objectives as set forth in Policy 4 shall be entitled to receive an increase in the FAR not to exceed 0.1 over the upper density limit set forth in the plan. Mixed-Use Office Centers that provide a greater amount of very-low income housing units based on the project's total units (0 up to 30% of AMI) may be eligible for an additional 0.1 FAR increase in floor area. Increases in floor area may be used for residential and non-residential uses in accordance with the overall land use mix.
- All dwelling units intended to address unmet housing needs should be provided prior to or concurrently with market rate units, be dispersed throughout the project, have a similar mix to market rate units in the number of bedrooms and floor area, and be comparable to market rate units in terms of appearance, materials, and finished quality.

TRANSPORTATION

Route 28 is one the most heavily traveled transportation arteries in Loudoun County, extending from Route 7 in the north to Dulles Airport and the Fairfax County line to the south. Route 28 in Loudoun County is a 6-mile long, six-lane, limited access, median divided, principal arterial with seven grade-separated interchanges. As of 2008, the latest available data from VDOT, Route 28 carries anywhere from 70,000 (at its northern most end), to 111,000 daily trips (where it

intersects the Dulles Toll Road). Two parallel roads, Atlantic Boulevard to the east, and Pacific Boulevard to the west of Route 28, provide local north/south access to the corridor. A series of east/west roadways provide connections to countywide systems and allow local traffic to access the Route 28 Corridor. There are numerous bicycle and pedestrian facilities planned within the Route 28 Corridor, although the overall network remains incomplete. The Washington & Old Dominion (W&OD) Trail is the most significant non-motorized facility in the corridor. The Route 28 Corridor is currently served by both commuter and local bus service, with anticipated connections to future Metrorail.

While the corridor is currently automobile dependent, the transportation network in the future must provide more opportunities for greater bicycle, pedestrian, and transit accessibility to support the types of densities envisioned. The establishment of a multi-modal transportation network, with an emphasis on transit, is an important component to reduce future traffic impacts due to growth and to support the types of vibrant pedestrian-friendly employment and mixed-use developments envisioned in the corridor. Investments in transit within the corridor can enhance the value of adjacent properties, support greater high-quality Office development, and increase the competitiveness of the corridor within the region to attract national and international businesses. Travel Demand Management (TDM) strategies which reduce the use of single-occupant vehicle trips, optimize non-vehicular modes of transportation and maximize transportation system performance are critical for the development of the corridor. TDM strategies, in addition to the use of alternative modes of transportation (i.e. bicycle, pedestrian, and transit), also advocate a shift in traditional work schedules which may include teleworking, compressed work week, flexible work hours etc. to achieve peak hour trip reductions. The implementation of TDM strategies is also consistent with the County's goals for environmental sustainability, providing opportunities for decreased fuel consumption and reductions in greenhouse gas production. The appropriate balance between land use and transportation demands to support expected growth in the corridor is critical to maintaining the viability and economic success of the corridor as it develops in the coming years.

Transportation Policies

1. Development in the corridor shall be linked to transportation capacity. The Route 28 Corridor shall offer a balance of transportation options, including automobile, transit, pedestrian, and bicycle.
2. Development within the Route 28 Core should be compact, higher-density, and include a mixture of uses to support reductions in vehicle trips and overall traffic congestion and multi-modal development.
3. The County shall support the planning, funding, and development of public transit services for the Route 28 Corridor.
4. Per the Countywide Transportation Plan, the County will work with VDOT to prioritize, fund, and implement road improvements that create better efficiencies and reduce traffic

congestion within the corridor.

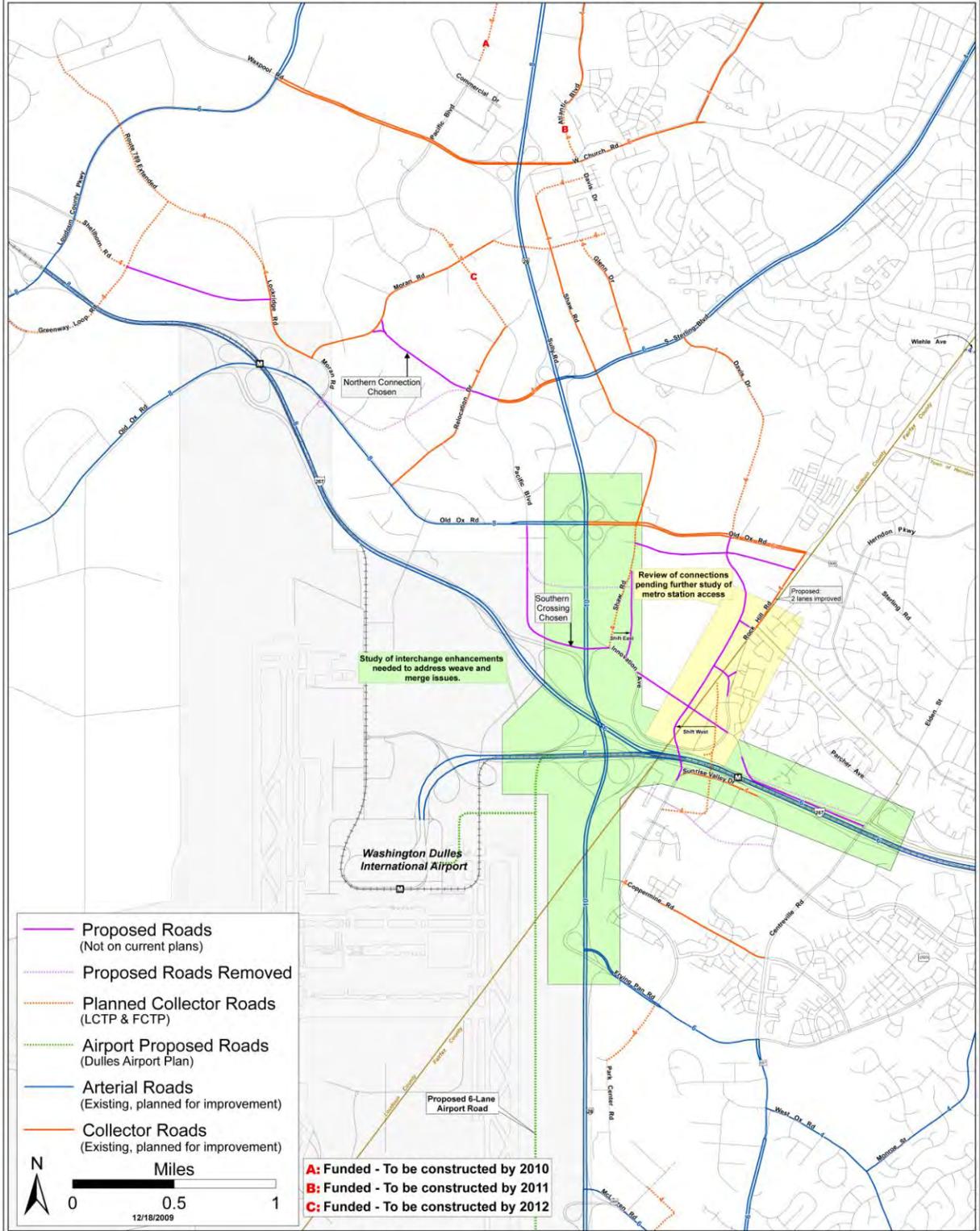
5. The County shall require street connectivity within and between developments through a finer grid of streets to disperse traffic, reduce vehicle trips, and improve bicycle and pedestrian mobility.
6. The County shall consider reduced design speeds and other flexible design standards on road segments within the corridor to ensure safe pedestrian and bicycle mobility.
7. The County shall develop guidelines for context-sensitive street designs to improve bicycle and pedestrian accessibility, connectivity, functionality and safety within the corridor.
8. On-road bicycle accommodations and off road shared use paths and/or sidewalks shall be provided, where feasible, on the parallel roads (Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard) and major connecting roadways to provide a balanced multi-modal system.
9. The County anticipates improved multi-modal connections within the corridor and shall develop opportunities for greater bicycle, pedestrian, and transit accessibility from employment areas to existing and planned residential neighborhoods within and outside the corridor.
10. The County supports the identification of additional locations for Route 28 bicycle and pedestrian cross-connections, including bridges and decks, which shall decrease the barrier of the highway to bicycle and pedestrian movement.
11. Trail and/or sidewalk facilities shall be incorporated in all road improvement projects in which provision for pedestrian movement is consistent with the function and character of the road and/or where there is an opportunity to establish a connection with the County's existing or proposed trail system.
12. Transportation solutions in the southern section of the corridor, including transit, pedestrian and bicycle ways, and road improvements, shall be determined through a regionally-oriented approach with Fairfax County, the Town of Herndon, and the Metropolitan Washington Airport Authority (MWAA).
13. The Route 28 Corridor Plan incorporates the work and recommendations of the Inter-jurisdictional Group (representatives from the Town of Herndon, Fairfax County, and Loudoun County), as referenced in the following Route 28/Toll Road Area Regional Transportation Concepts map. The County also supports the incorporation of the recommendations into the Countywide Transportation Plan.
14. The County's Travel Demand Management (TDM) strategies contained in the Countywide Transportation Plan shall be used, with the assistance from the private sector, to reduce the use of single-occupant vehicle trips and optimize transportation system performance during peak and off-peak periods.

15. The County shall require a Travel Demand Management (TDM) plan for all Mixed-Use Office Center and Office Cluster developments. The TDM plan shall establish specific trip reduction thresholds related to various phases of development, identify measures to quantify these trip reductions, and include penalty provisions in the event trip reductions thresholds are not achieved.

DRAFT

Route 28/Toll Road Area Regional Transportation Concepts

Inter-jurisdictional Staff Working Group



Route 28 Corridor Plan Land Development Pattern Matrix LAND DEVELOPMENT PATTERN	Floor-to-Area Ratio (FAR)	Typical Uses Envisioned	Number of Stories
<p>Route 28 Core:</p> <ul style="list-style-type: none"> • Office Cluster • Mixed-Use Office Center (MUC) 	<p>Between 0.6 and 1.0 FAR contingent on transportation improvements</p> <p>1.0 FAR up to 1.5 FAR with incentives for the northern and central MUC areas; 1.5 FAR up to 2.0 FAR with incentives for the southern MUC area</p>	<p>Office clusters; Mixed Use office centers</p> <p>Mix of highly-integrated uses and employment supportive uses; vertically-mixed building with commercial storefronts on ground level; no residential uses allowed; may include custom campuses; predominantly office, combinations of office, Research & Development, manufacturing; limited Commercial Retail and Services; Public and Civic uses</p> <p>Mix of mutually supportive uses including business, retail, restaurants, personal services, hotels, for-sale and rental housing, civic, public, cultural and entertainment uses; 24/7 amenity-rich developments; vertically integrated mixed-use buildings; “urban feel” with pedestrian-oriented building facades; high-density, multi-family residential dwellings only</p>	<p>Minimum of five stories immediately adjacent to Route 28</p> <p>Seven or more stories</p>
	<p>Between 0.4 and 1.0 FAR; lower</p>	<p>Low to mid-density Office and Flex uses; includes</p>	<p>Two or more stories; higher intensities,</p>

Route 28 Business	FARs in Flex developments	secure office campuses and R&D; supportive Commercial Retail and Services up to 10% of FAR; No residential uses; no Flex adjacent to major roadways; no outdoor storage; Large scale Public and Civic uses allowed	generally four or more stories adjacent to major roadways
Route 28 Industrial	Between 0.2 and 0.4 FAR	Up to 100% Heavy Industrial, Light Industrial, Flex uses with supportive Commercial Retail and Services limited to 10% of FAR; includes warehousing, distribution, manufacturing; outdoor storage of materials and equipment allowed	Not specified.

DRAFT

DESIGN

The development patterns supported in the Route 28 Corridor, including Mixed-Use Office Centers, Office Clusters, Office, and Flex, focus as much on the physical form and character of development as much as their uses. Adherence of developments to the basic design standards below is important to achieving a unified development pattern in the corridor that is consistent with the Route 28 Corridor Land Development Patterns Map. Adherence to the basic design standards also contributes to a high-quality image for the corridor that attracts regional, national, and international businesses.

General Policies

1. The County shall develop a user-friendly, illustrative design handbook that reflects the Route 28 base design standards contained herein. The handbook shall convey a high quality image for the Route 28 Corridor and promote an overall sense of place through design elements that relate to block size, circulation and connectivity, streetscape and street sections, building form, placement (setbacks), orientation, articulation, Parks and Open Spaces, Public and Civic uses, landscaping and sustainability.
2. The base design standards emphasize the integration of natural features and shared, meaningful Parks and Open Spaces.
3. Office Clusters and Mixed-Use Office Centers shall create a sense of place and establish the Route 28 Corridor as a premier employment location. In particular, development of a gateway at the southern end of the corridor shall convey a positive and welcoming sense of arrival for visitors and business travelers to the Route 28 employment corridor and into Loudoun County. Unique design shall occur within or proximate to a Mixed-Use Office Center, including iconic buildings, structures, and monuments, significant signage, and public art/sculptures that are visible from the gateway crossroads of Route 28 and the Dulles Greenway/Toll Road.
4. Design commitments for proposed developments within the Route 28 Core and Route 28 Business areas shall demonstrate conformance with the standards of the plan.
5. The County shall consider incentives for property owners to upgrade their existing developments to meet the Route 28 Corridor design standards.
6. Developments within the Route 28 Corridor shall have minimal impact on environmentally-sensitive areas and surrounding residential uses and exhibit design consistent with the Green Infrastructure and land use policies of the Plan. Existing historic sites, as well as the natural environment, should be incorporated and highlighted in the overall architectural and landscape design.
7. Office Clusters and Mixed-Use Office Centers within the entire Route 28 Corridor shall be subject to specific design standards contained herein.

8. Developments proposed in the Route 28 Business area shall be subject to the applicable design standards for Office and Flex uses. Generally, Flex developments in these areas should be designed within a park-like atmosphere, exhibiting a high curb appeal through the use of extensive landscaping and coordinated building architecture. Office uses should be located to the front of the building along the roadways, with Flex uses and parking to the rear of the property.
9. Developments proposed in the Route 28 Industrial area shall be subject to the applicable design standards for General Industrial uses.
10. Developments on small parcels that may not be able to achieve the full vision of an Office Cluster may be considered if proposed developments are able to meet the intent of the design standards and can demonstrate compatibility and integration with adjacent developments.

Office Cluster and Mixed-Use Office Center Design Standards

The Route 28 Core supports a development pattern of mid to high-density, compact, and pedestrian oriented Class A Office developments through Office Clusters and Mixed-Use Office Centers.

Adherence to the base design standards listed below for Office Cluster and Mixed-Use Office Center developments establishes a consistent development pattern along Route 28 that supports a viable, cost-effective planned transit system. The base design standards also establish a more predictable development environment for businesses seeking to develop and locate into the corridor; ensure that developments are compatible with adjacent land uses; contribute to the character of the neighborhood and larger community; create vibrant, pedestrian-oriented places; and support developments that are high quality and visually appealing from adjacent streets and surrounding neighborhoods with an emphasis on building placement and orientation as well as site design.

The development pattern for Office Clusters shall be highly-integrated, compact, mid- to high-rise employment settings. Buildings in Office Clusters shall be four or more stories and shall provide both structured parking and minimal surface parking. It is envisioned that larger-scaled buildings with building heights of five stories or more shall be located along Route 28 with lower density and building heights further away. Office Clusters feature buildings arranged around squares, greens, plazas, forecourts, and courtyards on blocks formed with a rectilinear street pattern. Office Clusters also include landscaped, walkable streets that can feature buildings with storefronts offering ground floor Commercial Retail and Services. Office Clusters are encouraged to provide Parks and Open Space features such as pedestrian promenades, linear parks and trails, outdoor amphitheatres, and similar design features that invite additional pedestrian activity, recreation, and socialization.

The development pattern for Mixed-Use Office Centers calls for a higher intensity of development than Office Clusters. Office buildings within Mixed-Use Office Centers contain seven or more stories. Parking within Mixed-Use Office Centers at full build-out shall consist primarily of structured parking. The centers should have a lively, robust character with an integrated mix of uses that include Office, Commercial Retail and Services, Residential, Parks/Open Spaces and Public/Civic Uses. The design of Mixed-Use Office Centers is similar to Office Clusters and features a compact urban design with pedestrian-oriented building and parking garage facades, ground-floor shops, and distinctive public spaces. Pedestrian and transit circulation are enhanced by short blocks arranged in a rectilinear grid-street pattern.

Site Design Standards:

1. Office Clusters and Mixed-Use Office Centers shall be designed as higher density, compact, and highly integrated developments that foster pedestrian activity.
2. Developments shall enhance the existing character of the area, and build upon an established sense of place in the surrounding neighborhoods.
3. Heritage and environmental resources shall be preserved and incorporated into the overall design of developments.
4. Pedestrian and bicycle facilities shall be incorporated into all new developments.
5. Transit stops shall be incorporated into the layout of all Mixed-Use Office Centers.

Street and Block Standards:

1. Internal streets shall follow a grid-street pattern to maximize pedestrian connectivity, improve traffic movement along multiple transportation routes and encourage shorter trips, unless precluded by natural and topographical barriers.
2. A hierarchy of streets shall be identified, both internal and adjacent to a development, with street design standards that are context-sensitive to adjacent developments. Street hierarchy shall include primary streets where there shall be a focus of pedestrian activity, along with key areas of ground-floor retail activity where there is a high percentage of planned Commercial Retail and Service uses.
3. The street network shall provide for the efficient movement of vehicles while minimizing conflicts with pedestrians and bicycles.
4. The street network shall provide connections to adjacent existing and planned developments. The street network shall also connect to the surrounding street network.
5. Blocks shall be configured at a pedestrian-scale that encourages walkability. “Superblocks” should be avoided. Perimeter block sizes within Mixed-Use Office Centers and Office Clusters generally should not exceed 2,000 feet.
6. Blocks in Mixed-Use Office Centers should not exceed 400 linear feet. To mitigate the impact of longer blocks, any one block with a linear length of 400 feet or greater should

provide in the middle of the block an alley, driveway, pedestrian way or other significant pedestrian feature such as a plaza, park, or promenade.

Streetscape Standards:

1. Streetscape design shall ensure the space between the buildings and the roadways contribute to a comfortable pedestrian environment providing adequate space for efficient, safe, and accessible pedestrian circulation and a sense of enclosure that supports useable pedestrian spaces. Street trees and plantings should be considered to enhance the character of the street.
2. Large-lot commercial developments shall provide both vehicular and non-vehicular linkages to surrounding areas and between office buildings and other uses.
3. Transit stops not integrated into buildings, shall be provided with safe, covered bus stops and waiting areas to shelter pedestrians from the elements.

Building Standards:

1. Office Clusters shall feature buildings of four or more stories, except adjacent to Route 28 where buildings of five or more stories are envisioned. Mixed-Use Office Centers shall feature buildings of seven or more stories with a general stepping down of densities towards the periphery of developments when necessary to be compatible with surrounding communities and developments.
2. Where not incorporated into mixed-use buildings, residential buildings within Mixed-Use Office Centers shall be urban in character and compatible in form and scale with surrounding commercial buildings.
3. Distances between buildings shall be minimized to create safe, pleasant, and active street-level environments and support pedestrian connectivity between buildings, thereby reducing the need for residents, employees, and visitors to drive their automobiles to reach supportive uses, including Commercial Retail and Services.
4. Buildings shall be placed close to streets with minimal setbacks and include planting, pedestrian, sidewalk, and frontage zone standards appropriate to the context of adjacent developments. Buildings should adhere to build-to-lines.
5. Primary building entrances shall be oriented towards the street or a common gathering place such as a plaza, green, park, square, or pedestrian passageway. Pedestrians should be able to easily identify primary entrances into commercial establishments.
6. Buildings greater than 12 stories shall be designed to include façade articulation with design details and features such as building step-backs, to reduce visual massing and mitigate impacts to adjacent properties.

7. Building materials and colors shall exhibit high-quality designs with articulation on all sides of the building.
8. Mixed-Use Office Center service areas, including refuse and loading areas, should be enclosed within the principal building. Doors for access to the service areas should blend with the architectural treatment of the building.
9. Office Cluster service areas, including refuse and loading areas, should be screened from view by visitors and passers-by through landscaping or screening.

Parking Standards:

1. To encourage compact, pedestrian-oriented developments, structured parking is supported within Office Clusters and Mixed-Use Office Centers. Office Clusters may contain both surface and structured parking, depending on the density proposed on-site, whereas Mixed-Use Office Centers shall contain predominately structured parking at full build-out.
2. Phasing of surface to structured parking during the construction of Office Clusters and Mixed-Use Office Centers shall be considered through the application process.
3. The joint use of drive aisles and parking areas should be encouraged to reduce overall parking needs.
4. Parking should be located to the rear of buildings, within the interior of blocks, with access from alleys or streets which do not conflict with pedestrian access.
5. Structured parking should be conveniently or centrally located, but visibly minimized from arterial streets and public spaces. Surface parking should not occupy lots which terminate a street vista or abut street intersections
6. In Mixed-Use Office Centers and Office Clusters with supportive uses, primary pedestrian streets with ground-floor structured parking should include ground-floor uses or liner buildings with retail, services, restaurants, and offices.
7. Surface parking lots should be avoided along primary pedestrian streets. Surface parking lots should be adequately screened from the street side.
8. Within Mixed-Use Office Centers, parking at full build-out shall not be located along blocks where it is the sole use.

Parks and Open Spaces Standards:

1. Parks and Open Spaces include pedestrian-scaled outdoor areas such as greens, squares, plazas, courtyards, forecourts, and playgrounds. Parks and Open Spaces also include open spaces in their “natural” state, such as forests, wetlands, or meadows; trails and trail connections and active and passive recreational spaces.

2. Parks and Open Spaces shall be integrated purposefully into the overall design of a development and not merely residual areas left over after buildings and parking lots are sited.
3. Parks and Open Spaces designed to function as gathering places should be clearly identified and accessible to pedestrians and bicyclists.
4. Parks and Open Spaces shall be dispersed so that all residential dwellings and non-residential buildings are located within 1,500 feet of such spaces.
5. Greens, squares, plazas, forecourts, and courtyards shall be designed as appealing places to gather with the type of amenities that foster informal social interaction among users. Examples of amenities within these areas include ponds, fountains, ornamental lamps, terraces, waterfalls, sculptures and other public art, planted beds, benches, drinking fountains, and clock pedestals.
6. Within Mixed-Use Office Centers, greens, squares, and plazas are encouraged to consider outdoor seating areas, amphitheatres, and other design elements that support more structured, formal activities.
7. Small-scale single or two story commercial retail buildings, such as restaurants, coffee shops, bakeries, and public markets, are allowed within greens, squares, plazas, forecourts, and courtyards.
8. Heritage and environmental resources shall be incorporated into Parks and Open Spaces and pursuant to the Heritage Preservation Plan.
9. The preservation of environmentally fragile and valuable land and habitat shall be given a priority for Open Space set-aside.
10. Parks and Open Spaces should connect with and provide views to natural amenities.
11. Developments should identify linkages to the existing or planned trail network.
12. Mixed-Use Office Centers should provide active Open Space to serve the concentration of residents within the center.

Public and Civic Standards

1. Public and Civic Uses shall be integrated into the community with maximum visibility and accessibility.
2. Planned transit stops shall be provided at all Public and Civic buildings.
3. Prominent and highly visible sites should be prioritized for Civic and Public uses. Prominent sites include a location along a primary pedestrian street or at the terminus of a street vista.

4. Parks and Open Spaces should be considered in combination with public and civic buildings that include seating areas, public art, planted beds, benches, drinking fountains, etc.

Landscaping Standards:

1. Landscaped areas should be used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views.
2. Tree and plant selection and location should promote safety and security, enhance natural environment and stormwater management, provide shade for vehicles and pedestrians, reduce heat islands, and minimize maintenance requirements.
3. Low water use plants and native vegetation shall be used to landscape new developments.
4. No invasive plant species shall be allowed in the landscaping design.

Signage Standards:

1. Visitors and residents should be able to locate and identify major attributes of a development through a unified signage concept.
2. Signage should contribute to the overall architectural and landscape theme.
3. Signage should be used to clearly identify public versus private/residential areas.
4. Streetscape signage should be appropriately scaled for pedestrians.

SUSTAINABLE DEVELOPMENT

Sustainable development is the relationship between people, the built environment, management practices, and green infrastructure. Sustainable development calls for practices that are economically cost-effective, enhance human health and well being, and protect and restore the environment. The Route 28 Corridor Plan supports opportunities and incentives for sustainable development so that land development is at the forefront of such practices, including green building techniques and technologies which include sustainable site design and integrated energy management planning. The Route 28 Corridor also includes older, developed areas that do not meet today's current stormwater management requirements. As a result, stormwater management facilities in these areas do not achieve adequate pollution filtration and control. Sustainable landscaping strategies can help correct these deficiencies and retain and treat stormwater, reduce stormwater runoff pollution, provide habitats for insects and migratory birds, and retain open space.

Given the diversity of Green Infrastructure within the Route 28 Corridor, the opportunity exists for development at full densities while promoting stewardship of natural areas. The defining natural feature of the corridor is the Broad Run, which drains to the Potomac River. The remaining forested lands in the corridor are primarily associated with the Broad Run and its

floodplain. The Broad Run watershed also includes numerous streams, including Cabin Branch, Indian Creek, and various unnamed tributaries. The quality of these waters and the surrounding riparian areas are important not only to aquatic life and wildlife, but when integrated into development, can be an amenity for businesses, employees, and residents in the corridor. Other Green Infrastructure resources associated with the Broad Run include a heron rookery, the State-threatened Wood Turtle within upstream tributaries of Broad Run, and habitat along portions of and areas surrounding Bles Park.

Significant standing heritage resources in the Route 28 Corridor include the W&OD trail along with the Toll House and its associated Broad Run Bridge remnants, or Stone Bridge, both of which date to 1820. Other heritage resources in the area include portions of the Vestal's Gap roadbed, of which a small segment remains in the vicinity of the Dulles Town Center and a continuous segment survives through the Claude Moore Park, and historic sites in the Old Sterling area. Archaeological village and encampment sites can also be expected at the confluence of major streams with smaller settlements expected along contributing streams. Other Green Infrastructure elements within the Route 28 Corridor include planned and existing trails, and noise contours associated with Washington Dulles International Airport. In addition, steep and moderately steep slopes are present, primarily within or adjacent to the stream valleys and surrounding the Loudoun Quarry.

Energy Policies

1. The County shall encourage opportunities for efficiency through consumption, transmission and localized production. These opportunities can include increased building weatherization and system efficiencies, micro-grid development, and renewable/alternative energy installations.
2. The County shall encourage benchmarking the energy use of existing and planned buildings in the Route 28 Corridor to establish a baseline for energy demand estimates in the corridor.
3. The County expects localized, integrated energy management systems, such as recovery waste heat from high output uses like data centers to provide heating and cooling to nearby properties
and promote the use of non-traditional energy sources.

Stormwater Policies

1. The County expects the harvesting of rainwater for non-potable use, such as landscape irrigation, within all projects.
2. To mitigate the effects of impervious cover within the Broad Run watershed and to update older stormwater facilities the County shall encourage efforts such as retrofitting

stormwater systems and rehabilitating degraded areas to enhance their pollution removal capabilities and enable these facilities to become open space amenities.

3. The County promotes the use of low-impact development to replicate natural hydrologic patterns and alleviate the strain on centralized systems. Low-impact development practices can include stormwater planters, rain gardens, and wetlands to convey, retain, and treat rainwater.

Green Building Policies

1. The County shall establish a green building program to assist the private sector in implementing the recommendations outlined in this plan.
2. The County shall establish standards and promote green building within the Route 28 Corridor.
3. All county-constructed facilities shall be constructed to a minimum of LEED Silver, or equivalent standards.
4. The County shall support Loudoun Water in the expansion of the reclaimed water network.

Landscaping Policies

1. The County encourages landscape approaches that conserve energy, treat stormwater runoff, minimize yard waste, control the spread of invasive species, and improve the health of site users.
2. The County promotes the use of salvaged materials whenever possible, restoration of degraded areas, the reintroduction of native vegetation, the use of street trees to reduce energy and stormwater treatment costs, and practices to decrease soil compaction and increase the soil's nutrient content and its ability to absorb water.
3. Habitat and recreational paths shall be encouraged along utility and abandoned rights-of-way and natural features such as streams and wetlands.

Green Infrastructure Policies

1. The Green Infrastructure is a critical framework of the corridor that shall guide where and how development and redevelopment occurs. Green Infrastructure resources shall be protected and enhanced.
2. The stream corridors associated with the Broad Run and its tributaries shall be used as its primary organizing element. As the main organizing feature of the Route 28 Corridor, the Broad Run shall be protected and enhanced to provide ecological benefits while being an amenity for employees and residents.
3. The Broad Run and its floodplain is envisioned to serve as a linear park that protects the river as a natural resource while integrating it into development as an amenity for

businesses and their employees - including providing the opportunity for employees to bike and walk to work.

4. The Broad Run's tributaries, including Cabin Branch, Indian Creek, Russell Branch, Beaverdam Run, Stallion Branch, and Horsepen Run, should be used as Green Infrastructure links that connect employment centers with neighborhoods and other hubs of activity both within and adjacent to the corridor, including parks, heritage resources, and Public/Civic buildings. Current and planned hubs include the Urban Center, Claude Moore Park, and the Toll House and Broad Run Bridge. Connections should include recreational trails with permeable surfaces similar to the C&O Canal Path.
5. Development activities should assess the condition of Green Infrastructure resources, enhance these resources, and create links to other areas to create a Green Infrastructure network.
6. For degraded forested areas close to the Broad Run and its tributaries, the County promotes reforestation.
7. The County shall collaborate with the Department of Environmental Quality on any pollution impairment issues that become apparent within the Broad Run and its tributaries and shall support volunteer water quality monitoring efforts and coordination of these efforts with federal, state, and local water quality data collection.
8. The County shall support public access through the Broad Run floodplain using methods that protect sensitive features, including the use of pervious trail surfaces.
9. The County shall coordinate with the Metropolitan Washington Airport Authority regarding water quality protection within the Broad Run watershed.
10. Unique heritage resources within the corridor, including the Broad Run Toll House and Bridge, the remaining segments of Vestals Gap Road, and the W&OD Trail should be preserved and considered in the design, construction, operations, and maintenance of development within the corridor. Preserving and enhancing these resources fosters an appreciation for their role in the built environment.

IMPLEMENTATION

The Route 28 Corridor Plan envisions the corridor as an airport-anchored international gateway into eastern Loudoun County that supports significant job growth and economic activity within varied settings. The County also envisions the corridor evolving into a premier location for regional, national, and international businesses. The policies contained in the Route 28 Corridor Plan are therefore intended to induce development towards this vision. Expected outcomes include the acceleration of the timing and absorption of Class A office and an increase in the overall rate of commercial development in the corridor. This will also provide the revenue

required for the County to meet or exceed the ability to pay Tax District Bonds. The Countywide outcome will be a growth in the commercial tax base; thereby improving the revenue balance between commercial and residential, offsetting the greater costs of services for residential development, and relieving the tax pressure on County residents by maintaining an affordable real property tax rate.

The County shall form a temporary Route 28 Implementation Committee of public and private experts to assist the County with the marketing, development and monitoring of the Corridor's strategic implementation plan, including the metrics used to assess the impact of the Route 28 Corridor Plan on expected outcomes. The Implementation Committee shall establish three work groups related to plan implementation:

- a. Design: The work group will assist with: the development of an illustrative design handbook and architectural standards for property owners and developers in the corridor, coordinate with the Zoning work group on the development of design regulations and performance standards as part of revisions to the Loudoun County Revised 1993 Zoning Ordinance, and identification and planning of high priority gateways, bridge enhancements, landscaping projects, and other roadway beautification efforts;
- b. Zoning: The work group will advise the County with the development of the zoning mechanisms (regulations and performance standards) that will be used to implement corridor plan policies;
- c. Transportation: The work group will assist with: Coordination with VDOT to develop priorities and implementation plans for road improvements that create better efficiencies and reduce traffic congestion within the corridor, develop guidelines for context-sensitive street designs, identify opportunities for greater bicycle, pedestrian, and transit accessibility from employment areas to existing and planned neighborhoods within and outside the corridor, identify additional locations for Route 28 bicycle and pedestrian cross-connections, including bridges and decks, which will decrease the barrier of the highway to bicycle and pedestrian movement, and develop Travel Demand Management strategies with assistance from the private sector to reduce the use of single-occupant vehicle trips and optimize transportation system performance during peak and off-peak periods.

Implementation Policies

1. The County shall develop metrics, such as absorption rates and assessed values, to be used on a regular basis to assess the impact of the Route 28 Corridor Plan on the expected outcomes as defined in the Plan.
2. The County shall amend the Zoning Ordinance by developing Land Use Patterns as an alternative development option within specific Zoning Districts as well as create a new Mixed-Use Zoning District to implement the policies of this Plan. The County shall establish a Coordinated Review Committee comprised of representatives from various County agencies to ensure consistency with the Use Pattern design controls and standards.
3. The County shall develop a user-friendly, illustrative design handbook that reflects the Route 28 base design standards contained herein. The handbook shall convey a high quality image for the Route 28 Corridor and promote an overall sense of place through design elements that relate to block size, circulation and connectivity, streetscape and street sections, building form, placement (setbacks), orientation, articulation, Parks and Open Spaces, Public and Civic uses, landscaping and sustainability.
4. The County supports the development of a Public/Civic Facilities Plan specific to the corridor that includes the identification and location of planned public facilities, including parks and open spaces, and civic uses unique to the corridor and at a scale that is compatible with planned development. Such a plan shall also include the identification of mechanisms for development contributions of such uses off-site and within the Route 28 Corridor that may also count toward projects' required Parks and Open Spaces and Public and Civic use components.
5. The County shall develop a "fine-grained" road network map of the corridor for the purpose of developing and implementing a preferred corridor street pattern to advise and guide proposed developments.
6. The County shall explore opportunities to encourage the consolidation of existing smaller properties to promote more unified use patterns within the Route 28 Corridor. Potential incentives for lot consolidation include:
 - a. Development intensity bonuses in the form of increased Floor Area Ratio (FAR) densities for developments initiating a lot consolidation to a certain minimum overall size, including different tiers of increased FAR bonuses based on the overall size of the consolidated parcels, location of the project site, and/or type of development proposed (Office Cluster, Mixed-Use Office Center, Route 28 Business) and
 - b. Fee assistance and other financial incentives to encourage lot consolidation such as permit fee assistance (waivers, reduced fees, etc.)

7. The County shall designate specific commercial revitalization target areas in the corridor and identify potential revitalization opportunities for property owners to upgrade under-utilized properties to their highest and best use, such as property tax abatements for real and personal property taxes over a specified time period and established a commercial revitalization program that provides financial assistance in the form of exterior rebates and commercial loans for physical improvements to commercial properties, including improvements to exterior building façades (storefronts, awnings, exterior lighting), renovations to correct code violations or improve handicap accessibility, etc.
8. The County shall develop potential opportunities and incentives to encourage legacy industrial businesses to relocate to designated industrial areas, including consideration of the following:
 - a. County property acquisition to land bank properties within or proximate to the Route 28 Corridor for a planned Industrial Park;
 - b. Development of an Incentive Zone that includes County investment in industrial park infrastructure, including roads and utilities, subsidizing a portion of the relocation costs; and
 - c. Business tax relief such as property tax discounts over a specified time period or alternatively, a one-time tax credit for an industrial business within the Route 28 Corridor moving or expanding into an Incentive Zone.

Proposed Changes to the

2001 Revised General Plan

Chapter 4: Economic Development

Chapter 5: The Green Infrastructure: Environmental, Natural and Heritage Resources

Chapter 6: Suburban Policy Area

Chapter 11: Implementation

Countywide Retail Plan

(Strike-through red text deleted; underlined blue text added.)

DRAFT

March 15, 2011

This page is intentionally blank.

Chapter 4

Economic Development

Business Land Use and Corridor Development

Office and industrial land use expanded rapidly along the highway-oriented business corridors in the 1990s and the land use pattern for future economic development is now well established. Route 28 is the major north-south business corridor that intersects with the five east-west business corridors (Route 7, Route 625 [Waxpool Road], Route 606 [Old Ox Road], the Dulles Greenway, and Route 50). Route 607 [Loudoun County Parkway] is an emerging north-south corridor, generally paralleling Route 28 that will play an important role as a business corridor. The following is a brief description of the development activity in those corridors and the challenges ahead:

A. Route 28

The Route 28 eCorridor is planned to be a major economic and employment center within the County that will be developed with suburban, lower-density office and flex settings; medium-density, compact, pedestrian-oriented office clusters; and higher-density, transit-oriented mixed-use office centers. Other parts of the corridor more immediate to the Washington Dulles International Airport and Route 606, west of Route 28, are planned for Industrial uses. ~~for a mix of office, hotels, flex/industrial and destination retail uses. Approximately 3 million square feet of the 19 million square feet planned in the 1,086-acre corridor have been constructed, with structures ranging from one story retail structures to multi story, Class A office buildings.~~ Older existing land uses and several aging small retail areas that need rehabilitation present challenges to the ultimate definition of development in the corridor.

Route 28 is considered one of the County's primary transit corridors. Like many of the major roads in Loudoun County, Route 28 does not stop at the Loudoun County line, but continues into Fairfax County. Just a few miles south of the Loudoun-Fairfax border is the Smithsonian Institution's ~~will locate the new~~ Dulles Air & Space Center at Dulles Airport. ~~Planned to open~~ Opened in 2003, the Center will house about 15 times the number of air and spacecraft as the National Air and Space Museum on the Mall in Washington, D.C.. ~~At least three million visitors are anticipated during the first year.~~ Continued support for and study of road and transit improvements in the corridor, such as light rail, are intended to accommodate such growth.

The County supports and is committed to the continuing growth of and need for an economically vibrant Route 28 Transportation Improvement District, both for the District's contribution to the transportation improvements to Route 28 and to the economy of the County. The Route 28 Corridor Plan in Chapter 8 of the Revised General Plan, which provides policy guidance regarding economic, land use, housing, transportation, design, and sustainable development within the tax district, will help the corridor achieve these goals. ~~Further planning attention and study, in terms of transportation improvements, land use and design is essential for the corridor to achieve these goals.~~

Economic Development Policies

1. Loudoun seeks and promotes a diverse economic base in a multitude of industries so that it is not entirely dependent upon any single employer or employment sector.
2. The County encourages the development of high-quality public education, higher education, and training opportunities, and promotes enhanced relationships between the business community, universities, and the public school system to address workforce needs.
3. Loudoun County will promote a favorable business environment by providing a consistent and user-friendly regulatory environment that responds to the needs of established businesses in all policy areas and supports the development of small and large businesses, spin-offs, start-ups, home-based businesses, and other entrepreneurial activities.
4. The County recognizes that economic policy and land use policy must be coordinated. The County seeks to implement the economic goals as adopted and subsequently amended by the Board of Supervisors in Loudoun County's Economic Development Plan and Growth Strategy within the framework provided by the Comprehensive Plan.
5. The County will provide for an adequate amount of land to accommodate the growth of a variety of industry sectors.
6. The County supports appropriate and desirable nonresidential development in business corridors and related to the development of the larger communities.
7. The County will develop both regulatory and incentive-based aesthetic enhancement and environmental protection of business corridors, communities and gateways. For this purpose it may use incentives such as density credits, property tax credits, adjustments in zoning or other requirements, and priority processing of applications.
8. The County will facilitate broad bandwidth infra-structure availability for all residential and business segments of the Loudoun economy. The County will identify alternatives to using the VDOT right of way for broad bandwidth infrastructure for the purpose of reducing costs.
9. The County supports the continued growth and expansion of Washington Dulles International Airport and will ensure that provision is made for land uses and County infrastructure consistent with that expansion.
10. The County will prohibit residential encroachment into the existing Ldn 65 noise contours to ensure that residential development will not create pressure for reductions in the intensity of service or prohibit the expansion of service at the airport.
11. The County supports transportation plans that provide improved access to the Washington Dulles International Airport consistent with the *Revised Countywide Transportation Plan*.
12. ~~Properties in the Route 28 Tax District that are governed by the 1972 and 1993 Zoning Ordinances will remain under those governing documents unless the landowner opts into the revised zoning ordinance or a rezoning application (ZMAP) is filed. Concept Plan Amendment (ZCPA), Proffer Amendment (ZCPA) and Special Exception (SPEX) applications will be administered under the zoning ordinance that is applicable to each property and evaluated under the adopted Comprehensive Plan.~~
13. ~~The County will look at developing incentives to encourage Route 28 Tax District landowners to opt into the revised zoning ordinance.~~

14. Outside of Existing Villages (See Chapter 10), the County intends to limit the establishment of the Rural Commercial (RC) zoning district to the following:

- a. those properties with RC uses established on or before January 7, 2003;
- b. properties in the Ryans Corner area of the County designated RC prior to January 7, 2003; and
- c. the core of the village of Arcola, west of Dulles Airport, pending conversion of those properties to other uses conforming to the long-range plan for that area.

In limiting the location of RC districts, the County places particular emphasis on the following considerations:

- a. traffic safety concerns, including sight distances and safe ingress and egress;
- b. compatibility with surrounding land uses and zoning;
- c. the most appropriate location for such districts; and,
- d. limiting strip commercial development, particularly along major highways.

15. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.

This page is intentionally blank.

Chapter 5

The Green Infrastructure: Environmental, Natural, and Heritage Resources

Green Infrastructure Policies

1. The County recognizes its Green Infrastructure as a collection of natural, cultural, heritage, environmental, protected, passive, and active resources that will be integrated in a related system. It will provide the framework for strategic land use planning policies, provide the context for all development and ensure quality of life throughout the County. It includes major rivers, stream corridors, floodplains and wetlands; lakes; reservoirs and impoundments; limestone conglomerate, mineral resources and prime agricultural soils; steep slopes; ridges and mountain-sides; protected forests and vegetative landscapes; wildlife and endangered species habitats; heritage resources; scenic corridors, parks, greenways, trails, and recreational facilities.
2. The County will use integrated management strategies in using the Green Infrastructure to ensure that all land use planning and development respect and preserve the holistic nature of the elements of the Green Infrastructure.
3. The County recognizes that much of its Green Infrastructure is made up of natural resources that are fragile and irreplaceable and, therefore, will protect and preserve these resources in perpetuity. All natural resources will be protected and preserved to the extent that such protection and preservation is consistent with other policies of this Plan. The County's watersheds are the key natural resource element in the Green Infrastructure and will be used as its primary organizing unit.
4. The County will prepare and maintain a map of the Green Infrastructure and its elements, and identify the location of future Green Infrastructure elements as part of an integrated system and contiguous network of natural and passive open spaces, and active recreational sites.
5. A conservation design method will be applied during the land development and redevelopment processes. Elements of the Green Infrastructure will be identified with the initial submission of each proposal, as a guide to the placement of structures, drainage, utilities, and roads. Regulations will be developed with performance standards that will direct their placement.
6. The County will develop a form of conservation easement to protect open space areas in subdivisions and to ensure long-term maintenance and protection of the area. Such easements will be recorded as part of the subdivision process.
7. The *Facilities Standards Manual*, the *Land Subdivision and Development Ordinance*, and other pertinent administrative documents will be revised to implement management strategies and to model development principles based on the Green Infrastructure.
8. The County will develop reasonable criteria for open-space dedications and will expect all landowners to dedicate land, or provide fees in lieu, for general open space and/or parks. These criteria will be

designed to mitigate the impacts of their development and provide open space resources for the future users and occupants of the development.

9. The County will proactively promote private, state and federal conservation programs and their allocated resources to advance conservation programs within the County through public and private means such as grants, voluntary easements, dedications, etc.

10. In addition to Countywide Green Infrastructure policies contained herein, all development within the Route 28 Corridor will comply with the Green Infrastructure policies in the *Route 28 Corridor Plan* in Chapter 6 of the Revised General Plan.

Built Environment Policies

1. The County will achieve and sustain a Built Environment of high quality, recognizing the importance of this for the health, safety, convenience and general welfare of the County's residents and visitors and its importance for the vitality of the County's economy in attracting and sustaining private investment.
2. In implementing its program for achieving and sustaining a Built Environment of high quality, the County will emphasize its role as leader and facilitator, and as a source of information on environmental design options and procedures, rather than as a regulator. It also will emphasize the use of incentives for innovation and good design and collaborative public/private/community partnerships for program implementation. These incentives will include provision for two annual awards of certificates of excellence in environmental design. One for the private enterprise meeting standards of excellence established for this award and one for the community group achieving analogous standards of excellence in community-based environmental design and maintenance.
3. The County supports and encourages opportunities and incentives for sustainable development in the Route 28 Corridor. The *Route 28 Corridor Plan* in Chapter 6 of the Revised General Plan contains specific goals and strategies for the area for green building design techniques which include sustainable site design and integrated energy management planning.

Chapter 6

Suburban Policy Area

Land Use Pattern and Design Policies

1. The County’s vision for the Suburban Policy Area is self-sustaining communities that offer a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities that support a high quality of life; and a design that conforms to the County’s Green Infrastructure and incorporates Conservation Design.
2. Suburban Policy Area communities will be developed as efficient, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan, will provide a measurable standard open space (active, passive, and natural) as specified in the land use matrix, and will fully integrate the County’s Green Infrastructure.
3. The County, in collaboration with other govern-mental agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are pedestrian friendly. These measures may include the construction, improvement, and maintenance of public squares, parks, and pedestrian malls, and the attention to street design details such as landscaping, lighting, and provision of attractive street furniture.
4. The County will develop four Community Plans that will provide for the development of the Suburban Policy Area. The four communities are Sterling, Potomac, Dulles, and Ashburn, as shown on the Suburban Community Boundaries Map.
5. All new development proposals in the Suburban Policy Area will be designed using the “conservation design” approach as detailed in the *Revised General Plan*.
6. The development phasing plan for a mixed-use project will establish a build-out relationship between the residential and non-residential components of the project that is consistent with the County’s goals for the project area.
7. Alterations to approved land use projects will conform to the land use and design goals and policies of the *Revised General Plan*.
8. For properties up to 50 acres outside of Keynote Employment designations, the land use mix attributed to the various land uses may not be achievable due to the small size of the parcel. In such cases, an applicant for rezoning may vary from the land use mix specified in the Plan by showing that an alternative is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,500-foot radius of the site.
9. Development proposals proceeding through the legislative and site planning process will conform to the County’s community design guidelines. The design guidelines will be implemented as a part of legislative applications (e.g., rezonings and special exceptions) and incorporated into regulatory documents such as the Zoning Ordinance, Facilities Standards Manual (FSM), and Land Subdivision and Development Ordinance (LSDO) where applicable.

10. To protect and enhance the historic character and cultural importance of the historically significant areas in the Suburban Area, the County shall work with the local communities towards the designation of County Historic and Cultural Conservation Districts. Other historically significant areas within the Suburban Area shall be identified and protected/enhanced. Pedestrian access to and from existing and future neighboring residential communities also shall be encouraged for any new development.
11. The County will discourage strip development of any type and accordingly will develop zoning performance standards to discourage this pattern of development.
12. The County will pursue state enabling legislation for the establishment of a Transfer of Development Rights (TDR) Program within suburban communities to assist in the development of open space.
13. There will be one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), ~~and~~ one (1) Urban Center in the Suburban Policy Area, and up to three (3) Mixed-Use Office Center areas in the Route 28 Corridor. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.
14. Undeveloped or minimally developed parcels shown on the Land Use Map for non-residential uses but zoned residential will be remapped to a corresponding non-residential district. Likewise, undeveloped or minimally developed parcels shown on the Land Use Map for residential uses, will be remapped to a density of 1.0 dwelling units per acre, if not currently zoned at a higher density. (Also see Economic Development Policy 15, page 4-10.)

Infill, Redevelopment, and Revitalization Development Policies

1. The County will evaluate proposed infill development applications during the legislative and/or regulatory process based on how the proposed use functions on the site relative to the established development pattern, rather than simply based on the use itself. Evaluation criteria established to determine the relationship of surrounding uses with the proposed infill use will include the following:
 - a. Size of the infill parcel relative to surrounding parcels,
 - b. Residential densities established on adjacent parcels,
 - c. Ability of the infill parcel to provide a compatible site design with or without buffering from the existing development pattern,
 - d. Amount of open space and impervious surface,
 - e. Use intensity,
 - f. Development pattern and scale,
 - g. Road and pedestrian network, and
 - h. Impact of noise and light generated on the site.
2. Redevelopment of existing uses will be based on the availability of adequate public facilities, transportation facilities, and infrastructure. The County desires the assemblage of small, adjacent under-utilized sites to achieve a consistent and compatible development pattern. Established residential communities will be protected and enhanced through revitalization plans.
3. Infill projects that propose substantially different uses from one or more of the adjoining properties will provide for an adequate transition through buffering, fencing, and setbacks to mitigate any negative impact.

4. The Zoning Ordinance will promote the development of interim uses on vacant infill properties (i.e., which are initially interim but may become permanent such as community gardens, playgrounds, park-and-ride lots, and farmer’s markets), provided that these uses are compatible with the surrounding neighborhood.
5. The County will ensure that new development projects provide inter-parcel vehicular and pedestrian access opportunities to adjacent vacant parcels so that future infill projects may be efficiently connected and served.
6. The County will work actively with residential development applicants to facilitate the integration of proposed homeowner’s associations (Hoes) into an adjoining HOA to maintain economies of scale and to augment the availability of amenities.
7. Higher density development as defined in the Revised General Plan will occur ~~as redevelopment~~ in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, ~~and~~ in the Town Centers, or “community cores”, of the communities west of Route 28 or south of Route 606, and the Mixed-Use Office Center areas in the Route 28 Corridor. These areas will have the highest densities in the Suburban Policy Area. Town Centers should be identified through a community planning process.
8. The four Community Plans will identify the needs of each specific community such as where and what type of traffic calming is needed, and target specific areas for revitalization and redevelopment.
9. Redevelopment and revitalization plans will include the recapture of the Green Infrastructure through methods such as the PDR program; the strategic purchase of infill sites for parks, athletic fields, and open space; and assisting homeowners’ associations to purchase open space.
10. To provide for the sensitive redevelopment of existing areas to new uses, the County desires that small lots and tracts be consolidated into larger parcels that can support a more comprehensive design and servicing approach.
11. The County will direct public investment and resources and give priority to the redevelopment and enhancement of existing infrastructure, capital facilities, and services. The County also will implement an incentive program for redevelopment of the above.
12. The County will provide incentives and resources for the revitalization of established neighborhoods to preserve the quality of life in these areas through the provision of community amenities, such as, but not limited to, pedestrian/bicycle facilities, traffic calming, street lighting, sidewalks, and improved retail and commercial establishments.
13. The County will direct public investment and resources toward completing and recapturing the Green Infrastructure in the developed areas of the four communities and providing alternative transportation modes within the four communities.
14. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.

Land Use Categories

The Suburban Policy Area has four primary land uses: Residential, Business, Industrial, and Retail (see Planned Land Use Map, pg. 7-23). Retail policies are established in the *Countywide Retail Policy Plan* amendment. Within these primary land uses are subcategories. The County’s overall land-development strategy is to encourage compact, mixed-use developments that provide people with the opportunity to live,

work, recreate, and shop in a pedestrian-friendly environment. The exceptions are for Keynote Employment areas [and](#), General Industrial areas [in the County](#), ~~and Business land use areas within the Route 28 Tax District where residential uses are not allowed as shown on the Route 28 Corridor Plan Land Development Patterns Map~~. Because much of the Suburban Policy Area is already developed, this Plan envisions that new projects will be modest in scope and therefore will be evaluated based on their compatibility with the larger community of which they will be a part. The land use categories and policies guiding their development are described below and summarized in the matrix on pg. 6-33.

B. Business

Business land use policies address the location and character of large-scale office and light-industrial uses in the Suburban Policy Area. The County encourages a mix of uses in most of its office and light-industrial business developments. In addition to offices, Business land uses generally may feature housing and/or commercial/retail uses, and all of the uses have a component of public/civic uses and parks and open space. A mix of uses creates an environment where individuals not only can work, but where they can live and have convenient access to services, shops, and recreation. Policies guiding retail development are found in the *Countywide Retail Plan* amendment. Policies in Chapter Eleven of this Plan guide the design of these developments.

Business land uses include Urban Centers, Keynote Employment Centers, Regional Offices, Light Industrial uses, and Transit Nodes. Generally, such regional uses should be near the Washington Dulles International Airport, the Route 28 Highway Transportation Improvement District, the Dulles Greenway Corridor, and the Route 7 Corridor. This section also addresses parking policies relating to Business land uses.

General Business Land Use Policies

1. Business land uses will be located in accordance with the Land Use Map and the goals and policies of this Plan.
2. Office and Light-Industrial uses requiring markets outside the immediate neighborhood should locate in compact nodes at intersections of major collector and arterial roads in locations designated on the Land Use map.
3. In evaluating Business land use proposals, the following will be considered:
 - a. The market area and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed competing projects);
 - b. Steps taken to mitigate the impact of parking, signs, and other associated activities on the surrounding community;
 - c. The available capacity of utilities and roads;
 - d. The potential fiscal and environmental impacts of the proposal;
 - e. The relationship of the proposed use to the land use and community design policies of the Plan; and
 - f. Other matters that may determine how the proposal relates to County policy.
4. All Business land use developments will be located in planned-development zoning districts to ensure the design and compatibility of new development with adjacent land uses and allows flexibility in site design.

5. Business land uses will possess adequate on-site parking, storage, and loading areas as well as landscape screening of these functions from surrounding neighborhoods. Designers should seek to reduce the potential impact of building size, exterior cladding of the building, signs and other features of an employment use that may create negative visual impacts on the surrounding community. Pedestrian and vehicular circulation systems in and around the business uses will form a safe and convenient network. Outdoor lighting will be designed for effective nighttime use of the facility and to reduce off-site glare to a minimum.
6. Access to Business land use areas will provide safe and efficient movement of traffic into the centers, without impeding traffic movements also on the adjacent roadways. Generally, entrances to and exits from the centers will be made from the minor arterials serving the center to cause the least disruption to traffic on the major arterials.
7. The County's CLI commercial zoning district allows for a wide variety of commercial uses, which generate high traffic volumes and which do not promote the coordinated and efficient land use or traffic pattern envisioned by the County for the U.S. 50 Corridor. Therefore, the County will consider alternative methods for addressing the conformance issue, such as modification of the by-right and special exception uses provided in the district to those more appropriate to achieve the objectives of the Plan.
8. ~~The County will develop and offer incentives to encourage property owners in the Route 28 Highway improvement Transportation District to convert or "opt in" to the appropriate district regulations included in the Zoning Ordinance in accordance with the land use policies of the Revised General Plan.~~
9. Business land use policies will be updated by Community Plan policies.
- 9a. The County may choose to apply the Business Land Use, Office and Light Industrial Land Use mix ratios on a sub-area wide basis for the sub-area depicted on the CPAM 2004-0008 map (dated August 31, 2004) when such applications further the business and land use goals of the *Revised General Plan*.
 - (1) Development proposals requesting a sub-area based application of the land use mix should include the following: (i) a sub-area concept plan that demonstrates how the Plan's land use mix goals for either a Regional Office or Light Industrial community are achieved, and (ii) an inventory of existing land uses to be considered as part of the land use mix calculations. An individual project that would consume all of a single land use from the land use matrix is discouraged.
 - (2) Development proposals requesting a sub-area based application of the land use mix should demonstrate compatibility with the Planned Land Use community type (Regional Office or Light Industrial) that exists or has already been proposed.

Insert Route 28 Corridor Plan Here

Business Community

The County envisions a mix of uses in the modified Business area. While the predominant use is office and/or light industrial the area may also feature housing and/or commercial/retail uses with the exception of those areas designated Destination Retail Overlay and Hybrid Retail Center, which are prohibited by policy from having a residential component. The County may support additional commercial retail and services uses within the modified Business area when specific criteria is met. In addition, all of the uses will have a

component of public/civic uses and parks and open space. Policies guiding retail development can also be found in the Countywide Retail Plan amendment.

3. Keynote Employment Centers

Keynote Employment Centers are 100-percent premier office or research-and-development centers supported by ancillary retail and personal services for employees. They do not permit a residential component. Keynote Employment centers have high visibility along major corridors, their structures accented with heavily landscaped greens and tree-lined boulevards, and reflect the County’s growing prominence as a global crossroads for business. Keynote Employment Centers house headquarters for businesses such as America Online and MCI/WorldCom.

The preferred location for Keynote Employment Centers is along Route 7; ~~and the Dulles Greenway, and a portion of Route 28.~~ The Route 7 corridor will maintain its campus-like appearance and continue to be one of the primary locations for Keynote Employment Centers. The County should vigorously attempt to locate regional and nationally oriented office centers on Route 7 and Route 28 and in the Dulles Greenway corridor.

Keynote Employment Center Policies

1. Keynote Employment uses are defined as large-scale regional office developments that feature high visual quality and high trip-generating uses, including office parks, research and development parks, corporate headquarters, and similar uses of a large scale (e.g., 40,000 gross square feet or greater). Keynote Employment areas will be single-use with the ancillary services necessary to support the predominant office use.
2. Keynote Employment along Route 7 should be set back a minimum of 300 feet from the right of way, with green buffering, preferably native vegetation.
3. Keynote Employment areas are identified on the Land Use Map and generally are located along Route 7, ~~Route 28,~~ and the eastern end of the Dulles Greenway. These roads are prominent corridors in the County and are intended to be the location of premier office sites for high-visibility.
4. The land use mix (measured as a percentage of the land area) in a Keynote Employment area generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. Regional Office	70%	85%
b. Commercial Retail & Services*	0%	10%
c. Public & Civic	5%	No Maximum
d. Public Parks & Open Space	10%	No Maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

5. The County encourages the use of structured parking in the Keynote Employment areas.
6. The Zoning Ordinance will distinguish Keynote Employment areas from other Office Districts.

4. Regional Office Uses

Regional Office uses support a variety of office employment in the convenience of a mixed-use setting. Large Regional Office uses outside of an Urban Center are to be developed along major collector roads such as ~~the eastern end of Route 606~~, Route 607, and Route 625. They are to have a mix of housing and public and civic space, as well as a limited amount of retail and light/industrial flex uses ~~with the exception of those areas within the Route 28 Tax District, which are prohibited by policy from having a residential component~~. The County supports the continued growth of educational and institutional uses as complementary uses to regional office development.

Regional Office Use Policies

1. High-Density Residential uses may be permitted in conjunction with a larger Regional Office development that exceeds 75 acres in buildable area. These residential areas will be subject to the density and design criteria outlined in the High-Density Residential policies of this Plan and contingent upon the availability of utilities, transportation facilities, and public services and implementation of the community design and growth management objectives of this Plan.
2. The land use mix (measured as a percentage of the land area) in a Regional Office area generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. High Density Residential	15%	25%
b. Regional Office	50%	70%
c. Commercial Retail & Services*	0%	10%
d. Light Industrial/Flex	0%	20%
e. Overall Commercial & Light Industrial (c plus d)	0%	20%
f. Public & Civic	5%	No Maximum
g. Public Parks & Open Space	10%	No Maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

This page is intentionally blank.

Chapter 11

Implementation

7. Light Industrial and Regional Office

a. Function

In most cases, the design features of a Light Industrial area are much like those in a Regional Office area. The principal issue is the relationship of a mix of residential and non-residential uses to form a sustainable community. The following design guidelines are intended to address concepts in both the Regional Office and Light Industrial areas where a mix of uses is encouraged. The primary purpose of Light Industrial or Regional Office communities is to accommodate a mix of similar and compatible office, light industrial, related business uses, and accessory commercial uses in conjunction with compatible residential development. Such developments will exhibit a conservation design and have minimal impact on the natural environment or surrounding uses and exhibit the highest quality in site and building design consistent with the Green Infrastructure and land use policies of the Plan.

These communities advocate a mix of High Density Residential uses as a means of promoting a sustainable and localized living and working environment. Where residential uses are appropriate, a range of housing opportunities, including multi-family dwelling units and single-family attached dwelling units should be accommodated. However, such housing is to be provided as a subordinate use to the primary business function of the development.

The *Revised General Plan* acknowledges the benefit of promoting Keynote Employment developments. Keynote Employment development is intended to be a pure land use accommodating prominent, high-quality, high-traffic-generating uses comprised of 100 percent office and research and development parks located along the County's primary employment corridors including ~~Route 28~~, Route 7, and the eastern end of the Dulles Greenway. Although Keynote Employment developments do not have a residential component, they should have the general characteristics of Regional Office developments.

Regional Office or Light Industrial developments will emulate the key traditional design concepts of the *Revised General Plan* by addressing the design and function of exterior spaces, pedestrian access from adjoining residential areas, and architectural cohesiveness and environmental conservation. The Regional Office and Light Industrial uses will be the prominent features of the community when viewed from periphery roads as well as the predominant use in terms of percentage of site occupied. [Within the Route 28 Corridor, all development will comply with specific base design standards contained within the Route 28 Corridor Plan in Chapter 6 of the Revised General Plan.](#)

This page is intentionally blank.

CPAM 1996-0001, Countywide Retail Policy Plan Amendment
BOS Adoption February 19, 1997

General Plan,

I. BACKGROUND

The purpose of this Comprehensive Plan Amendment is to update existing retail commercial policies to accommodate changing trends and to provide consistent policy guidance for retail development in the County's Eastern Urban Growth Area. Loudoun County's Comprehensive Plan consists of the General Plan, several area management plans, strategic plans and related documents. The General Plan provides Countywide goals and policies for managing growth and development while area management plans and strategic plans outline more specific strategies for local planning areas or particular issues.

This plan amendment is a strategic plan for retail commercial development in the County's Eastern Urban Growth Area. It is intended to provide policy guidance to enable the County to capture the retail expenditures of Loudoun's citizens without having the County become a retail center for the Washington Metropolitan Area. It provides specific and comprehensive guidance about the function, location and design of commercial retail centers and uses. As such, these policies supersede General Plan and area plan policies relating to retail commercial development.

The initial recommendations for revisions to the County's retail planning policies were prepared by the Zoning, Comprehensive Planning Committee of the Loudoun County Planning Commission. The full Planning Commission reviewed the Committee's recommendations and certified the final plan amendment language on September 25, 1996. Relevant background data and key findings that shaped the proposed amendments are summarized below.

A. Retail Development Issues

Initial concerns about the County's current retail policies grew out of a series of recent applications seeking commercial retail development in the Route 7 Corridor. These applications raised fundamental questions about how retail centers are classified, where retail development should be located, how much retail development the County can support, and the impact of new retail commercial development on existing retail areas. As discussion of the applications evolved, it became evident that the County needed to take a comprehensive look at its retail policies to ensure that they remain a basis for sound and consistent decision making.

In May 1995, the Board of Supervisors committed to undertake work on a plan amendment to evaluate the County's retail policies. However, recognizing the need for additional information about the County's retail sector, the Board also requested that the Economic Development Commission (EDC) expand the scope of its annual retail study to include a retail demand analysis for Loudoun

County. This retail demand analysis provided the technical and analytical framework for evaluation of the County's retail commercial policies and subsequent recommendations by the EDC and the Planning Commission. Key findings of that report and the EDC recommendations based on their findings are summarized below. The August 9, 1995 Retail Demand Analysis and Supporting Tables and Worksheets are Appendixes B and C of this plan amendment. The EDC's, November 9, 1995 Report - A Review of Loudoun County Retail Policies is Appendix D.

B. The Current Retail Environment

Retail sales in Loudoun County have increased substantially in the past several years, reflecting rapid growth and an increase in shopping choices. In 1994, retail sales in the County topped one billion dollars for the first time in the County's history. However, many Loudoun County citizens continue to shop outside of the County for comparison goods (apparel, home furnishings and fixtures, general merchandise, etc.) since there are limited opportunities to purchase these goods in Loudoun County today. The Retail Demand Analysis report prepared by Economic Development staff estimated "leakage" of retail sales to other jurisdictions for this type of merchandise at \$78 million in 1995.

According to the Retail Demand Analysis, the majority of existing retail space in the County is neighborhood or community-oriented. Loudoun County (including the incorporated towns) contained approximately 3.7 million square feet of constructed retail space in June 1995. Based on the definition of regional retail center used in that report, none of the County's existing shopping centers are classified as regional commercial centers. The County's first regional commercial center, Potomac Run Center (470,000 square feet of retail anchored by several big box users) is currently under construction. An additional 400,000 square feet of large, freestanding commercial uses (Home Depot, Price Club, WalMart, Best) are also classified as regional in nature.

C. Loudoun's Retail Future

The 1995 EDC report recognized that relatively high income levels, rapid growth and other demographic characteristics have made the County increasingly attractive to many established and emerging retailers and heightened pressures on the County to allow additional retail commercial development. Loudoun has become a retail "hot spot", particularly for destination oriented retailers.

Based on 20 year population and income forecasts from the County's recent Zurn Initiative, the Retail Demand Analysis study concluded that an additional 7.1 million square feet of retail space would be needed by the year 2015 to satisfy retail demands within the County. An additional eight million square feet of retail space is already zoned but undeveloped. These projections are based on the assumption that within the Metropolitan Washington Area, a typical household can support 50 to 100 square feet of retail space.

Approximately one-third (2.9 million square feet) of the County's approved, but unconstructed, retail space is regional in nature and comprised of three projects in the Route 28 corridor: Dulles Town Center Mall (1.2 million square feet), Nattak Mall (850,000 square feet), and Dulles 28 Centre (833,000 square feet excluding the auto park). The remaining square footage is planned in neighborhood or community-oriented centers.

Taking this information at face value, it appears that Loudoun County has sufficient land zoned for commercial development to satisfy projected consumer demand through 2015; however, the County continues to hear from the retail community that the areas currently zoned for retail development are not located where the retailers want to be and that site selection is limited.

The EDC reviewed the Retail Demand Analysis information and reviewed the County's current planning policies to determine how well the County is prepared to address future retail development. The EDC concluded that the County's current retail policies were fundamentally sound but a few key policy revisions were needed. The EDC's key recommendations included:¹

- Emphasizing the Route 7/Route 28 intersection as the focus of the County's destination retail development to spur the synergy provided by the clustering of retail uses and allowing them to season before additional uses are approved;
- Defining the function and limiting the amount of retail uses allowed in Business Communities to protect the County's vision of Route 7 and other major corridors for Keynote Employment development.
- Defining retail relative to its function and market responsiveness and ensuring consistency in County documents;
- Broadening the combinations of retail uses allowed in certain areas (i.e., industrial) to provide flexibility and reflect retail trends;
- Developing retail corridor identities by establishing design guidelines affecting signage and landscaping;
- Providing certainty to protect existing and zoned retail uses when land use changes occur.

D. Key Findings/Recommendations

¹ The full text of the EDC recommendations can be found on pp. 4-7 of Appendix D - "A Review of Loudoun County Development Policies" Loudoun County Economic Development Commission, November 9, 1995.

The Zoning, Comprehensive Planning Committee received input and recommendations from a variety of sources during its policy deliberations. Key resources included the recommendations of the EDC, public input and discussions with members of the development community. The Committee also allowed public input at the beginning of each Committee meeting. The comments of all of these groups helped to shape the final recommendations of the Committee. In making its recommendations, the Committee sought, among other issues, to balance public and private sector interests; to assess traffic and visual congestion versus the need for visibility and access; to maintain sight of broad economic development objectives in the face of the short-term, "hot" retail market; to seek viable, supportable commercial retail and avoid speculative development.

The Planning Commission held a public hearing on July 10, 1996, to receive public comment on the proposed plan amendment language. The Commission forwarded the plan amendment to the Board of Supervisors with a recommendation of approval on September 25, 1996.

Key policy recommendations are summarized below:

1. **Revise the County's Retail Hierarchy**

The General Plan's current hierarchy of retail centers is not consistent with area plan documents and emphasizes center size rather than function. The revised policies emphasize function as the most important characteristic defining retail centers. A new retail matrix is proposed that recognizes the fundamental difference between retail uses that serve a regional market and need to be located along major corridors and those that are community-serving and that should be located within the areas they serve.

2. **Destination Retail needs to be Directed to Appropriate Areas in Principal Arterial Corridors**

The policies clarify the definition of "destination retail" uses and provide specific policies regarding the location of these uses to keep inappropriate retail development out of residential areas. Policies limiting the development of destination retail to specific areas in the Dulles Greenway, Route 7 and Route 50 corridors will protect these areas as office/ employment corridors consistent with the County's long-term vision. ~~At the same time, policies reinforce the Route 28 corridor as the preferred location for destination retail uses, emphasizing a longstanding County policy.~~

3. **The County needs to Recognize and Provide Opportunities for New Forms of Retail Commercial Development**

The EDC report highlights changing retail trends that will affect retail development in the future. The revised policies seek to accommodate limited accessory retail commercial uses in industrial zoning districts. The policies also clarify the intent of retail uses in non-residential communities and provide specific guidelines to accommodate big box and other large format retailers to ensure that uses are as attractive as they can be and appropriately located.

4. **Channel Community Serving Retail to Appropriate Locations and Consider Market Area As a Factor in Future Retail**

The policies provide specific design and location criteria for retail uses located in residential areas to ensure that retail development does not negatively affect residential neighborhoods. Community-serving retail applications would also include a market analysis to help avoid market saturation and development of non-viable retail uses.

5. **Provide Incentives to Keep Existing Retail Areas Viable and Encourage Other Uses for Less Viable Retail Sites**

New policies are recommended to expand the County's support for existing retail areas. A key policy recommendation is to allow for reduced fee rezonings or a waiver of rezoning fees to allow less viable retail sites to be rezoned to a more appropriate commercial use.

II. GENERAL RETAIL POLICIES

Convenient, well designed, attractive shopping centers can act as activity centers for residential neighborhoods that contribute to community identity, sense of place and overall quality of life. Large scale retail centers that, by their nature, draw shoppers from a wide market area act as economic assets that augment and diversify the local tax base. For these reasons, the County intends to provide a full range of shopping opportunities within its boundaries to meet the consumer needs of its citizens.

Since there are differences of scale and function between retail uses that serve an immediate area and those that depend on a wider market, the County has divided retail activities into two broad categories that reflect these fundamental differences: Corridor Based Retail and Service Area-Based Retail. Corridor-Based Retail uses are automobile oriented and require a supporting road network that can accommodate high traffic volumes. Corridor-Based Retail activities will be directed to non-residential areas in existing and planned principal arterial corridors. Service Area-Based Retail will be designed and scaled for the intended service population and will act in a support capacity to the residential or employment area it serves.

1. Loudoun County seeks to maintain a robust retail sales sector to meet the needs of the growing population, while mitigating impacts on residential areas, traffic, and other forms of economic development.

2. The County seeks to capture 100% of Loudoun's retail sales expenditures.
3. Retail commercial development in the Eastern Urban Growth Area includes a variety of retail types divided into seven broad functional classifications. Four of these retail types are community serving, or Service Area-Based Retail and will be designed to respond to the particular characteristics of the residential or employment community being served: Neighborhood Convenience, Neighborhood, Community, and Employment Supportive. The other three retail types are broadly described as Corridor-Based Retail Uses. Destination, Freestanding, and Flex Retail uses are oriented along, but will not have direct access to, principal arterial corridors since they are auto-oriented. The Retail Types matrix on p. 22 provides a broad overview of these retail classifications. More specific descriptions, policies relating to each type of retail, and criteria for evaluating retail proposals by retail type are included on pp. 7-18.
4. Each application for a commercial retail rezoning must include a statement describing the catchment or market area to be served and a statement of justification that contains an analysis by the applicant of existing and proposed competing projects.
5. The County seeks to differentiate between Service Area-Based retail uses that serve specific residential or employment communities and Corridor-Based Retail which provides locations for destination retail. The size, format, and tenant makeup of retail uses will depend on the size of the catchment area and the characteristics of the site (i.e., access, type of community, location, function) as well as the nature of existing and planned retail uses serving the catchment area. The Retail Types Matrix (p. 22) summarizes guidelines for evaluating retail use proposals. The individual components of the matrix should be used as general guidelines for future retail development in conjunction with the policies contained herein. The text of these policies controls in cases of differences between the policies and the matrix.
6. The County seeks to prohibit strip commercial development. Strip commercial development is characterized by multiple entrances serving individual uses, minimal setbacks and landscaping, multiple signs and structures without a unified design scheme.
7. The County may consider rezonings of properties in the Village of Ashburn, the Village of Arcola, and the Old Sterling mini-plan area to allow for individually owned, small scale specialty or local commercial and business uses provided that the proposed use is designed to be compatible with the character of the village or the Old Sterling area.

III. CORRIDOR-BASED RETAIL POLICIES

Large scale retail uses demand a regional market, relying almost solely on automobile access. Therefore, they will be located outside of Residential Communities along planned and future principal arterial corridors where the County's transportation network can best accommodate auto intensive retail uses (see maps pp. 23-26). Corridor-Based Retail uses include Destination Retail Centers, Freestanding Retail uses and Flex Retail uses, all of which act as destinations that attract customers from a regional market. Policies pertaining to Corridor-Based Retail uses are focused on mitigating the negative impacts of large scale retail development, accommodating new retail forms such as big box retail and warehouse clubs, and expanding opportunities for appropriate retail development in industrial areas-

A. General Policies

1. Corridor-Based Retail uses will not be permitted outside the County's designated Eastern Urban Growth Area.
2. Corridor-Based Retail uses will be prohibited in Residential Communities in the Eastern Urban Growth Area.
3. Corridor-Based Retail uses will be located in existing and planned principal arterial corridors subject to specific location, transportation, design and development criteria set forth below:
 - a. Appropriate transportation infrastructure is or will be available to minimize disruption of traffic flows on principal arterials;
 - b. The negative impacts of Corridor-Based Retail uses will be minimized;
 - c. Development of Corridor-Based Retail uses will be promoted at appropriate sites as designated on the maps on pp. 23-26.

B. Destination Retail

1. Destination Retail uses should be clustered to achieve a pattern of coordinated and complementary retail areas offering a wide range of retail services. Destination Retail areas offer a variety of comparative and specialty retail shopping goods and may include an entertainment component such as theaters. Destination Retail areas may include a variety of building configurations including multi-tenant shopping centers, enclosed malls or freestanding large superstores and big box retail uses. Destination Retail centers (generally ranging from 250,000 to 1.5 million square feet) typically serve a market area of 5,000 to 30,000 households that may include communities within or outside the County.
2. The Destination Retail land use designation specifies those areas where the development of Destination Retail uses can occur. (See the maps on pp. 23-26). Destination Retail areas overlay the existing land use

designations of the General Plan (as amended), and applicable area plans (as amended) providing development options for properties located within the destination retail areas. For example, a property located in the Destination Retail overlay may be developed either in Destination Retail uses or in a use that conforms with the land use designation underlying the Destination Retail use designation.

3. The County encourages the clustering of Destination Retail uses in locations where planned and existing intersections and interchanges can support high traffic volumes.
4. The transportation implications of Destination Retail development will be evaluated on a site specific, corridor specific basis. However, all new Destination Retail uses must meet the following minimum criteria:
 - a. No direct access to a principal arterial will be permitted. Access will be provided via major or minor collector roads or minor arterials.
 - b. A minimum of two ingress and egress access points with two in-out bound lanes will be required. Additional access points may be required depending on the size of the proposed Destination Retail Center.
 - c. Transportation impacts attributable to the proposed use need to be mitigated.
5. Destination Retail Centers will be designed and sited to mitigate impacts on adjoining land uses. Destination Retail Center traffic will not be routed through a residential development.
6. Buildings visible from principal arterials will incorporate recesses, offsets, and other architectural details and building materials, and the like to avoid presenting blank walls to the roadway.
7. The County should consider the following criteria in the review of a Destination Retail Center application:
 - a. The proposed use respects the ultimate arterial or major collector road proposed in the Countywide Transportation Plan.
 - b. Utilities are available to accommodate the use.
 - c. Detrimental impacts on adjoining residential communities are mitigated.
 - d. The use does not interfere with the function of adjoining light industries or offices.

C. Corridor Policies

The Route 28 Corridor

1. All retail development within the Route 28 Corridor will conform to policies contained in the Route 28 Corridor Plan in Chapter 6 of the Revised General Plan. Retail proposals in the Route 28 Business areas will comply with the design guidelines contained herein. ~~The area mapped on p.23 in the Route 28 Corridor is the County's preferred location for Destination Retail uses.~~
2. ~~The County continues to support Destination Retail uses at the southeast quadrant of the Route 7/Route 28 interchange, and the northwest, northeast, southeast and southwest quadrants of the existing Route 625/ Route 28 intersection. See the map on p. 23.~~
3. ~~No new direct access to Route 28 other than that already approved will be allowed for any type of retail development.~~
4. ~~Destination Retail Centers will access Route 28 only via roads directly connecting to planned interchanges (including at Nokes Boulevard, Route 625, Sterling Boulevard and Route 606).~~
5. ~~Secondary road access for Destination Retail Centers will be available via the parallel road network (Atlantic and/or Pacific Boulevard) which connects to another arterial such as Route 7 and/or a major collector road such as existing Route 625.~~

The Route 7 Corridor

1. ~~The Route 7/28 interchange (as mapped on p. 24) will continue to serve as the focal point for Destination Retail activities in the Route 7 corridor. A smaller node of Destination Retail is located at the southeast quadrant of the Route 7/Cascades Parkway interchange.~~
2. The Route 7 corridor, west of Route 28, is intended to develop as the County's premier keynote office corridor. Therefore, no new Destination Retail uses will be permitted west of Route 28 in the Route 7 corridor.
3. No new direct access to Route 7 west of Route 28 will be allowed for any type of retail uses.
4. Provisions should be made for construction of the planned Route 7 north and south parallel roads (Riverside Parkway and Russell Branch Parkway) for Service Area-Based Retail Center applications. Primary access with connections to other arterial and collector roads should be provided.

5. The first occupancy permit for the Destination Retail center on Tax Map 80, Parcel 102 shall not be issued until after the issuance of the first occupancy permit for Phase I (which includes the 3 anchor stores) of the Dulles Town Center Regional Mall.²
6. A 150' building setback will be established along the Route 7 frontage of the Destination Retail center site unless the Applicant shows and the County agrees that allowing buildings within the 100' to 150' setback is permissible. The setback will be measured from the Route 7 six-lane right-of-way.
7. A 100' landscaped buffer will be established along the Route 7 frontage. The buffer should include trees, shrubs, and berming that will effectively and reasonably minimize the visibility of the Retail center and associated parking areas, dumpsters, and loading areas from Route 7.
8. Adequate building and parking setbacks, and buffers will be provided along the Algonkian Parkway interchange and/or ramps to shield the site from Algonkian Parkway.
9. Any side or rear building elevations which have their surface area parallel to Route 7 will have the facade covered generally with the same building materials as those used on the front of the building.
10. Dumpsters will be enclosed and the enclosures should be constructed of building materials that are compatible with the main structures.
11. Loading areas will be oriented to reduce their visibility from public roads and will be shielded by architectural features, walls, fences, or landscaping to minimize their visibility.
12. The site design and architecture of the Destination Retail center will be generally compatible with the planned Town Center adjacent to it. They will be generally compatible in setbacks, massing, height, scale, materials, facade treatments, landscaping, and signage. Sidewalks and street trees should be incorporated into the site design.
13. The additional trips associated with converting the land use on the Destination Retail site from planned office uses to retail will be mitigated, requiring improvements beyond those already proffered for the approved Dulles Town Center.
14. The ultimate planned road network may not accommodate the traffic generated by adding Destination Retail uses to the uses currently approved on the entire Dulles Town Center property. In which case,

²

A definition and clarification of what Phase 1 entails will be provided by the property-owner.

improvements beyond those currently included in the Countywide Transportation Plan will be required.

The Dulles Greenway Corridor

1. Destination Retail uses will be located in the eastern end of the Dulles Greenway corridor, extending east from the Route 772/Dulles Greenway interchange to the Dulles Airport property as depicted on the map on p. 25. Destination Retail uses will be located within approximately 2000 feet of the Toll Road interchanges in the area designated as Business Community and Business Employment Community on the Toll Road Plan land use map. Destination Retail uses will be located outside of potential node zones and will be subject to the land use, design, and transportation policies of the Toll Road Plan.
2. Destination Retail Centers will have access to a through, parallel, major collector road which connects to an arterial and/or major collector road.
3. Improvements and upgrades to the existing and planned Dulles Greenway interchanges should be provided by the applicant through the retail application process as warranted by the applicant's pro-rata share of such improvements or upgrades.

D. Freestanding Retail Policies

1. Freestanding Retail uses are comprised of single-tenant, individual stores larger than 50,000 square feet and located on individual parcels not part of a retail center. Freestanding Retail uses will be located in areas the County has designated for Destination Retail Centers and share similar characteristics with such uses, including access points, market area, land use compatibility and floor area ratios, as described on the Retail Types Matrix on p. 22.
2. Freestanding Retail uses will be subject to the transportation policies for Destination Retail uses outlined on p. 8, and will be located in areas identified for Destination Retail as specified in the maps on pp. 23-26.

E. Flex Retail Policies

- ~~1. Flex Retail uses are the accessory commercial activities associated with manufacturing, warehousing, distribution, or wholesaling activities that are located in the structure housing the principal use and provide for the retail sale of products produced or stored on site. These uses shall be accessed via roads serving the primary use.~~
- ~~2. The County supports the development of flex-retail uses in the Route 28 Tax District and will amend the PD-IP district to provide more opportunity for flex-retail development.~~

- ~~3. The Zoning Ordinance amendment may provide a percentage range of the floor area to be devoted to flex retail both by right and subject to special exception criteria to be specified in the Ordinance, similar to Fairfax County's Zoning Ordinance, and may include establishing a new zoning district.~~

IV. SERVICE AREA - BASED RETAIL POLICIES

Service Area-Based Retail uses are located within or between the neighborhoods or the employment centers they serve and are not intended to attract customers from outside that area. They provide a community focus while fulfilling the convenience or routine shopping needs of the County's residents and workers. Service Area- Based Retail uses include Neighborhood Convenience, Neighborhood, and Community Retail centers located in Residential Communities, and Employment Supportive Retail centers located in Business and Industrial Communities. Policies pertaining to Service Area-Based Retail uses focus on the relationship of the retail use to the surrounding community.

A. General Policies

1. Service Area-Based Retail uses, including Neighborhood Convenience, Neighborhood, Community, and Employment Supportive types, will be located in the areas they serve since they are not intended to attract "drive-by" shoppers or function as destination retail.
2. Service Area-Based Retail uses will not have direct access to a principal arterial.
3. Service Area-Based Retail uses will be designed at a pedestrian-friendly scale, providing convenient internal pedestrian access for neighborhood residents or workers. Safe pedestrian access will be provided on-site with a clear separation between vehicular and pedestrian traffic.
4. Service Area-Based Retail uses will be separated from each other to prevent strip commercial development. Neighborhood Convenience and Neighborhood Retail Centers must generally be separated by a minimum distance of 4000' from any other Service Area-Based Retail Center to prevent the consolidation of centers into a larger commercial complex. Community Retail Centers must generally be at least 10,000 feet away from another Destination or Community Retail Center. The separation distance shall be measured between the two closest points. This distance may be reduced where a permanent natural or man-made barrier provides clear visual separation and eliminates the potential for retail uses to merge.
5. The General Plan, the Toll Road Plan, and the Dulles South Area Management Plan include land use ratios defining the mix of uses to be incorporated into the development of mixed-use communities. The

percentage of commercial retail and service uses included in the land use mix ratios should generally guide the amount of commercial retail and service uses appropriate to develop in mixed use communities. However, the Service-Area Based retail policies included in CPAM 1996-0001, Countywide Retail Policy Plan Amendment define the characteristics of the commercial retail and services component of the land use ratio and may limit the commercial retail and service component in order to achieve the County's retail development objectives.

B. Neighborhood Convenience Retail Centers and Neighborhood Retail Centers

1. Neighborhood Convenience and Neighborhood Retail Centers will be located in Suburban, Traditional, Urban, and High Density Residential Communities generally internal to the residential neighborhood being served.
2. Neighborhood Convenience Centers are intended to serve immediate, convenience (sporadic or as needed) shopping needs for a limited variety of items or personal services. Although Neighborhood Retail Centers may also service convenience needs, these centers are intended to fulfill the planned routine daily and weekly shopping needs of neighborhood residents for items such as groceries as well as personal services. Neighborhood Retail Centers will be larger than Neighborhood Convenience Centers (generally 30,000-150,000 sq. ft.), but will offer limited comparative goods shopping. Specific characteristics defining the County's objectives for the development of Neighborhood Convenience and Neighborhood Retail Centers are included on the Retail Types Matrix on p.22.
3. There are a few differences between the two neighborhood retail types. For example, Neighborhood Convenience Centers can be comprised of an individual, freestanding store (generally not over 5,000 sq. ft.) or a group of small stores (generally up to 30,000 sq. ft.) and typically serving a market area of between 500 and 3,000 households. Only carry-out or delivery restaurants will be permitted in Neighborhood Convenience Centers. Pad sites, full service fast food establishments and restaurants will be permitted in Neighborhood Retail Centers. Neighborhood Retail Centers (generally serving up to 3,000 households) will be developed as a focal point of the neighborhood, providing services that reinforce the neighborhood identity and may include civic uses.
4. Neighborhood Convenience and Neighborhood Retail Centers can include such uses as convenience stores, restaurants, gas stations, drycleaners, banks, medical offices and similar uses.

5. The design and siting of Neighborhood Convenience and Neighborhood Retail Centers will mitigate the impacts of parking, signs, lighting, waste storage, and loading on the adjacent neighborhood.
6. Access to Neighborhood Retail Centers will be provided by means of a minor collector or major collector road. Access to Neighborhood Convenience Centers will be provided via major collector roads, minor collector roads and major subdivision streets.
7. All new Neighborhood Convenience and Neighborhood Retail Centers must meet the following minimum transportation criteria:
 - a. Access will be provided at existing and planned median breaks, intersections or at consolidated access points, where appropriate.
 - b. Entrances on undivided roads will be located at least 250 feet away from the centerline of the nearest arterial or collector road unless otherwise approved by VDOT.
8. Neighborhood Convenience and Neighborhood Retail Centers will be visually and acoustically buffered from the surrounding residences and traffic volumes and accessibility requirements will not conflict with residential vehicular and pedestrian traffic.
9. The retail component of a Neighborhood Core as described in the Dulles South Area Management Plan will be consistent with the primary characteristics of Neighborhood Commercial Centers outlined in the Retail Types Matrix, p. 22.

C. Community Retail Centers

1. Community Retail Centers are envisioned as focal points for civic and commercial activities serving several residential neighborhoods with a market area generally ranging from 2,000 to 8,000 households.
2. Community Retail Centers, which generally range from 100,000 to 400,000 square feet are intended to address a wide variety of daily and weekly shopping and personal needs (such as grocery shopping, drycleaning, video rental). However, these centers will also offer opportunities for comparison goods shopping such as clothing, household items, shoes and books. These centers may include pad sites such as banks, gas stations, etc. Specific characteristics defining the County's objectives for Community Retail Centers are included in the Retail Types Matrix on p. 22.
3. Community Retail Centers will be permitted in Residential Communities and in mixed use Business and Industrial Communities that include residential development. Community Retail Centers will generally be encouraged to locate at the edge of residential neighborhoods or

between residential and non-residential areas to minimize potential land use conflicts and maximize convenient access from surrounding areas that will provide the market for such centers.

4. The transportation implications of Community Retail Centers will be evaluated on a site specific basis. However, all new Community Retail Center proposals must meet the following minimum criteria:
 - a. No direct access to a planned or existing principal arterial will be permitted. Access will be provided via major or minor collector roads at existing and planned median breaks and/or intersections.
 - b. A minimum of two points of access will be required to better disperse traffic.
5. The retail component of a Town Center as described in the General Plan, the Toll Road Plan, or a Community Core as described in the Dulles South Area Management Plan will be consistent with the primary characteristics of Community Retail Centers outlined in the Retail Types Matrix, p. 22.
6. The retail component of a Node as described in the Toll Road Plan and urban center and Transit-related Urban Center as described in the General Plan will be consistent with the primary characteristics of Community Retail Centers outlined in the Retail Types Matrix (p. 22) and with the design policies included in the Toll Road Plan and the General Plan.

D. Employment Supportive Retail Centers

1. Employment Supportive Retail Centers are generally intended to provide convenient retail and personal support services such as office supply stores, copying/mailing facilities, restaurants, daycare centers, drycleaners, banks and similar uses to employees and businesses in adjacent office and industrial parks. Destination Retail and Freestanding Retail uses will not be permitted in Employment Supportive Retail Centers. Pad sites may be included in an Employment Supportive Retail Center. Specific characteristics defining Employment Supportive Retail Centers are outlined in the Retail Types Matrix on p. 22.
2. Regional Office Community and Business Employment Communities may include a retail component. The retail component will be limited to 5% of the gross floor area (measured in square feet) of the non-residential uses in the development.
3. The retail component of a Regional Office or Business Employment Community will be developed on a pro-rata basis in proportion to the

nonresidential development as construction occurs. For example, for every 100,000 square feet of office space constructed, 5,000 square feet of retail space may be constructed.

V. EXISTING RETAIL AREAS POLICIES

Established shopping centers in Sterling Park, at Herndon Junction, CountrySide and individual retail establishments in the Route 28 and Route 7 corridors have served the shopping needs of eastern Loudoun residents for years. These older commercial areas will remain a visible and viable part of Loudoun's retail future, particularly if these areas are improved and well maintained. The County will provide incentives to encourage improvements that enhance the appearance of existing commercial areas and that keep these areas competitive in a changing retail environment. Where retail commercial development has occurred in a linear pattern along major transportation corridors, the County will encourage public and private investments to improve transportation safety.

1. Existing retail commercial areas will be protected and reinforced by County plan and practice where such uses are compatible with existing and planned land uses.
2. The County will implement a multi-faceted incentive program to encourage owners of existing retail commercial centers and businesses to renovate facilities on a routine basis and to add amenities that will modernize and improve the appearance and function of older retail centers and businesses. The incentive program will include:
 - a. Waiving site plan requirements for retail commercial centers and businesses seeking improvements such as additional landscaping, treed islands in parking areas, street trees along sidewalks and roadways, and retrofitting parking lots with pedestrian walkways, sidewalks and similar features that will make older centers more attractive and pedestrian oriented.
 - b. Encouraging new pedestrian-friendly, small scale, personal service and local office uses to locate in conjunction with established commercial centers where such improvements would enhance the function and appearance of the center and better serve the community. New structures should be located at the perimeter of existing parking areas to reduce the visual impact of large parking lots. The County will consider modifications of parking standards with appropriate justification (for example, reduced standards, shared parking) to facilitate such development.
3. The County will consider reducing or waiving rezoning application fees for owners of undeveloped commercially zoned property if the landowner desires to rezone the property to another non-residential use that is compatible with

surrounding planned and zoned uses and that better implements the County's Comprehensive Plan goals (i.e., from CLI to PD-1P or from PD-SC to PD-OP). The County's intent is for less viable existing commercial sites to be re-evaluated at the owner's request for conversion to a more appropriate land use that expands the County's tax base.

4. The County will encourage existing retail centers and individual retail establishments to consolidate access points and share entrances and exits where feasible to minimize traffic congestion and conflict.
5. The County will encourage developers of non-retail projects, adjacent to established retail commercial areas, to consider the presence of the existing centers/businesses in the design of their projects by meeting with business owners and landowners from the adjacent retail area to discuss the proposed project. Additionally, the applicant shall address how the new project relates to the existing commercial area in terms of pedestrian access (if appropriate); providing buffers to reduce the potential for incompatibility between land uses and nuisance complaints; and coordinating and consolidating access points where appropriate.

VI. DESIGN GUIDELINES

The following guidelines apply to the development of any retail center. The guidelines are intended to emphasize the site development of retail uses that accommodate the customer, the retail business, and the adjoining land uses. They are also intended to enhance the physical development of the County's principal transportation corridors as well as the County's neighborhood and office centers.

A. Building Placement and Design

1. All retail centers should include a site design that is compact and makes buildings the prominent feature of the site as viewed from adjoining roads.
2. It is desirable to have a green space to separate parking lots from sidewalks.
3. Buildings within a multi-building retail center should exhibit a unity of design through the use of similar elements such as rooflines, materials, window arrangement, sign location and architectural details.
4. Large freestanding stores, retail centers and restaurants should be encouraged to provide usable outdoor spaces.
5. Required drainage and stormwater management facilities, such as holding basins, drainage swales and culverts should be incorporated into

the site design of the project. Natural drainage features should be conserved to the greatest extent possible.

6. Building massing should be varied to break down the scale of large buildings and retail centers. Long, flat facades are strongly discouraged. It is desirable that building facades should incorporate recesses, off-sets, angular forms or other features to avoid presenting a "blank side" to neighboring properties.
7. Pitched, mansard and other distinctive roof forms are strongly encouraged.
8. Rooftop mechanical equipment should be screened. Preferably, screening should be incorporated into the roof form. Ground mounted mechanical equipment should be screened.
9. Retail buildings should incorporate continuous arcades over the front walkway to provide weather protection for shoppers and create a pedestrian-oriented environment.

B. Circulation, Parking, and Loading

1. Pedestrian traffic, internal to the retail center, should be provided with a safe travel route from the parking area to the building with a demarcated pathway and clear directional signage. Trees and other plantings should be provided along the walkway.
2. Sidewalks should be provided to Neighborhood Convenience and Neighborhood Retail Centers to accommodate benches, bikes, strollers, and planters.
3. Parking areas should be visually screened from adjacent streets and residential areas by heavy landscaping, depressing the parking area and/or by constructing earthen berms.
4. All loading and storage areas must comply with Zoning Ordinance regulations and must be screened from adjacent residential areas by earthen berms, masonry walls, permanent wooden fencing, or dense landscaping.

C. Landscaping and Buffer

1. Large parking areas should be landscaped with trees and shrubs to reduce the visual impact, provide shade, and reduce the heat absorption of the parking area.
2. The street frontage of retail centers should be landscaped with trees to help create a green edge on both sides of the street.

3. Existing natural environmental features such as hedgerows, mature trees, and berms should be integrated into the landscape plan for retail centers, when feasible.
4. Retail buildings and parking areas should be sufficiently screened and buffered from adjoining residential areas by distance, transitional uses, landscaping and/or natural vegetation to mitigate the effects of noise, lighting and traffic on the surrounding residences.
5. Residential areas should be buffered from adjacent retail uses by trees, fences and hedges.

D. Signs and Lighting

1. Signs for retail centers should be developed as an integral part of the overall center design. A unified graphic design scheme is strongly encouraged.
2. Lighting should reduce glare and spillage of light onto adjoining properties and streets. Fixtures should be attractive site elements that are compatible with the architecture of the retail center.

RETAIL PLAN, DESTINATION RETAIL, ROUTE 28 MAP DELETED.

This page is intentionally blank.

Types of Retail							
Service-Area Based Retail					Corridor Based Retail		
Characteristics	Neighborhood Convenience	Neighborhood	Community	Employment Supportive	Destination (Regional)	Freestanding	Flex Retail
1. Function	Serves immediate, convenience shopping needs for a limited variety of items (such as milk, bread, gas) and personal services (such as dry cleaning). Fulfills sporadic or Aas needed shopping needs. Can be a stand alone use such as convenience store, bank, gas station, etc.	Serves routine (generally planned) daily & weekly shopping needs for items such as groceries as well as personal service needs. May also serve convenience needs. Offers little or no comparative goods shopping. Fulfills Adaily shopping needs. May include pad sites such as banks, gas stations, convenience stores, etc.	Serves a wider variety of daily & weekly shopping and personal service needs, but also offers some comparative goods shopping for items; such as, apparel, shoes, and books. Fulfills Aweekly shopping needs. May include pad sites such as banks, gas stations, convenience stores, etc.	Serves convenience retail and personal service needs of employees in adjacent business or industrial parks/ areas. May include pad sites such as banks, gas stations, convenience stores, etc.	Offers the widest variety of comparative and speciality goods and may offer an entertainment component. Not intended to fulfill daily or convenience shopping needs. Fulfills Acomparative or entertainment shopping needs. May include pad sites such as banks, gas stations, convenience stores, etc.	A single tenant individual store of 50,000 sq. ft. or greater that is located on a separate parcel of land that is not part of a shopping center.	Accessory retail sales (by a single-use tenant) of products that are being manufactured, warehoused distributed and/or wholesaled on-site, within the same structure.
2. Center Size Range	Generally stand alone uses up to 5,000 sq. ft.; multi-tenant center up to 30,000 sq. ft.	Generally 30,000 - 150,000 sq. ft.	Generally 100,000 - 400,000 sq. ft.	Square footage depends on total non-residential square footage.	Generally 250,000 - 1.5 million sq. ft.	Not applicable.	Not applicable.
3. Location	Generally internal to Residential Neighborhood being served.	Generally internal to Residential Neighborhood that is being served.	Generally at the edge of or between Residential Neighborhoods or between a Residential and Non-Residential Community.	Generally internal to Business or Industrial Community being served.	In existing and planned principal arterial corridors, outside of Residential Community (see maps and corridor specific policies).	In existing and planned principal arterial corridors, outside of Residential Community (see maps and corridor specific policies).	In areas zoned PD-IP in the Route 28 Taxing District.
4. Transportation Access Points	Via minor collector, major collector roads, and major subdivision streets at a median break. No direct access to minor arterials or principal arterials.	Via minor or major collector roads at a median break.	Via minor or major collector roads or minor arterials at median break.	Via access points serving the Business or Industrial Community.	Along a principal arterial, but accessed via major collector roads or minor arterials at a median break proximate to a planned or existing interchange (see maps pp. 22-25).	Along a principal arterial, but accessed via major collector roads or minor arterials at a median break proximate to a planned or existing interchange (see maps pp. 22-25).	Access via roads serving the primary use.
5. Market Area Size	Immediate Residential Neighborhood generally 500 - 3,000 households.	Immediate Residential Neighborhood generally less than 3,000 households.	Several Residential Neighborhoods generally 2,000 - 8,000 households.	Surrounding Business Community.	Several communities within County as well as communities outside County; generally 5,000 - 30,000 households.	Several communities within County as well as communities outside County; generally 5,000 - 30,000 households.	Not applicable.
6. Compatibility With Surrounding Land Uses	Suitable as a component of Residential Community.	Suitable as component of Residential Community.	Suitable as component of Residential or mixed use community.	Suitable as component of Business or Industrial Community.	Incompatible in Residential Community.	Incompatible in Residential Community.	Incompatible in Residential Community.
7. Floor Area Ratio (FAR)	.2 - .3	.2 - .3	.2 - .3	.2 - .3	.2 - .3	.2 - .3	Not applicable.

NOTE: For the purposes of the matrix, 50 - 100 sq. ft. of retail is assumed for each household.

This page is intentionally blank.



DRAFT
Retail Plan
Destination
Route

-  Existing Roads
-  Airports
-  Parcels
-  Town & Airport
-  Destination Retail
-  Proposed Two Lane Section
-  Proposed Four Lane Section
-  Proposed Six Lane Section
-  Proposed Eight Lane Section

Map No. 011



1 : 36,000
1 inch = 3,000

Date of Meeting: May 2, 2012

**BOARD OF SUPERVISORS
ACTION ITEM**

#6

SUBJECT: CPAM 2012-0001, Northstar Boulevard/Belmont Ridge Road

ELECTION DISTRICT: Ashburn, Blue Ridge, Broad Run, Dulles

CRITICAL ACTION DATE: June 26, 2012

STAFF CONTACT: Marie Genovese, AICP, Project Manager, Department of Planning
Julie Pastor, AICP, Director, Department of Planning

RECOMMENDATIONS:

Planning Commission:

At their March 28, 2012 Public Hearing the Planning Commission voted 9-0 to forward CPAM 2012-0001 to the Board of Supervisors with the recommendation of approval (amending the 2010 Countywide Transportation Plan to show an ultimate condition of six lanes within a 150-foot right-of-way for Northstar Boulevard from the Prince William County line to Braddock Road and an ultimate condition of six lanes within a 150-foot right-of-way for Belmont Ridge Road from Croson Lane to Route 7). The Commission recognized that both road segments have been planned as six lane facilities for many years and discussed the need to plan ahead for the future north/south access with Prince William County.

Staff:

Staff concurs with the Planning Commission.

While not subject to review or public hearing, technical edits and updates that reflect changes that have occurred through CPAMs, development applications, or VDOT processes will be completed concurrent with CPAM 2012-0001. They include changes to Chapter 2, *County Road Network* Figures 2-1a through 2-1g, Appendix 1, *Planning Guidelines for Major Roadways Countywide*, and the *Revised 2030 Countywide Transportation Plan Map* and were provided in an Attachment to the April 10, 2012 Board of Supervisors Public Hearing Staff Report.

BACKGROUND:

The 2010 Countywide Transportation Plan is a companion document to the Revised General Plan. While the Revised General Plan addresses the timing, character, and location of new development, the 2010 CTP provides for adequate transportation services and facilities to serve both the existing and future development as identified by the Revised General Plan.

Recognizing the importance of transportation as a means of linking people to their jobs, schools, recreation, and shopping, the 2010 CTP seeks to ensure the mobility needs of the County continues to be met over the long-term. The 2010 CTP is a long-range vision for the County's transportation network which seeks to address future transportation concerns, reflecting vehicular travel needs through 2030. This allows the County to ensure necessary right-of-way is preserved as development occurs along these roadways.

The 2010 Countywide Transportation Plan (CPAM 2005-0009, Revised Countywide Transportation Plan Update), was adopted by the Board 5-4 (Burk, Burton, Kurtz, McGimsey, Waters – yes; Buckley, Delgaudio, Miller, York – no) at their June 15, 2010 business meeting. Some transportation corridors were revised as part of the review and update to the CTP including the ultimate condition for Northstar Boulevard (Route 659 Relocated) to be two lanes in a 70-foot right-of-way from the Prince William County line to Braddock Road. Also, on January 19, 2011 the Board of Supervisors amended the 2010 CTP (CPAM 2010-0001, Belmont Ridge Road) revising the ultimate condition for Belmont Ridge Road from Croson Lane to Route 7 from six lanes in a 150-foot right-of-way to four lanes in a 150-foot right-of-way.

The Planning Commission held their public hearing on the current Plan Amendment (CPAM 2012-0001, Northstar Boulevard/Belmont Ridge Road) on March 28, 2012 and voted 9-0 to forward the item to the Board of Supervisors with the recommendation of approval (amending the 2010 CTP to show an ultimate condition of six lanes within a 150-foot right-of-way for Northstar Boulevard from the Prince William County line to Braddock Road and an ultimate condition of six lanes within a 150-foot right-of-way for Belmont Ridge Road from Croson Lane to Route 7).

At the Board of Supervisors public hearing on April 10, 2012, thirty-nine members of the public spoke. Fourteen speakers were in favor of the proposed amendments, while twenty-five were opposed. Of the twenty-five opposed to the proposed amendments, the majority were residents from communities along Belmont Ridge Road who expressed concerns regarding the Belmont Ridge Road segment.

Board members acknowledged that these road segments have long been planned as six lane facilities and that right-of-way has in large part been dedicated in accordance with these plans. At the same time Board members expressed an interest in finding compromise particularly with respect to the Belmont Ridge Road segment (Croson Lane to Route 7). Draft motion 2 below provides an option for the Board's consideration to achieve this goal. The Board voted 8-0-1 (Buona, Delgaudio, Higgins, Letourneau, Reid, Williams, Volpe, York – yes; Clarke – absent) to forward CPAM 2012-0001 to the May 2, 2012 Board Business Meeting for action.

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors amend the *Revised 2030 Countywide Transportation Plan Map* as well as text and figures in Chapter 2, Appendix 1, Appendix 2, and Appendix 3 of the 2010 Countywide Transportation Plan to show an ultimate condition of six lanes within a 150-foot right-of-way for Northstar Boulevard from the Prince William County

line to Braddock Road and Belmont Ridge Road from Croson Lane to Route 7 as provided in Attachment 1.

Or,

2. I move that the Board of Supervisors amend the *Revised 2030 Countywide Transportation Plan Map* as well as text and figures in Chapter 2, Appendix 1, Appendix 2, and Appendix 3 of the 2010 Countywide Transportation Plan to show an ultimate condition of six lanes within a 150-foot right-of-way for Northstar Boulevard from the Prince William County line to Braddock Road.

Or,

3. I move an alternate motion.

ATTACHMENTS:

1. 2010 Countywide Transportation Plan Edits

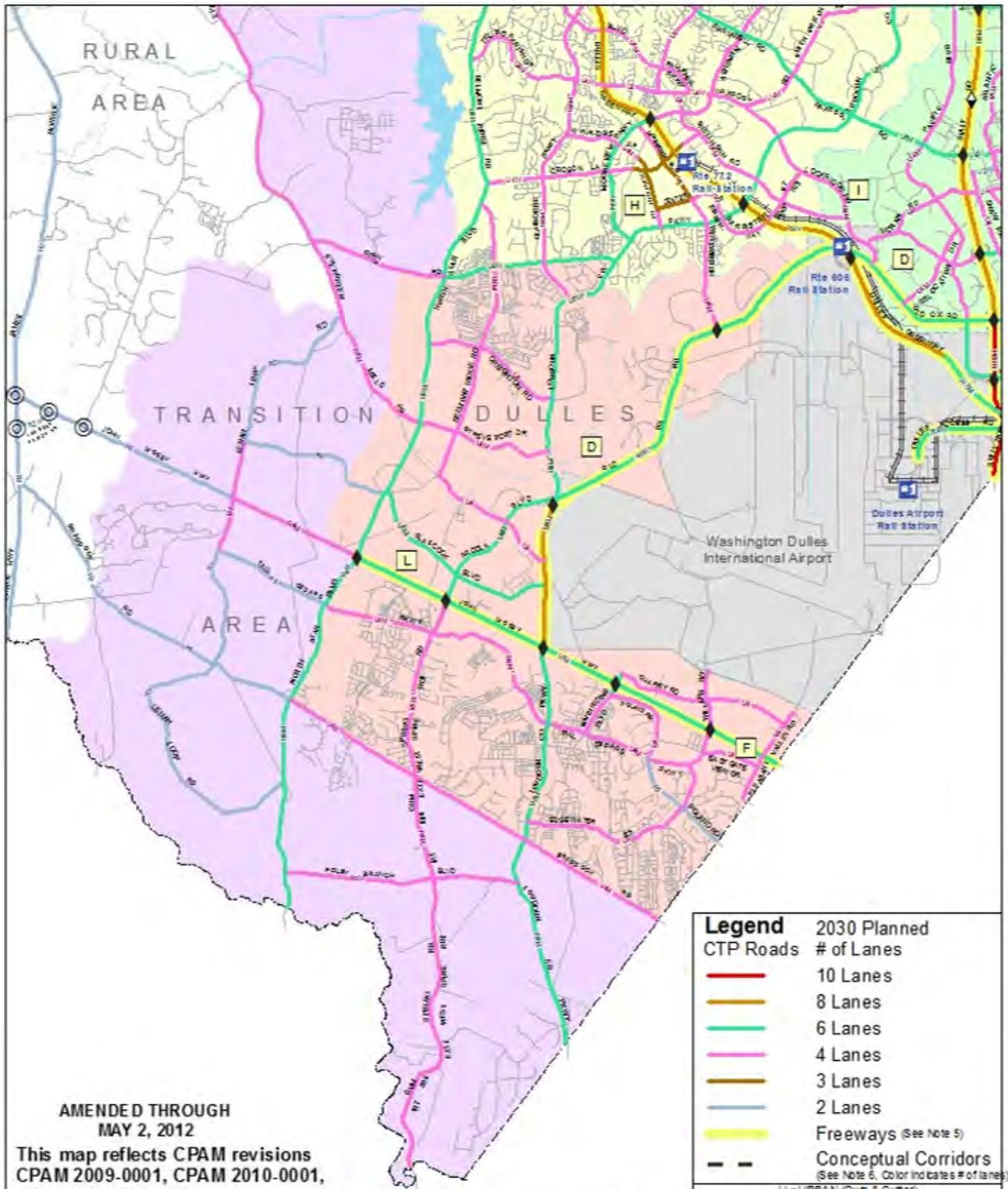


where forecasted volumes warrant additional capacity). Presently, gaps remain in each of these roadways, though construction is underway and/or programmed on some of these missing links. Currently, **Riverside Parkway (VA Route 2401)** (the VA Route 7 North Collector Road) has been completed from west of Goose Creek east through Lansdowne to Janelia Farm Boulevard (VA Route 2020 Extended). East of this point, Riverside Parkway (VA Route 2401) is planned to follow a new alignment east to the existing VA Route 7/Lexington Drive intersection (an alignment study will determine the ultimate location of Riverside Parkway and Lexington Drive in this vicinity). Further to the east, within the University Center development, existing **George Washington Boulevard (VA Route 1050)** serves as a segment of the VA Route 7 North Collector Road between Loudoun County Parkway (VA Route 607) and existing Riverside Parkway (VA Route 1052). Regarding **Russell Branch Parkway (VA Route 1061)** (the VA Route 7 South Collector Road), the roadway is currently constructed from within the Belmont development east to Ashburn Road (VA Route 641) (Belmont is anticipated to construct the roadway from its current western terminus west to Belmont Ridge Road in conjunction with future development). The County is currently undertaking a project to construct the segment of Russell Branch Parkway from Ashburn Road (VA Route 641) east to Ashburn Village Boulevard (VA Route 2020), where the roadway is in place through the Ashbrook development. The One Loudoun development has constructed the road from Ashbrook east to Loudoun County Parkway (VA Route 607). East of Loudoun County Parkway (VA Route 607), a gap remains to be constructed from east of Richfield Way across Broad Run to connect with the planned alignment of Pacific Boulevard (VA Route 1036) (the VA Route 28 West Parallel Road) in the Sterling Community. This segment is anticipated to be constructed as part of the approved Kincora development.

- **Belmont Ridge Road (VA Route 659)** is a critical north-south corridor along the western boundary of the Ashburn Community. Currently, Belmont Ridge Road (VA Route 659) is largely a two-lane rural road from VA Route 7 south to the future intersection with Croson Lane (VA Route 645), just north of the Brambleton development. The roadway is planned to ultimately be widened to ~~six~~ four lanes, though an interim four lane divided condition is anticipated to be in place for a significant length of time prior to completion of construction of the ultimate six lane section. ~~Funding~~ Interim widening to four lanes is anticipated to be funded through a combination of public sector funds and private sector development proffers; some segments of four-lane divided roadway have already been constructed just north and south of the Dulles Greenway (VA Route 267) interchange in conjunction with adjacent developments.
- **Waxpool Road (VA Route 625)** is currently a six-lane divided roadway from VA Route 28 (in the Sterling Community) west to Loudoun County Parkway (VA Route 1950), and a four-lane divided facility west to Smith Switch Road (VA Route 607) (the corridor continues west from this point as **Farmwell Road (VA Route 640)**, which is also a four-lane divided roadway). Waxpool Road (VA Route 625)/Farmwell Road (VA Route 640) are ultimately planned to be widened to six lanes as far west as Ashburn Road (VA Route 641), though no funding for this future widening has been identified.
- **Loudoun County Parkway (VA Route 607/VA Route 1950)** is currently a four- to six-lane divided facility throughout the Ashburn Community, from George Washington Boulevard (VA Route 1050) south to Ryan Road (VA Route 772), with the exception of a short two-lane segment just north of the W & OD Trail. Ultimately Loudoun County Parkway (VA Route 607/VA Route 1950) is planned to be widened to six lanes from George Washington Boulevard (VA Route 1050) south to Old Ox Road (VA Route 606) (in the Dulles Community).
- The **Gloucester Parkway (VA Route 2150)/Nokes Boulevard (VA Route 1793)** connection, between Loudoun County Parkway (VA Route 607) and VA Route 28, is another critical east-west roadway link across Broad Run to the Sterling Community. Completion of this segment, ultimately to be six lanes, is anticipated to be constructed in conjunction with future development and would provide the last missing link in the Gloucester Boulevard (VA Route 2150) corridor. The remainder of Gloucester Parkway (VA Route 2150), from Belmont Ridge Road (VA Route 659) east to Loudoun County Parkway (VA Route 607), has already been constructed to its ultimate four-lane condition.



-
- **US Route 50 (John Mosby Highway)** within the Transition Policy Area is currently a four-lane divided facility from the Suburban Policy Area (Dulles Community) boundary (at the planned alignment of Northstar Boulevard (VA Route 659 Relocated)) west to a point between existing Goshen Road/Fleetwood Road (VA Route 616) and Lenah Road (VA Route 600)/Lenah Farm Lane, and a two-lane rural section from that point west into the Rural Policy Area. US Route 50 is planned to be widened to four lanes from the point where the existing four-lane section ends (west of the Goshen Road/Fleetwood Road intersection) and the Lenah Road/Lenah Farm Lane intersection (which is also the alignment of the planned Lenah Loop Road). Funding for this widening has not been identified. West of Lenah Road (VA Route 600), US Route 50 is planned to remain as a two-lane rural section, consistent with the US Route 50 Traffic Calming Project just to the west within the Rural Policy Area.
 - The **US Route 50 Parallel Roads (Glascock Boulevard & Tall Cedars Parkway (VA Route 2200))** are each planned to extend west from the Suburban Policy Area (Dulles Community) as two-lane undivided rural sections as far west as the Lenah Loop Road. Forecasts have determined that the segment of Glascock Boulevard (the Route 50 North Collector Road) west of the Lenah Loop Road is no longer necessary, and therefore this segment has been removed from the CTP.
 - **Braddock Road (VA Route 620)** forms much of the boundary between the Suburban Policy Area (Dulles Community) and the Transition Policy Area. Currently, Braddock Road (VA Route 620) is built as a two-lane section from the Fairfax County line west to the vicinity of Northstar Boulevard (VA Route 659 Relocated). West of Northstar Boulevard (VA Route 659 Relocated), Braddock Road (VA Route 620) is planned to remain as a two-lane facility but be improved to a continuous paved section.
 - **Northstar Boulevard (VA Route 659 Relocated)**, a new north-south corridor extending south from the Suburban Policy Area (Dulles Community), enters the Transition Policy Area at US Route 50. It is planned to continue south into Prince William County where it would connect with a planned extension of the VA Route 234 Bypass. ~~South of Braddock Road (VA Route 620), Northstar Boulevard is ultimately planned to be a six-lane divided facility, constructed as a two-lane rural section;~~ The southernmost segment of Northstar Boulevard within Loudoun County is planned to generally follow the alignment of existing Lightridge Farm Road (VA Route 705). ~~North of Braddock Road (VA Route 620), Northstar Boulevard is ultimately planned to be a six-lane divided facility.~~ Construction of Northstar Boulevard is anticipated in conjunction with future development along the corridor.
 - **Existing Gum Spring Road (Existing VA Route 659 / VA Route 606 Extended / West Spine Road)** follows the alignment of Existing VA Route 659 (Gum Spring Road) south from the Suburban Policy Area at Braddock Road into Prince William County, where it connects to VA Route 234 north of Manassas National Battlefield Park. An approximately one-mile segment of the existing two-lane roadway in Loudoun County has been approved for realignment and reconstruction to the west of its present location in order to accommodate an approved expansion of the Luck Stone Bull Run Quarry. The entirety of this roadway within the Transition Policy Area is ultimately planned to be a four-lane divided facility.
 - **Loudoun County Parkway (VA Route 606)** is planned to extend south from the Suburban Policy Area at Braddock Road (VA Route 620), continuing through the Transition Policy Area and through western Fairfax County to Prince William County and the City of Manassas. Within the Transition Policy Area, Loudoun County Parkway (VA Route 606) is planned to ultimately be a six-lane divided roadway. No funding for construction of this roadway within Loudoun County has been identified.
 - The **Lenah Loop Road** is a planned roadway that would connect Evergreen Mills Road (VA Route 621) (near the existing Evergreen Mills Road/Fleetwood Road (VA Route 616) intersection) in the north to Northstar Boulevard (VA Route 659 Relocated) in the south, intersecting Glascock Boulevard, US Route 50, Tall Cedars Parkway (VA Route 2200), and Braddock Road (VA Route 620) along the way. The segment of the Lenah Loop Road between the Glascock Boulevard and Tall Cedars Parkway

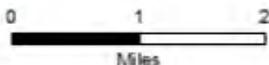


AMENDED THROUGH
MAY 2, 2012

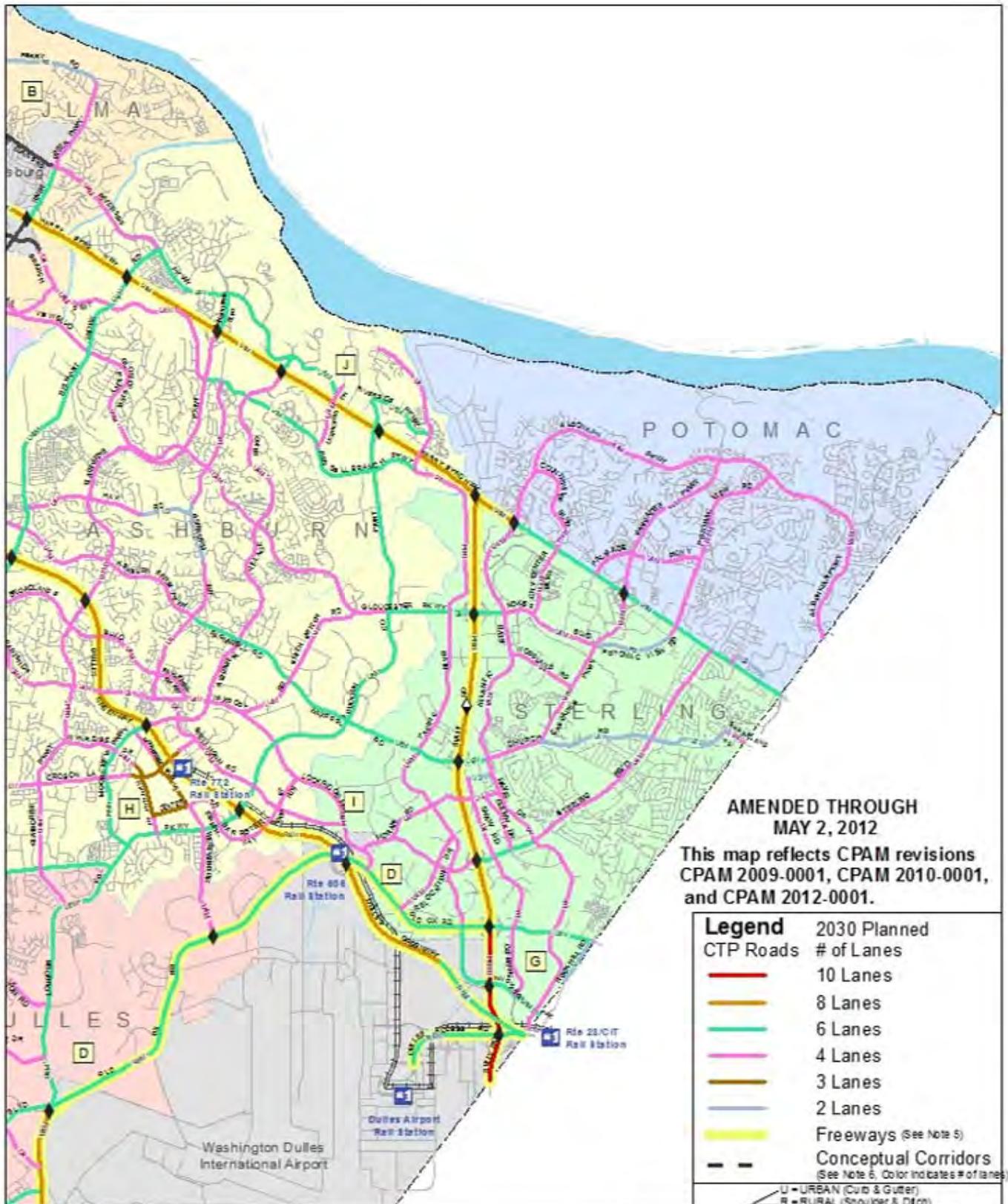
This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
and CPAM 2012-0001.

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1a
Revised Countywide
Transportation Plan
Dulles South Area



Legend	
CTP Roads	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	Conceptual Corridors (See Note 5, Color indicates # of lanes)
U4M $\begin{cases} U = \text{URBAN (Curb \& Gutter)} \\ R = \text{RURAL (Shoulder \& Ditch)} \\ 4 \text{ LANES IN } 120' \text{ RIGHT OF WAY OR} \\ 6 \text{ LANES IN } 200' \text{ RIGHT OF WAY} \\ M = \text{MEDIAN DIVIDED} \\ 2 \ 3 \ 4 \ 6 \ 8 \ 10 = \text{TOTAL \# OF LANES} \end{cases}$	
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail



AMENDED THROUGH
MAY 2, 2012

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
and CPAM 2012-0001.

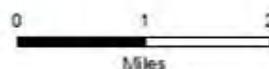
Legend	
CTP Roads	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	Conceptual Corridors (See Note 6, Color indicates # of lanes)

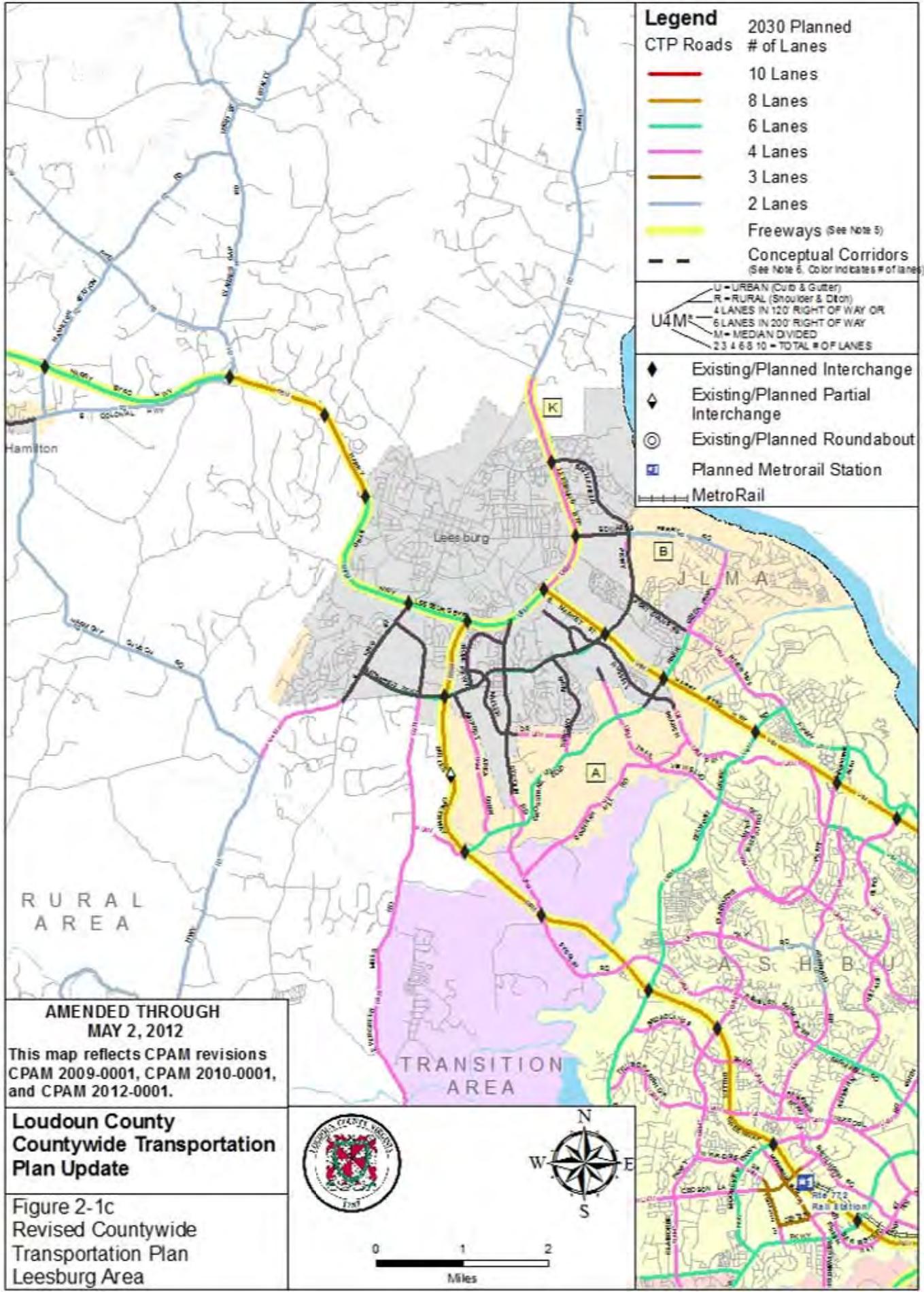
U4M	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	4 L = 4 LANES IN 120' RIGHT OF WAY OR
	6 L = 6 LANES IN 200' RIGHT OF WAY
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

Loudoun County Countywide Transportation Plan Update

Figure 2-1b
Revised Countywide
Transportation Plan
Eastern Loudoun Area







Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

88. VA Route 659 - Belmont Ridge Road

Segment	VA Route 7 (Harry Byrd Highway) south to VA Route 645 Croson Lane <u>VA Route 659 Relocated (Northstar Boulevard)</u>
Policy Area	Suburban (Ashburn)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section from just north of VA Route 642 (Hay Road) to VA Route 267 (Dulles Greenway) interchange and from VA Route 267 (Dulles Greenway) interchange to just south of Broadlands Boulevard. Design speed varies.

Interim Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway) . Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



Ultimate Condition

<u>Functional Class</u>	<u>Minor Arterial</u>
<u>Lanes/Right of Way</u>	<u>6/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.</u>
<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

~~88a. VA Route 659 – Belmont Ridge Road~~

Segment	VA Route 645 (Croson Lane) south to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Ashburn)

~~Existing/Interim Condition~~

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

~~Ultimate Condition~~

Functional Class	Minor Arterial
Lanes/Right of Way	6/150 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet— Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 60 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

94. VA Route 659 Relocated - Northstar Boulevard

Segment	VA Route 620 (Braddock Road) south to Prince William County Line
Policy Areas	Transition

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	62/70 150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6MR2 . Controlled access <u>median</u> undivided <u>urban</u> rural -arterial. Will follow portions of VA Route 705 (Lightridge Farm Road) alignment. Road to connect with an extension of the VA Route 234 Bypass in Prince William County. Left and right turn lanes required at all intersections. 60 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

95. VA Route 662 - Clarkes Gap Road

Segment	VA Route 9 (Charles Town Pike) north to VA Route 665 (High Street) in Village of Waterford
Policy Area	Rural



J. Corridor 10 – Ashburn/Broadlands

Corridor Description – This radial corridor spans the area from Route 7 to Route 606 including Claiborne Parkway, Ashburn Road, Ashburn Village Boulevard, and most of Loudoun County Parkway. In the 2001 CTP, these roads were planned as six-lane thoroughfares serving as major circulators for the newer and planned subdivisions and commercial centers of the Ashburn/Broadlands area.

Corridor Adequacy – As envisioned in the 2001 CTP, all of the roads in this corridor would have adequate capacity to meet demand in 2030. During corridor demand analysis, it was noted that the removal of bottlenecks and/or increased capacity in the Dulles South area would add demand to the portion of Loudoun County Parkway between the Greenway and Route 606. There do not appear to be major constraints to widening Loudoun County Parkway in this area.

Recommendations:

- Widen the ultimate cross section of Loudoun County Parkway to eight lanes between the Dulles Greenway and Route 606.
- To preserve the functional network of collectors in this corridor and encourage planning measures to reduce the impact of development on these routes. These measures include preparing small area plans that ensure the networking of local streets in and between suburbs as well as land use mixes that reduce trips and trip lengths.

K. Corridor 11 – 659/659 Relocated (North Star Boulevard)

Corridor Description – This corridor extends from Route 7 to the Prince William County line, following Belmont Ridge Road to Route 659 Relocated (North Star Boulevard). This corridor serves several communities in the Suburban and Transition Policy Areas, providing access to Route 50, the Dulles Greenway and Route 7. This corridor was envisioned to have six lanes in the 2001 CTP.

*Corridor Adequacy – As planned in the CTP, this corridor has adequate capacity to serve 2030 demand, except for a small link immediately north of the convergence of North Star Boulevard and Belmont Ridge Road. This localized bottleneck can likely be addressed with local operational improvements. In the alternatives analysis, the portion of North Star Boulevard between Evergreen Mills Road and Braddock Road demonstrated moderate congestion in scenarios where the greatest capacity was added to area roadways such as Route 15 and Route 606 / Loudoun County Parkway. With the CTP update recommendations, this entire corridor is projected to perform adequately.

Recommendations – Corridor preservation strategies to maintain operations on these routes, such as access management and networking of local roads in new developments along the corridor, are all that is needed to maintain the sufficiency of this corridor.

~~Corridor Adequacy was based on modeling performed for the adopted June 15, 2010 Countywide Transportation Plan. In CPAM 2010-0001, Belmont Ridge Road, Belmont Ridge Road from Route 7 to Route 645 (Croson Lane) goes from a six-lane median divided roadway to a four-lane median divided roadway which, in the near term, has adequate capacity to serve demand. However, degraded levels of service may be experienced as 2030 demand is approached and this segment may need to be reevaluated.~~

L. Corridor 12 – Route 15

Corridor Description – This corridor spans the entire county from Frederick County, Maryland, to Prince William County, Virginia. Roadways included in the corridor are Route 15, Business Route 15 and Battlefield Parkway in Leesburg. While not officially included in the corridor, Route 860 south of Evergreen Mills Road is also relevant to this corridor. Route 15 is planned in the 2001 CTP to have two



2. Intermediate Projects

Route 606: Dulles Greenway to Route 50. Expand from four lanes to six lanes. Estimated Cost: \$18,000,000

3. Long-Term Projects

Route 606: Route 28 to Route 50. Expand to eight lanes. Estimated Cost: \$22,000,000

G. Loudoun County Parkway Corridor

1. Near-Term Projects

Loudoun County Parkway: From Creighton Road to Route 606. Construct a four-lane median divided road including a bridge over Broad Run. Estimated Cost: \$27,000,000

2. Intermediate Projects

Loudoun County Parkway: From Route 7 to Waxpool Road. Expand from four to six lanes. Estimated Cost: \$14,000,000

Loudoun County Parkway: From Dulles Greenway to Ryan Road. Expand from four to six lanes. Estimated Cost: \$8,000,000

3. Long-Term Projects

Loudoun County Parkway: From Ryan Road to Braddock Road. Expand to six-lane median divided. Estimated Cost: \$24,000,000

Ashburn Village Boulevard: From Route 7 to Dulles Greenway. Expand to six-lane median divided. Estimated Cost: \$18,000,000

Loudoun County Parkway (formerly designated as Tri-County Parkway): From Braddock Road to Fairfax County line. Construct six-lane median divided road. Estimated Cost: \$38,000,000

H. Route 659 Corridor (Route 659 and Northstar Blvd)

1. Near-Term Projects

Route 659 (Belmont Ridge Road): Route 7 to Dulles Greenway. Expand to four-lane median divided road. Estimated Cost: \$91,000,000

Route 659 and Route 606 Extended: Braddock Road to Route 50. Expand to four-lane median divided. Estimated Cost: \$19,000,000

Route 659: Dulles Greenway to Northstar Boulevard. Expand to a four-lane median divided road. Estimated cost: [not yet available]

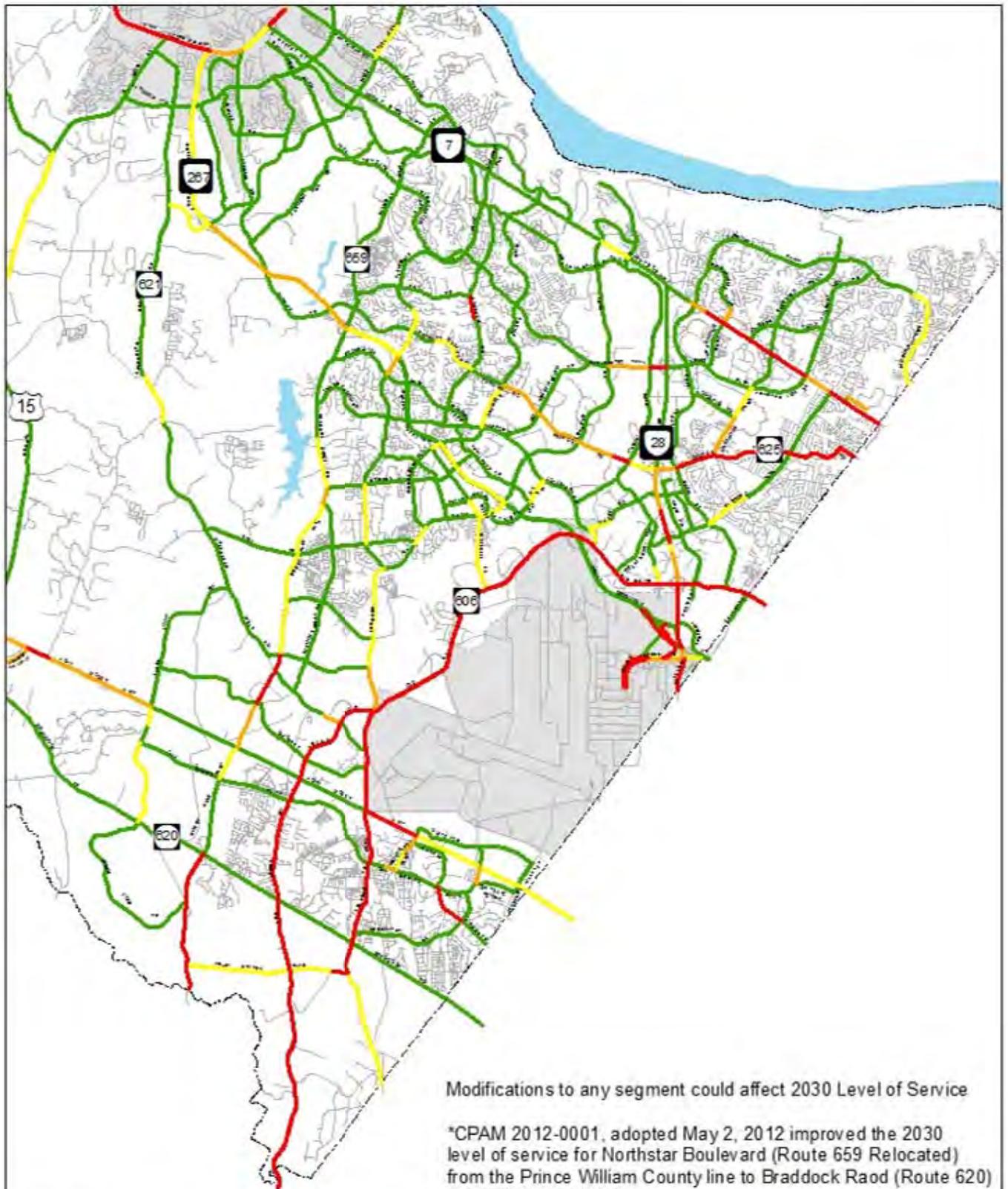
2. Intermediate Projects

Route 659 (Gum Springs Road): Braddock Road to Prince William County line. Expand to four-lane median divided road. Estimated Cost: \$40,000,000

Northstar Boulevard: Route 50 to Prince William County line. Construct four-lane median divided road. Estimated Cost: \$43,000,000

3. Long-Term Projects

Route 659 (Belmont Ridge Road): ~~Route 645 (Crosen Lane)~~ Route 7 to Northstar Boulevard. Expand from four to six lanes median divided. Estimated Cost: [not yet available]

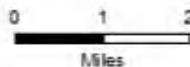


Modifications to any segment could affect 2030 Level of Service

*CPAM 2012-0001, adopted May 2, 2012 improved the 2030 level of service for Northstar Boulevard (Route 659 Relocated) from the Prince William County line to Braddock Road (Route 620) from LOS F to LOS A-C.

**Loudoun County
Countywide Transportation
Plan Update**

Figure A2-4a
2030 Level of Service
Revised CTP Network
East



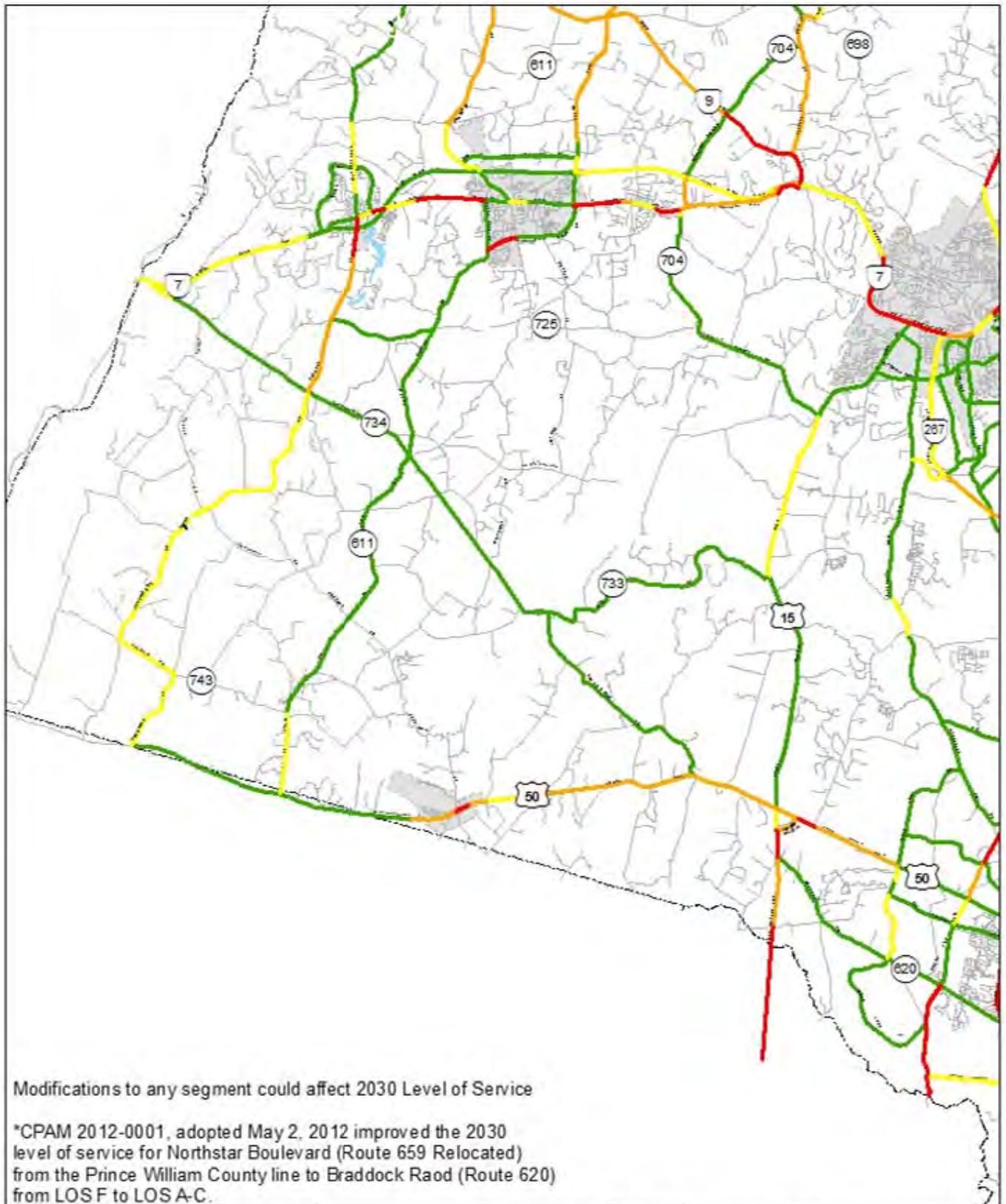
Level of Service



A-C D E F

— Other Roads

■ Towns



Modifications to any segment could affect 2030 Level of Service

*CPAM 2012-0001, adopted May 2, 2012 improved the 2030 level of service for Northstar Boulevard (Route 659 Relocated) from the Prince William County line to Braddock Road (Route 620) from LOS F to LOS A-C.

**Loudoun County
Countywide Transportation
Plan Update**

Figure A2-4b
2030 Level of Service
Revised CTP Network
Southwest



Level of Service



A-C D E F

— Other Roads

■ Towns



DEPARTMENT OF PLANNING
STAFF REPORT

Date of Hearing December 11, 2013

8

BOARD OF SUPERVISORS PUBLIC HEARING

SUBJECT: CPAM 2013-0001, NORTH LOWER SYCOLIN
COMPREHENSIVE PLAN AMENDMENT

ELECTION DISTRICT: Catoctin

CRITICAL ACTION DATE: January 13, 2014

STAFF CONTACTS: Pat Giglio, Planner III, Department of Planning
Julie Pastor, AICP, Director, Department of Planning

Purpose: At the November 7, 2012 Board of Supervisors Business Meeting, the Board affirmed the September 24, 2012 direction on their strategic pPlan ,which called for the initiation of a Comprehensive Plan Amendment (CPAM) for the North Lower Sycolin area of the Transition Policy Area (8-0-1, Supervisor Letourneau absent) (Figure 1). The purpose of this CPAM is to amend the land use policies and revise the Planned Land Use designation for the northern portion of the Lower Sycolin subarea of the Transition Policy Area in the Revised General Plan (the Plan), and considers the alignment of Cochran Mill Road (Route 653) in the 2010 Countywide Transportation Plan (CTP) to better reflect the emerging industrial character of the area. Specifically, the proposed CPAM adds text and policies as well as changes the Planned Land Use map in the Revised General Plan to permit Industrial uses in the northern portion of the Lower Sycolin subarea of the Transition Policy Area (Attachment 2) and amends the CTP to depict the alignment of Cochran Mill Road relocated further to the northwest to correspond with right-of-way reservation provided to the County through approved rezonings (Attachment 3).

Recommendation: On October 15, 2013 the **Planning Commission** forwarded the Comprehensive Plan Amendment, CPAM 2013-0001, to the Board of Supervisors with a recommendation of approval (9-0).

Staff recommends approval of CPAM 2013-0001, revisions to the Revised General Plan and 2010 Countywide Transportation Plan (CTP) as contained in Attachments 2 and 3.

SUGGESTED MOTIONS

1. I move that the Board of Supervisors forward CPAM 2013-0001, North Lower Sycolin Comprehensive Plan Amendment to a future Board of Supervisors **Business Meeting** for action.

OR

- 2a. I move that the Board of Supervisors **suspend the rules**.

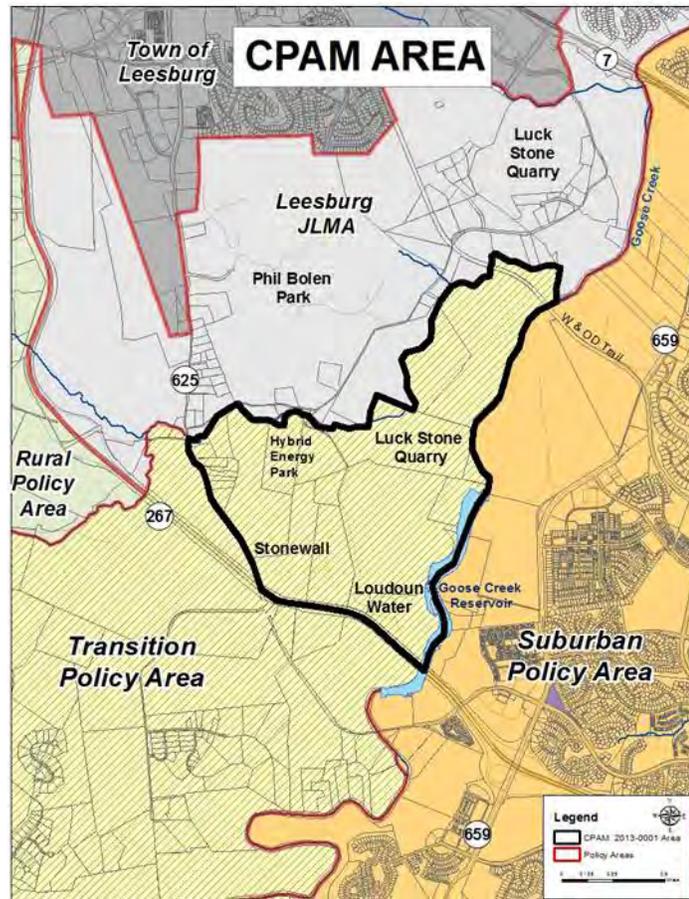
AND

- 2b. I move that the Board of Supervisors **approve** CPAM 2013-0001, North Lower Sycolin Comprehensive Plan Amendment amending the Planned Land Use Map and appropriate text and policies of the Revised General Plan as included in Attachment 2 and the 2010 Countywide Transportation Plan as included in Attachment 3 to the December 11, 2013 Board of Supervisors Public Hearing staff report.

OR

3. I move an alternate motion.

Figure 1



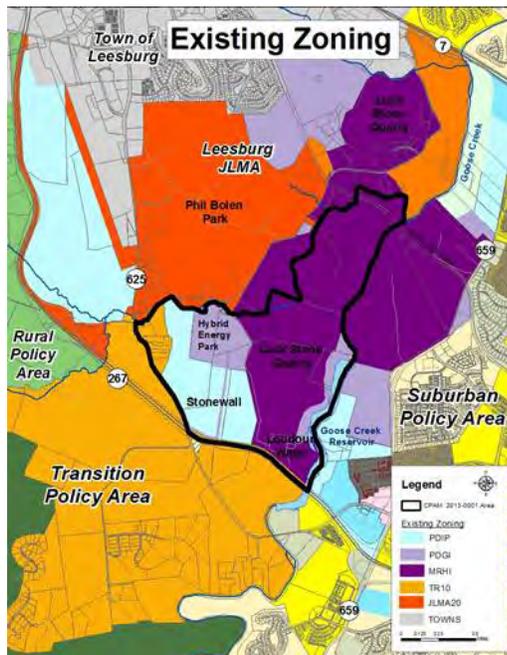
I. PROJECT REVIEW

BACKGROUND

The purpose of this CPAM is to amend the land use policies and revise the Planned Land Use designation for the northern portion of the Lower Sycolin subarea of the Transition Policy Area in the Revised General Plan, and consider the alignment of Cochran Mill Road (Route 653) in the 2010 Countywide Transportation Plan (CTP) to better reflect the emerging industrial character of the area.

LAND USE

The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg Joint Land Management Area (JLMA) and west of Goose Creek is emerging as an industrial area with the legislative approval of several rezonings between 2008 and 2011 that permit the development of a natural gas fueled electric power plant (ZMAP 2009-0005-Stonewall Hybrid Energy Park), data centers (ZMAP 2008-0017 Stonewall Secure Business Park),



an expansion of the Luck Stone Quarry (ZMAP 2009-0003-Luck Stone Quarry), and a water treatment plant (ZMAP 2009-0004 Luck Stone and Loudoun Water) (Attachment 1). The approved rezonings converted approximately 700 acres of land that was previously zoned TR-10 (Transitional Residential-10) to MR-HI (Mineral Resource-Heavy Industry), PD-GI (Planned Development-General Industrial) and PD-IP (Planned Development-Industrial Park). The properties are located partially within the FOD (Floodplain Overlay District) of Sycolin Creek and Goose Creek, within the QN (Quarry Notification) Overlay District for the Luck Stone Quarries, and partially within the AI (Airport Impact) Overlay District, within the Ldn 60 and Ldn 60 one (1) mile buffer noise contour for the Leesburg Executive Airport.

The Board of Supervisors in their findings for approval for these rezoning applications identified the unique circumstances that apply to this area: the coexistence of a major underground natural gas transmission and a high-voltage overhead electric transmission line corridor that offer an exceptional industrial opportunity, concentrations of diabase rock in proximity to existing quarrying operations, which the Revised General Plan, recognizes as a “substantial economic resource”, and the long range plans of Loudoun Water to make the County more self-sufficient by developing a reliable water supply system and treatment plant.

The policies of the Revised General Plan currently envision that the Lower Sycolin subarea of the Transition Policy Area will have a more rural character, with lower residential densities of one dwelling unit per ten acres in a clustered pattern or non-residential uses that achieve a visual and spatial transition between the Suburban and Rural Policy Areas, that fully integrate the elements of the Green Infrastructure, and that establish natural open spaces as a predominant visual element (Revised General Plan, Chapter 8, Community Design, Lower Sycolin and Middle Goose Subareas, text). The approved rezonings in the northern portion of the Lower Sycolin subarea acknowledged the unique man-made and natural features of the subarea. The CPAM is intended to amend the existing Revised General Plan policies to better reflect the emerging industrial character of the northern portion of the subarea.

PROPOSED CHANGES

Policies and Planned Land Use Map

The proposed CPAM adds language and policies to the Revised General Plan, in Chapter 8, *Transition Policy Area*, section entitled *General Characteristics, General Policies* and adds a section entitled *General Industrial* which includes an introduction and policies for Industrial uses in the northern portion of the Lower Sycolin subarea of the Transition Policy Area. The implementation policies in Chapter 11 of the Revised General Plan provide design guidelines for *General Industry* which have remained unchanged and would continue to be used by the County to evaluate applications for Industrial uses in the northern portion of the Lower Sycolin subarea of the Transition Policy Area. The map entitled "*Planned Land Use*", has been amended to identify the northern portion of the Lower Sycolin subarea of the Transition Policy as an area planned for Industrial (Attachment 2).

TRANSPORTATION

The 2010 Countywide Transportation Plan (CTP) calls for the segment of Cochran Mill Road (Route 653) between Gant Lane (VA Route 652) and Sycolin Road (Route 625) to be realigned to avoid the Sycolin Creek floodplain with a new intersection being created south of the existing Cochran Mill/Sycolin Road Intersection. Cochran Mill Road realigned is planned as a four lane local access undivided urban collector (2010 CTP, Appendix A1-54). Cochran Mill Road realigned has been included in the CTP since 1995. The planned roadway alignments shown in the CTP are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application processes.

The approved drawings and proffers for ZMAP 2008-0017 Stonewall Secure Business Park and ZMAP 2009-0005 Stonewall Hybrid Energy Park reserved a 70' right-of-way for Cochran Mill Road realigned further to the northwest than the planned alignment depicted in the 2010 CTP to avoid the potential loss of several existing homes on Sycolin Road. The realigned segment is an extension of existing Cochran Mill Road, which provides access to a variety of industrial and other uses between Russell Branch Parkway and Sycolin Road. The roadway is necessary to provide a second means of paved road access between the existing and planned industrial uses along the Cochran Mill Road corridor and Sycolin Road. Cochran Mill Road realigned is a vital link in the County transportation network that addresses current and future traffic demand in the area.

PROPOSED CHANGES

Countywide Transportation Map

The proposed CPAM amends the *Revised Countywide Transportation Plan* map and the *Leesburg Area* map (Figure 2-1C) to depict the alignment of Cochran Mill Road relocated further to the northwest to correspond with the right-of-way reservation provided to the County through the approved rezonings (Attachment 3).

II. PLANNING COMMISSION REVIEW

The Planning Commission held a public hearing on the CPAM, on October 15, 2013. Two speakers provided comment at the hearing in support of the proposed CPAM. Following the public speakers, the Commission questioned why a portion of the CPAM area, which was rezoned to permit the expansion of the Luck Stone Quarry, was not being designated as "Extractive Industry" on the Planned Land Use Map, similar to the properties to the north owned by the quarry. Staff explained that the proposed Industrial planned land use designation permitted the quarrying operation and that policies had been included to protect the quarry use. Staff also noted that in the future Loudoun Water would construct a water treatment plant which would utilize the abandoned quarries to store public drinking water and that the planned Industrial designation better accommodated both uses. The Commission also questioned how the recommended provision of 70% open space for the Lower Sycolin Subarea would be applied in the CPAM area. Staff explained that the majority of land within the CPAM area had already been rezoned for Industrial uses and that only about 35 acres, comprising 9 parcels located in the southwest corner of the CPAM area adjoining Sycolin Road, are currently zoned TR-10 and occupied by residential uses. Therefore, due to the smaller size of these existing TR-10 parcels and the likelihood that these lots would be consolidated as part of any future rezoning, the provision of adequate open space would be considered on a case-by-case basis. The Planning Commission forwarded CPAM 2013-0001, to the Board of Supervisors with a recommendation of approval (9-0).

III. RECOMMENDATION

Staff recommends approval of CPAM 2013-0001, revisions to the Revised General Plan and 2010 Countywide Transportation Plan (CTP) to reflect and help ensure the viability of the emerging industrial character of the northern portion of the Lower Sycolin subarea of the Transition Policy Area.

IV. ATTACHMENTS

1. Summary of Approved Applications in CPAM Area
2. Proposed changes to Revised General Plan text and Planned Land Use Map
3. Proposed change to the *Revised Countywide Transportation Plan Map*

A summary of the approved applications are provided below:

Application	Zoning	Description
<p>Stonewall Secure Business Park</p> <p>ZMAP 2008-0017 SPEX 2008-0068 SPEX 2008-0070 SPEX 2010-0034 CMPT 2010-0014</p> <p>Approved July 19, 2011</p>	<p>Rezone approximately 193.59 acres from TR-10 (Transitional Residential-10) to PD-IP (Planned Development-Industrial Park)</p>	<p>Develop a secure business park consisting of up to 4.9 million square feet of data center and office uses, a water storage tank, a water treatment plant, an indoor firearm range, and a utility substation, transmission, at a maximum Floor Area Ratio (FAR) up to 0.60.</p>
<p>Green Energy Partners/Stonewall Hybrid Energy Plant</p> <p>ZMAP 2009-0005 SPEX 2009-0009, CMPT 2009-0001</p> <p>Approved April 20, 2010</p>	<p>Rezone approximately 101 acres from TR-10 (Transitional Residential - 10) and JMLA-20 (Joint Land Management Area - 20) to PD-GI (Planned Development - General Industry)</p>	<p>Develop a natural gas fueled electric power generating plant and electrical transmission facility,</p>
<p>Luck Stone Quarry</p> <p>ZMAP 2009-0003</p> <p>Approved January 4 ,2011</p>	<p>Rezone approximately 323.27 acres from the JLMA-20 (Joint Land Management Area-20), TR-10 (Transitional Residential-10), and PD-GI (Planned Development-General Industry) zoning districts to the MR-HI (Mineral Resource-Heavy Industry).</p>	<p>Permit the expansion of the Luck Stone Leesburg stone quarry,</p>
<p>Luck Stone and Loudoun Water</p> <p>ZMAP 2009-0004</p> <p>Approved January 4, 2011</p>	<p>Rezone approximately 101 acres from TR-10 (Transitional Residential - 10) to MR-HI (Mineral Resources Heavy Industry)</p>	<p>Develop a water treatment plant and expand the Luck Stone Quarry.</p>

CPAM 2013-0001, North Lower Sycolin Comprehensive Plan Amendment.

*New text **red font, underlined**; deleted text **red font, strike-through**. Proposed revisions to the Planned Land Use Map are attached.*

Chapter 8 Transition Policy Area

The Transition Policy Area is envisioned as a distinct planning area to serve as a visual and spatial transition between the Suburban Policy Area to the east and the Rural Policy Area to the west. It is envisioned that the Transition Policy Area will afford some unique development opportunities within Loudoun County at intensities greater than those typically permitted in the Rural Policy Area. New development designs within the policy area will incorporate both suburban and rural features.

General Characteristics

The Transition Policy Area extends over an area of 22,813 acres, constituting approximately 6.8 percent of Loudoun County's total area of 333,558 acres. The policy area is comprised of six distinct subareas: Lower Sycolin, Middle Goose, Upper Broad Run, Upper Foley, Lower Foley, and Lower Bull Run. These subareas extend in an L-shaped configuration along the western and southern boundaries of the Suburban Policy Area and serve as a separation between the Suburban and Rural Policy Areas. (Refer to [Transition Policy Area Subareas Map](#))

The western edge of the Transition Policy Area starts below Route 7 and extends along the Leesburg Joint Land Management Area (JLMA) boundary, Sycolin Creek, Evergreen Mills Road and the western boundary of the Broad Run watershed to the Prince William County line. The eastern edge of the Transition Policy Area extends along Goose Creek, the Goose Creek and Beaverdam reservoirs, the 65 Ldn Airport Noise Contours, the planned alignment for Route 659 Relocated to Route 620/Braddock Road. The boundaries along the southern segments of the Transition Policy Area are comprised of Route 620/Braddock Road to the north, the Fairfax County line to the east and the Prince William County line to the south.

Each of the six subareas in the Transition Policy Area has different characteristics. Much of the Transition Policy Area exists with a rural, low-density residential and agricultural character. Existing businesses in the Transition Policy Area include the Bull Run quarry, the Luck Stone Quarry and a limited number of nurseries, private schools and institutions, commercial stables, kennels and veterinary services. Some Planned Development-Housing (PD-H) Districts were previously approved that are partially within the Transition Policy Area. The approved, but unbuilt, developments include parts of Brambleton, Kirkpatrick Farm and Broadlands.

In the Transition Policy Area, there is the potential for 13,190 additional housing units, including 1,631 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 10,153 housing units may have been absorbed, and a total of 10,681 housing units may exist. At that time, the Transition Policy Area is projected to have a population of 30,525 persons.

The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek is emerging as an

Industrial area with the legislative approval of several projects that permit the development of a natural gas-fueled electric power plant, data centers, expansion of the Luck Stone Quarry, and a water treatment plant. The approved projects reflect the unique characteristics of this portion of the subarea which include proximity to a major natural gas transmission line and a high-voltage overhead electric transmission line and concentrations of diabase rock in proximity to existing quarrying operations. In 2014 as part of CPAM 2013-0001 the County changed the planned land use designation to Industrial for the northern portion of the Lower Sycolin subarea and adopted General Industrial policies applicable to this portion of the subarea.

Land Use Pattern

The Transition Policy Area is a permanently defined policy area to provide a visual and spatial transition between the suburban development in the eastern part of the County and rural development in the west.

The County envisions that land uses in the Transition Policy Area will achieve a visual and spatial transition between the Suburban and Rural Policy Areas. The Transition Policy Area will develop as a unique planning area, incorporating an innovative blend of rural and suburban development features. The Transition Policy Area will achieve a balance between the built and natural environments. All development within the Policy Area will be clustered with 50 to 70 percent open space and the full implementation of the Green Infrastructure policies.

The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central sewer and water is not allowed. Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. The UGB then follows the western edge of the Transition Policy Area to meet the Prince William County line in the south. As such, central water and sewer lines are permitted in the Transition Policy Area. Natural open spaces will be the predominant visual element and create a contiguous network of green spaces consistent with the Countywide Green Infrastructure objectives.

Land uses within the Transition Policy Area will incorporate varying densities and development patterns in response to surrounding development patterns, cultural resources and environmental constraints. Higher density mixed-use villages will develop along with residential clusters at varying densities and large-lot, low-density residential development. The Plan envisions that these mixed-use villages will foster communities with a sense of place and community identity, supporting an integrated mix of residential and non-residential uses, organized around community cores. Specific location criteria will guide the development of these communities within the Transition Policy Area. The Plan also calls for the development of an area plan to solidify the development scheme and continuity in the area.

The non-residential component of the Transition Policy Area will be comprised of uses that represent an appropriate transition from suburban to rural land uses, such as golf courses, active recreation uses, kennels, nurseries and similar commercial uses, public and private schools and other compatible institutional uses. These uses will serve to promote a rural character while serving both rural and suburban populations. The active quarries located at the southern and northern ends of the Transition Policy Area will continue to be protected from encroaching residential development. New non-residential uses that support residential development, such as schools, churches, small scale commercial retail and home business occupations/local offices will be organized within the community cores of villages at appropriate scales. Other commercial and institutional uses will be considered in this area if they are compatible with the overall land use pattern.

General Policies

1. The County will protect the drinking water resources of the Occoquan, Beaverdam, and Goose Creek Reservoirs by limiting density in the Lower Bull Run, Middle Goose, and Lower Sycolin subareas.
 2. The County’s vision for the Transition Policy Area is for land uses that provide a visual and spatial transition between the suburban development in the east and rural development in the west. The Transition Policy Area will be developed as a unique and innovative blend of rural and suburban development features that fully integrate the elements of the Green Infrastructure, and establish natural open spaces as a predominant visual element and enhancement to the area’s river and stream corridors.
 3. Central utilities may be extended to the all subareas of the Transition Policy Area.
 4. New developments proposed within the Lower Foley and Lower Bull Run subareas of the Transition Policy Area will be required to connect to central water and wastewater utility lines.
 5. New developments proposed within the Landfill Water Service District will be required to connect to central water services. (See [LCSA Water and Sewer Lines Map](#))
 6. Where LCSA and the County determine that the extension of central water lines to a site cannot be engineered, is not economically feasible and/or has adverse impacts on the environment, the County promotes the use of communal water systems to protect groundwater quality by reducing the number of wells.
 7. The County will continue to protect the extractive industry (Bull Run and Luck Stone quarries) through a quarry zoning overlay district.
 8. The County supports the development of General Industrial uses in the northern portion of the Lower Sycolin subarea on properties located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek.
98. To protect the historic character, surrounding landscape and cultural importance of Evergreen Mills Road, as part of the “Old Carolina Road”, the County will seek its designation as a Historic Roadway District as provided for in the Zoning Ordinance and in coordination with the long-term transportation plans of the County.
109. The County will support a compatible road network in the Transition Policy Area based on the ultimate planned densities established. Specific locations in the Transition Policy Area that maintain a low density and rural character will have ultimate roadways matched for appropriate capacities and road section type.
110. The County will discourage the use of individual wells and septic systems and drainfields to serve new developments in the Transition Policy Area. These individual systems may be considered only where the proposed development densities, scale of development and location of public utility systems, makes the extension of central utilities or connection to an adjoining communal system economically infeasible.

A. Community Design

The Transition Policy Area seeks to create unique residential communities using conservation design

techniques that fully implement Green Infrastructure policies and preserve substantial amounts of open space. The open space and Green Infrastructure elements provided in developments will link developments together and promote a transition in land development intensity between the Suburban and Rural Policy Areas. The primary development options offered in the Transition Policy Area include Villages and Residential Clusters.

Villages are envisioned as mixed-use communities with residential and non-residential uses integrated to create pedestrian friendly self-sustaining developments and are intended to support a mix of housing types and range of housing prices. Rural Villages with up to 300 residential units, as prescribed in the 1993 Zoning Ordinance, are envisioned for the Lower Sycolin, Middle Goose Creek and Lower Bull Run subareas given their strong relationship to the Rural Policy Area and rural areas of the adjacent jurisdictions of Prince William and Fairfax. Countryside Villages that are more likely to evolve into new towns and that are more compatible with the suburban pattern are envisioned for the Lower Foley subarea. Non-residential uses will consist primarily of civic and institutional uses, small commercial and retail services and home businesses or local offices organized around a compact community core to serve an individual community or a combination of Villages.

Countryside Villages will be permitted on central utilities in the Lower Foley subarea and Rural Villages will be permitted on central utilities in the Lower Bull Run, Lower Sycolin and Middle Goose subareas.

The densities and open space requirements associated with Villages and Residential Clusters are directly related to specific subareas. The desired density and development pattern for each subarea is provided below.

1. Lower Sycolin and Middle Goose Subareas

The County envisions that the Lower Sycolin and Middle Goose subareas in the northern portion of the Transition Policy Area will have a base density of one dwelling unit per ten acres in a clustered development pattern. Clusters will be smaller developments supporting between 5 to 25 units, predominantly single-family residential units in individual hamlets. Rezoning to Rural Villages with incorporation of the design criteria for Rural Villages contained in the 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The County envisions that these two subareas will have a more rural character, with lower densities and higher open space requirements than that in the other subareas, to facilitate a transition to the Rural Policy Area. Open spaces will be the dominant visual feature of the landscape.

All new developments within the Landfill Water Service Area District in the Lower Sycolin subarea will be required to be served by central water lines. Central and communal water and wastewater systems are preferred over individual utility systems in all other areas of the Lower Sycolin and Middle Goose subareas. Wastewater systems proposing subsurface or surface discharge will be discouraged in these subareas, given their proximity to the Goose Creek and Beaverdam reservoirs. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Luck Stone Quarry, located within the Lower Sycolin subarea, will continue to be protected from encroaching residential development. Also, the creation of a buffer and voluntary open space area that is consistent with the RSCOD policies is a priority in this subarea.

[The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road \(Route 625\) and the Dulles Greenway \(Route 267\), east of the Leesburg JLMA and west of Goose Creek as depicted on the Planned Land Use Map will develop as a General Industrial area in accordance with Plan policies \(CPAM 2013-0001\).](#)

2. Lower Foley Subarea

It would be most appropriate if the Lower Foley subarea developed with Countryside Villages on central utilities, at densities of up to two dwelling units per acre. However, development in a clustered pattern at existing zoning of one dwelling unit per three acres or one unit per acre would also be appropriate and reasonable. The variation in parcel sizes and base densities within this subarea provides opportunities for an innovative blend of development patterns. Further, as a potential receiving area for density transfer from the Lower Bull Run subarea, densities in the Countryside Villages could be up to three dwelling units per acre. A 300-foot buffer is required from the Bull Run to provide additional protection to the Occoquan watershed and reservoir.

3. Upper Broad Run and Upper Foley Subareas

Development in a clustered pattern at the existing zoning of one dwelling unit per three acres or one unit per acre is reasonable and appropriate. The variation in parcel sizes and base densities within these subareas provides opportunities for an innovative blend of development patterns. Central and communal water and wastewater systems are preferred over individual utility systems. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

4. Lower Bull Run Subarea

Lower density, clustered development on central utilities at up to one dwelling unit per three acres will be encouraged in the Lower Bull Run subarea. Rezoning to Rural Villages with incorporation of the design criteria for Rural Villages contained in the 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The Lower Bull Run subarea is also intended to serve as a sending area for density transfer to the Lower Foley subarea. Under this situation, open space, with priority given to the land located along the Bull Run and the Fairfax County boundary, would be acquired through easement or purchase and further protected in accordance with the Density Transfer Guidelines provided in Chapter Eleven of this Plan. Overall, this will serve to promote development patterns that are sensitive to the environment, the Bull Run and compatible with the lower density areas in the adjacent jurisdictions of Prince William and Fairfax Counties. Further, residential development encroaching upon the active Bull Run Quarry located at the southern end of the Transition Policy Area in the Lower Bull Run subarea will be discouraged. In addition, rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) will be considered for the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run sub-area is limited to properties lying outside of the quarry Notification Overlay District as mapped prior to April 2004.

Community Design Policies

1. Residential uses within the Transition Policy Area will develop as Rural Villages, Countryside Villages, and Residential Clusters, with base densities and rezoning options related to the conditions of the specific subareas.
2. The County will establish a density of one dwelling unit per ten acres with development clustered on lots up to three acres in the Lower Sycolin and Middle Goose subareas. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space.
3. The County will retain the densities of one dwelling unit per three acres and one dwelling unit per acre

as established in the current zoning patterns in the Upper Broad Run, Upper Foley, and Lower Foley and Lower Bull Run subareas.

4. The County will revise the existing regulations in the Zoning Ordinance to require clustered development patterns with a minimum of 50 percent of the site maintained as open space and no minimum lot size to promote housing type diversity.
5. In the Lower Foley subarea, densities up to two dwelling units per acre can be developed in Countryside Villages, with a minimum of 50 percent of the site maintained as open space. With density transfers from the Lower Bull Run subarea, up to three dwelling units per acre may be possible.
6. The Lower Bull Run subarea is planned for one dwelling unit per three acres. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space. Density transfer to the Lower Foley subarea is encouraged in accordance with the Density Transfer Guidelines of this Plan. The County will consider rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) for properties in the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run sub-area is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.
7. The design guidelines for the Lower Sycolin, Middle Goose and Lower Bull Run subareas will incorporate the design criteria for Rural Villages in the existing 1993 Zoning Ordinance, to foster developments in the character of Rural Villages.
8. Residential Cluster development in all Transition Policy Area subareas close to the Rural Policy Area will develop as clusters of 5 to 25 units with predominantly single-family detached residential units. The Residential Cluster is intended to draw from the traditional development pattern of Rural Hamlets and facilitate a transition in the scale of residential cluster developments from the Suburban to Rural Policy Areas.
9. Residential Clusters and Villages will be developed with specific design criteria that help to form open space (which may include active and passive recreation) surrounding the residential development. Refer to the Design Guidelines contained in Chapter Eleven.
10. Residential Cluster developments allow landowners to group lots in a traditional rural community pattern while preserving the majority of the land base in open space. A Residential Cluster is the grouping of building units on small lots with the largest part of the site remaining in open land. There is no minimum lot size for the clustered lots. The cluster is both visual and spatial with the dwellings scaled and sited to maintain coherent relationships to each other and the surrounding landscape. The residual open land accounts for the overall lower density of the site.
11. The County may consider a cluster to include the siting of houses in a group using conservation design and not just the siting of lots on a parcel.
12. In locating the open space required in the conservation design of a Residential Cluster, the County will consider the contiguity of the open space area to other designated open space and unique site features and Green Infrastructure implementation.
13. Open space provided within developments will be located to accomplish the following:
 - a. Create and supplement the 300-foot buffer and 200-foot transitional area proposed along the Bull Run in the Upper Foley, Lower Foley and Lower Bull Run subareas, consistent with the RSCOD policies.

- b. Create and supplement the 300-foot buffer and 1000-foot voluntary open space area proposed along the Goose Creek and the Goose Creek Reservoir and the Beaverdam Reservoir in the Lower Sycolin and Middle Goose subareas, consistent with the RSCOD policies.
 - c. Create a contiguous network of green spaces to supplement the Countywide Green Infrastructure.
14. Adding to the creation of the greenbelts and buffer will be credited to the satisfaction of open space requirements.
 15. The County will encourage the development of non-residential uses in the Transition Policy Area that provide a transition from suburban to rural. Such uses may include but are not limited to equestrian centers, golf courses, retail nurseries, boarding schools and kennels, large institutions provided they meet specific criteria that address the nature, scale and intensity of the use, market area and design characteristics.
 16. Non-residential uses will serve to define the Transition Policy Area as a unique planning area. The County will allow for a range of uses that are compatible with desired development patterns and the rural landscape and are at intensities not permissible within the Rural Policy Area.
 17. Small-scale commercial uses permitted through the home occupation and small business provisions of the Zoning Ordinance are appropriate in the Transition Policy Area.
 18. Villages exceeding 100 dwelling units should provide a community core that will serve as the focal point within the development.
 19. The community core can vary in scale, design and use depending on the scale of the community it serves. The total area dedicated to the non-residential uses shall not exceed three percent of the area of the proposed development. The following location and design criteria apply.
 - a. A Village Core is intended to create a sense of place and identity for the community.
 - b. A Village Core is intended to be a compact grouping of residential, business, commercial retail and service and civic uses providing convenience goods and services to residents in adjoining neighborhoods.
 20. Approval of a request to rezone property to permit Villages shall be contingent on the provision of appropriate civic uses and services, compatibility with existing neighborhoods, and compliance of the proposal with the community design goals and policies of the County.
 21. The County will require a variety of housing types and lot sizes in the Villages, such as single-family, multi-family and townhouse units.
 22. Civic and institutional uses will constitute the predominant component of the non-residential uses within the Villages. Office and commercial retail uses will be permitted at scales necessary to foster a self-sustaining community. Cores will not develop as destination retail centers.
 23. Civic uses that are appropriate within Villages include houses of worship, community centers, elementary schools, government human services offices and facilities such as senior cafés, branch libraries and similar uses. In addition, the following location criteria apply.
 - a. Civic uses should be located at prominent locations within the core such as the end of a street or street intersection.
 - b. Parking, signs, lighting and loading areas must be located and designed to have minimal undesirable impact on surrounding areas and ensure that the standards and environmental impacts

on surrounding areas conform to County requirements.

- c. The scale of civic uses must be compatible with the residential and pedestrian nature of the surrounding village. Large-scale civic or institutional uses requiring more than 15 buildable acres, either individually or in a multipurpose facility, should be located on the periphery of an individual neighborhood or in core areas on roads that can accommodate the anticipated traffic volume.
24. Open space such as natural areas, tot lots, athletic fields, parks and greens should generally be dispersed in Villages so that they are conveniently located to most people. In addition, the following location criteria apply.
 - a. Athletic fields should be located, where practical, along collector roads and should be buffered from adjoining residences, although trails and sidewalks should provide a connection with the neighborhood.
 - b. Greens and other maintained passive parks should serve both a recreational and a design function. They should be located in high-visibility areas or in conjunction with civic uses such as schools, churches or community buildings and neighborhood commercial centers where the green can serve as either a “mall” for the center or as a buffer for adjoining homes.
 25. Equestrian facilities and trail networks will be promoted and enhanced within the Transition Policy Area.
 26. The County will protect the Bull Run Quarry in the Lower Bull Run subarea and the Luck Stone Quarry in the Lower Sycolin subarea from incompatible uses by ensuring that encroaching new development does not hinder the quarry operation.
 27. The County will develop and implement an area management plan to provide detailed design and land use guidance for planned development in the Transition Policy Area. The area management plan process will involve the area’s citizens and business owners in the development of plan policy.

B. Location Criteria for Villages

Location policies will direct development to sites that enhance or augment the County’s Green Infrastructure, complement the rural character of existing landscapes, protect environmentally sensitive resources, allow for the provision of infrastructure facilities and remain compatible with surrounding development densities. It would be most appropriate if the locations of villages are coordinated through the policy area planning effort.

Rezoning to achieve the Countryside Village pattern of development served by central water and wastewater utilities are desired in the Lower Foley subarea.

Location Policies

1. Development within Villages should be located on areas of the site that afford the least disruption of natural views of the rural landscape.
2. Villages located within 500 feet of archaeological and historic sites and scenic byways will be reviewed for compatibility with the existing landscape.
3. Villages should be designed so that open spaces surrounding the developments augment or enhance the Green Infrastructure.

C. General Industrial

General Industrial Developments within the Transition Policy area will be limited to the northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek as depicted on the Planned Land Use Map. The industrial uses are intended to accommodate the continued operation and expansion of the Luck Stone Quarry and other major industrial uses and provide a degree of protection for the industrial uses from other land uses. Primary land uses in the industrial area are General Industry and Heavy Industry. Quarries are considered Heavy Industrial uses. Policies governing quarries are located in Chapter Five, the Green Infrastructure.

General Industrial uses are predominantly labor-intensive industrial and commercial uses. Their outdoor storage requirements, noise levels, and emissions present difficult design issues and make them incompatible with residential development. Associated activities also make them incompatible with residential and other business areas. The County requires that industrial uses provide adequate buffers and protection to mitigate negative impacts on surrounding uses. Such industrial uses are best located away from major roads, accessed from within an industrial park, and limited to a minor portion of a larger development.

GENERAL INDUSTRIAL POLICIES

1. General Industrial Developments will be located in accordance with the Land Use Map and the community design guidelines and land use policies of this Plan.
2. The County will require that industrial uses provide sufficient buffering from nearby residential areas and business uses to ensure that the effects of noise, vibration, odor, or other emissions that may be associated with the industry do not exceed specified levels.
3. Where General Industrial uses are proposed to develop in free-standing industrial parks the following guidelines will be met:
 - a. Screen all outdoor storage and equipment parking areas from adjoining non-industrial properties and roads.
 - b. Locate allowed retail uses along internal street frontages.
 - c. Minimize the number of entrances to the industrial park from major collector or arterial roads.
4. General Industrial uses will not be adjacent to a residential neighborhood.
5. Heavy Industry uses will be buffered from residential uses. This separation may be accomplished by locating less-intensive employment uses permitted in Regional Office or Light Industrial areas in transitional areas adjoining the Heavy Industry use. The width of the transition area adjoining the Heavy Industrial use will be determined on a case-by-case basis. The County may consider the existence of natural or manmade barriers between the uses (such as streams and floodplains or major collector or arterial roads, existing buffers or greenbelts and topographic features of the area).
6. Heavy Industry uses should have access to, but be screened from, views along arterial roads. Outdoor activities such as equipment parking and material storage should be screened from view from adjoining roads.
7. The County will place a limitation on the size of heavy industry, and appropriate linkages will be established based on road capacity, employment generation, and water requirements.

8. The County will protect the Luck Stone Quarry from incompatible neighboring uses by ensuring that encroaching new development not hinder the operation of the quarry.

Green Infrastructure

The Green Infrastructure Policies outlined in Chapter Five: Green Infrastructure: Environment, Natural and Heritage Resources of the *Revised General Plan* apply in the Transition Policy Area and are a fundamental component of the land use pattern to be developed. Among the existing Green Infrastructure assets in the policy area are the following:

A. Reservoirs, River and Stream Corridors

Three distinct watersheds intersect the Transition Policy Area, namely the Goose Creek, Broad Run and Occoquan watersheds. The dominant physical features of the Transition Policy Area include the streams draining into these three watersheds: Goose Creek, a State Scenic River in the Goose Creek watershed, Broad Run in the Broad Run watershed and Bull Run that flows into the Occoquan watershed. The Goose Creek supports two drinking water reservoirs, the Goose Creek and Beaverdam Reservoirs, while the Bull Run drains into the Occoquan Reservoir that is located between Prince William and Fairfax Counties. These reservoirs are sources of drinking water for Loudoun County, Fairfax County and the City of Fairfax and must be protected.

B. Agricultural Potential

Limited prime agricultural soils are located within the policy area and are generally located along the Route 621/Evergreen Mills Road corridor and the “finger” tributaries of the Broad Run in the Upper Broad Run subarea. The Upper Foley, Lower Foley and Lower Bull Run subareas have poor soils with shrink-swell characteristics that present problems for the construction of building foundations and on-site wastewater systems. There are two Agricultural and Forestal Districts in the Transition Policy Area that together total approximately 800 acres and should be considered part of the Green Infrastructure assets.

C. Cultural and Heritage Resources

While there are no designated Historic Districts in the Transition Policy Area, there are more than 30 surveyed historic structures, including Fleetwood Farm, which is listed on the National Register, the settlement of Lenah, and more than 30 identified archaeological sites, many of which are prehistoric sites located along Goose Creek, Broad Run, Bull Run and their tributaries. In addition there are many abandoned mill sites, such as the site of Evergreen Mills along the Goose Creek. The Arcola Elementary School and a few open space easements are also located in the policy area.

D. Geological Resources

The policy area contains concentrations of diabase rock used for the construction of roads and buildings. The Bull Run quarry is an active quarry located at the southern end of the Transition Policy Area in the Lower Bull Run subarea. The Luck Stone quarry is also an active quarry located at the northern end of the policy area.

Water and Wastewater

The Transition Policy Area has very limited central water and wastewater service. A waterline traverses the area from east to west in the Lower Sycolin subarea to serve a special water service district located adjacent to the County landfill. The Lower Sycolin subarea of the Transition Policy Area contains some properties

that are within the Landfill Water Service Area District. New developments within the Landfill Water Service Area District will be required to connect to central water utility lines. ([LCSA Water and Sewer Lines Map](#))

At the southern portion of the Transition Policy Area sewer service is being engineered to serve the Kirkpatrick Farms development, which straddles Braddock Road. A pump station will be built to serve the Lower Foley subarea. A pump station located near the intersection of Route 620/ Braddock Road with Ellick Road is currently serving the Ellick area with the South Riding Community which is located in the Suburban Policy Area.

Central utilities may be extended to all subareas.¹ Where the extension of central utilities cannot be engineered, is economically infeasible and/or has adverse impacts on the environment, groundwater quantity and quality will be protected in the Transition Policy Area through water conservation efforts that promote the use of communal systems and limit the number of individual groundwater withdrawals.

Chapter Two provides the detailed water and wastewater policies.

Water and Wastewater Policies

1. The County promotes the use of central and communal water and wastewater systems to serve residential clusters, Rural Villages and Countryside Villages in the Transition Policy Area. At the time of application, LCSA will evaluate the various alternatives to identify the utility system that best promotes the objectives of the County's Comprehensive Plan.
2. The County will encourage communal water and wastewater systems proposed to serve new developments to combine with existing or approved LCSA-owned communal systems, where the following criteria are met:
 - a. The service areas of the new communal system and the existing or approved communal system are both contained within the Transition Policy Area as defined in the County Comprehensive Plan documents.
 - b. The service area of the new communal system immediately adjoins the service area of existing or approved LCSA-owned communal system(s).
 - c. LCSA determines the inter-connection between the two systems can be engineered, is economically feasible and minimizes impacts on the environment.
3. New developments proposing to combine their communal water and/or wastewater systems with those of adjoining existing or approved developments, shall not rely on the combination to meet their water and wastewater requirements but show that they can be supported through on-site individual and/or communal systems.
4. Inter-connections between established and proposed communal systems shall not be used to facilitate a change in land use or development density that is not in conformance with the County Comprehensive

¹ This amends the central utilities boundary shown in the 1993 *Dulles South Area Management Plan* (DSAMP) which was subsequently amended on October 15, 1997, to preclude central sewer and water west of the designated Interim Planning Area Boundary. At that time, staff was directed to make the necessary revisions to the DSAMP to implement the Board's policy decisions that would have, among other things, revised incorrect Figures 4 and 5 of the DSAMP. With the adoption of this Revised General Plan, these revisions are not required.

Plan.

5. The County encourages the retrofitting of existing or approved communal water systems within the Transition Policy Area with central utilities to solve the potable water problems or the public health problems of existing developments.
6. The County encourages the retrofitting of existing or approved communal wastewater systems within the Transition Policy Area with central utilities to solve the wastewater problems such as failing drainfields or the public health problems of existing developments.

Transportation

The Transition Policy Area contains many historic roads or segments of roads that were important to Loudoun's transportation network during Colonial times. Portions of Route 621/Evergreen Mills Road and Route 860/Watson Road were part of the Old Carolina Road, perhaps the most well used Colonial north-south right-of-way through the County. Little River Turnpike (now Route 50/James Mosby Highway) and Route 620/Braddock Road also were major historic east-west corridors linking the cities of Winchester and Alexandria.

Portions of arterial and collector roadways that traverse the County are in the Transition Policy Area (see [Road Surfaces Suburban and Transition Policy Areas Map](#)). They include roads that run east to west such as Route 50/James Mosby Highway and the Dulles Greenway. Roads that traverse the policy area in a north south direction include Route 621/Evergreen Mills Road and Route 659/Belmont Ridge Road. The planned Tri-County Parkway also will move traffic in a north south direction. Other road improvements are planned for Route 621 and Route 659. These planned improvements are described in the appendix of the *Revised Countywide Transportation Plan*, which provides the transportation policy direction for the Transition Policy Area. The construction of these road improvements is prerequisite to the implementation of the land use pattern in the Transition Policy Area. Currently, there are inadequate funds appropriated for such transportation improvements. The developers will be expected to pay for the majority of costs for these improvements.

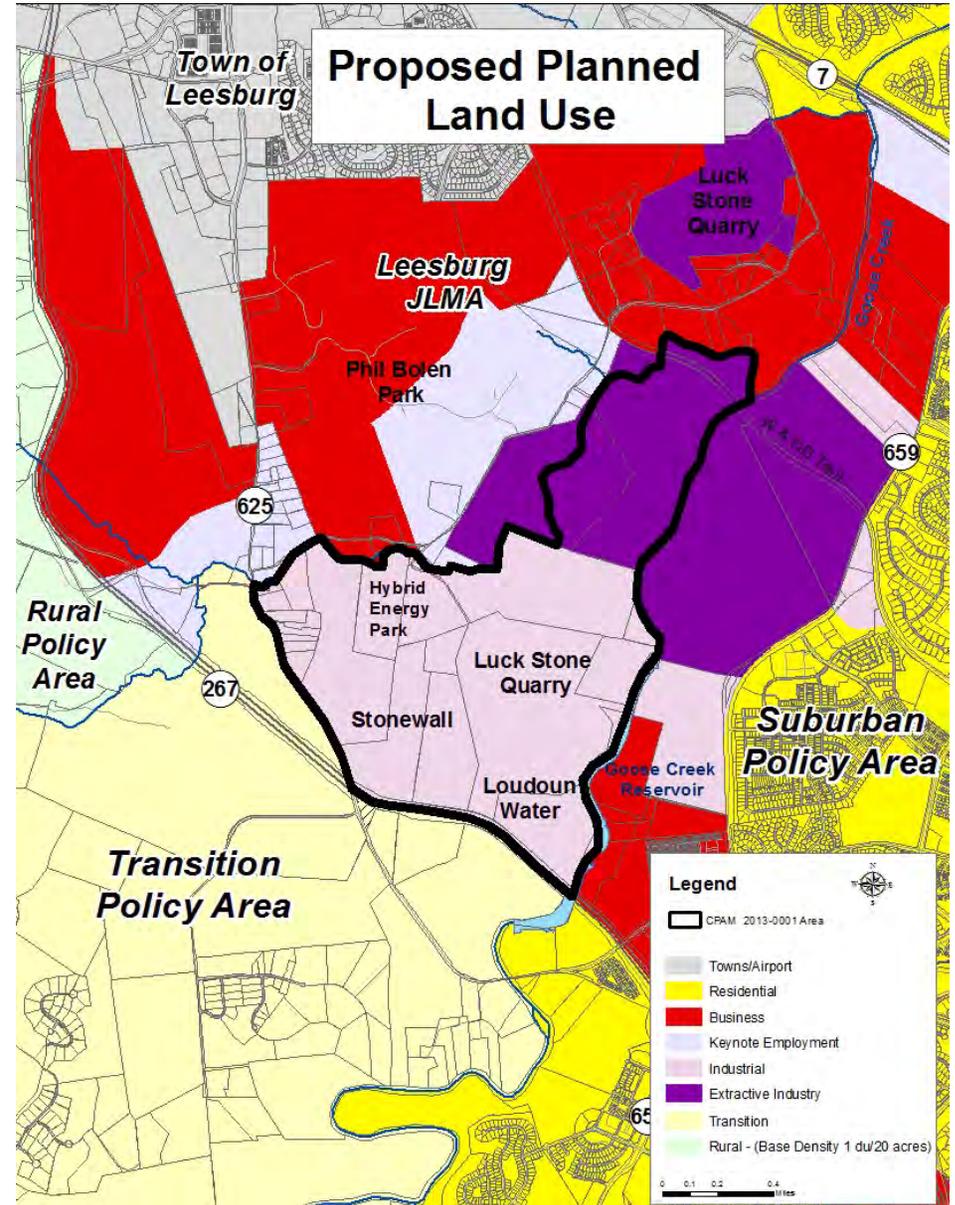
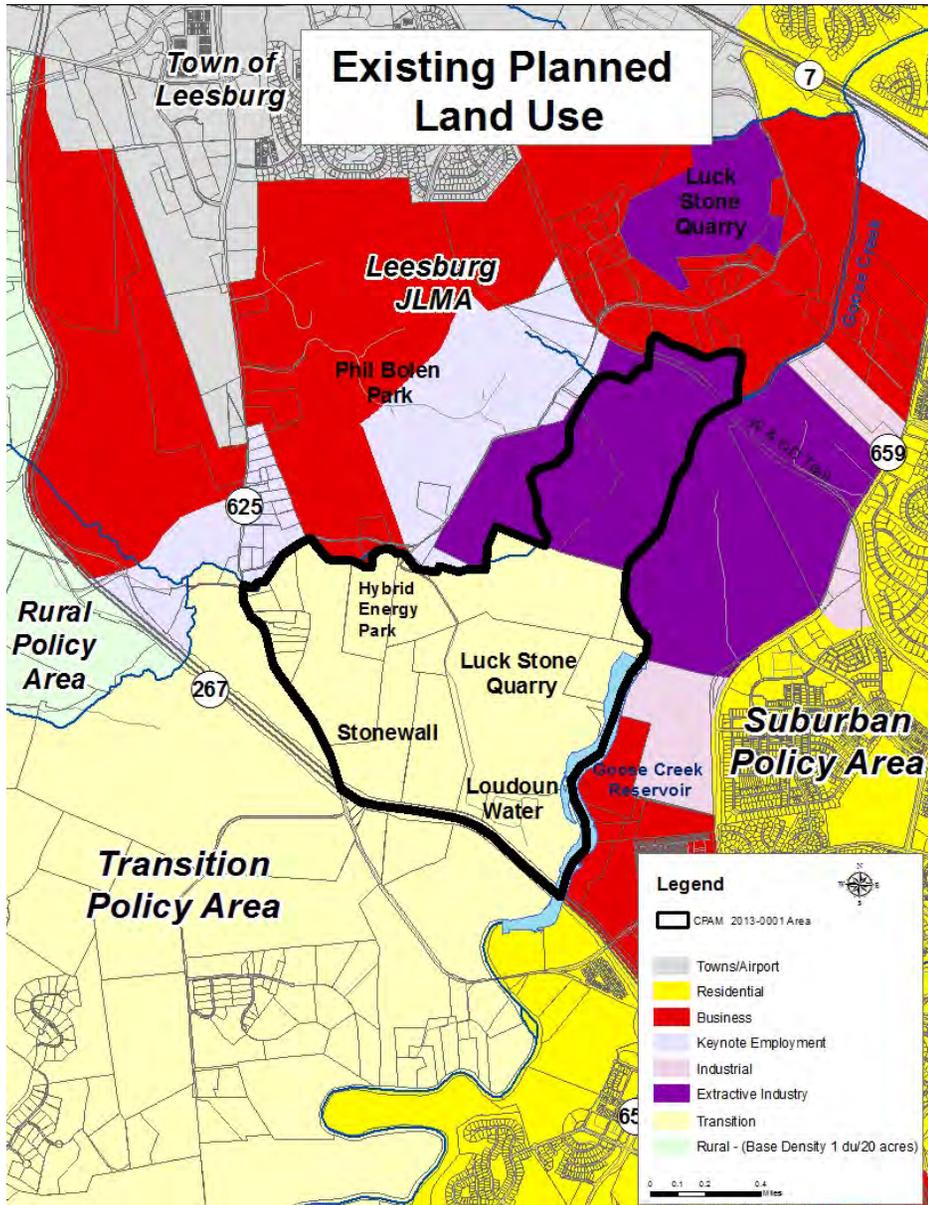
In order to promote the transition from Suburban Policy Area to Rural Policy Area, the character of the road network in the Transition Policy Area should be designed to promote a visual transition. This may include revised road lanes, rural shoulders instead of curb and gutter, direct driveway access points and increased building setbacks. The *Revised Countywide Transportation Plan* provides specific transportation policy direction for development in the Transition Policy Area.

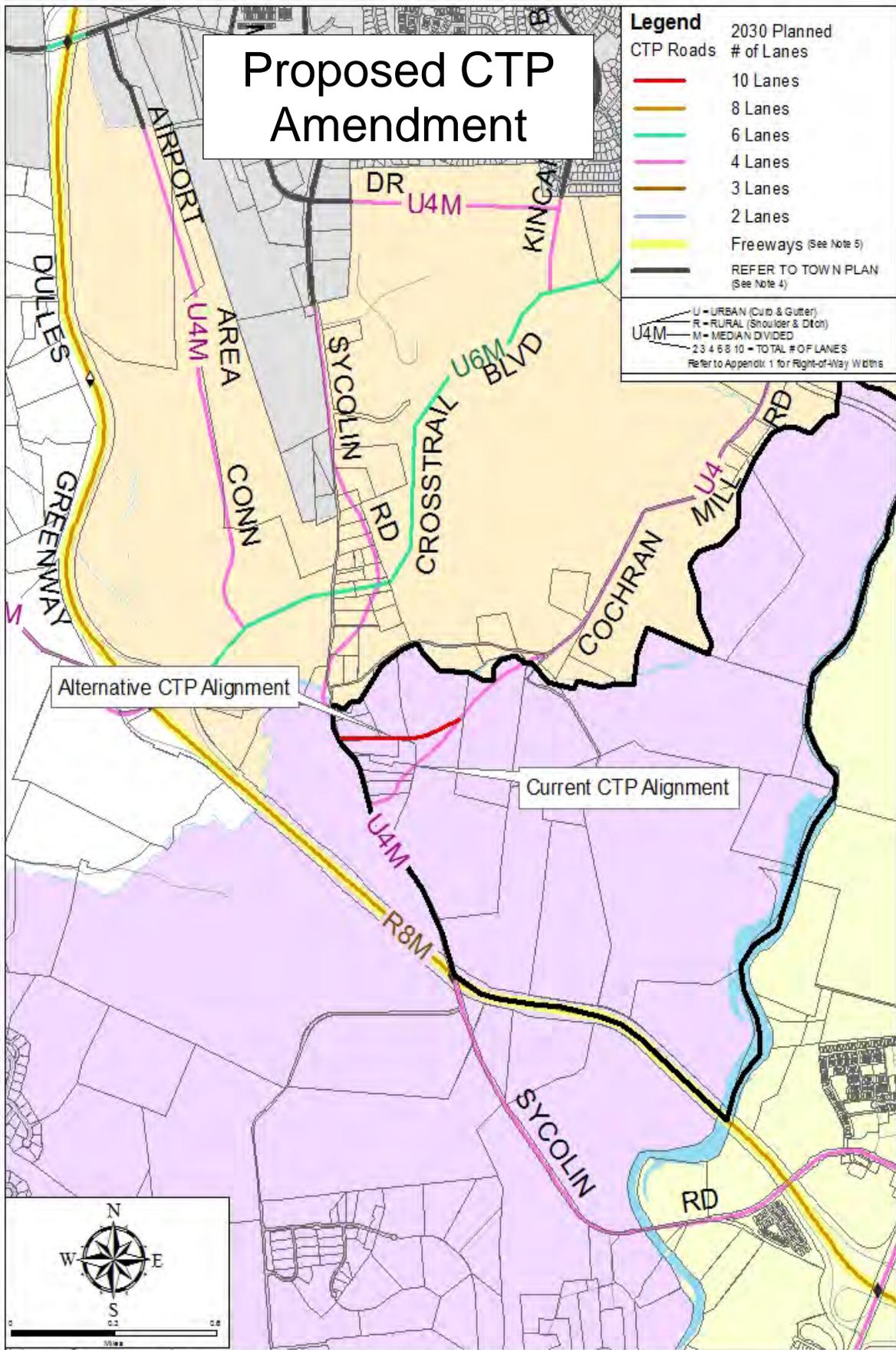
Reference Maps

[Transition Policy Area Subareas Map](#)

[LCSA Water and Sewer Lines Map](#)

[Road Surfaces Suburban and Transition Policy Areas Map](#)





Prepared by the Loudoun County Department of Planning, September 2013



**DEPARTMENT OF PLANNING
STAFF REPORT**

Date of Hearing: June 11, 2014

14

BOARD OF SUPERVISORS PUBLIC HEARING

SUBJECT: CPAM 2014-0001, CTP Technical Amendments:
Greenway Transit Connector, Lexington Drive, Miller
Drive, Riverside Parkway, and Shaw Road

ELECTION DISTRICT: Algonkian, Broad Run, Catoclin, Leesburg, Sterling

CRITICAL ACTION DATE: July 14, 2014

STAFF CONTACTS: Marie Genovese, AICP, Planner III, Department of Planning
Julie Pastor, FAICP, Director, Department of Planning

PURPOSE: On July 6, 2011, the Board of Supervisors voted to initiate a Comprehensive Plan Amendment (CPAM) to remove a portion of Miller Drive from the 2010 Countywide Transportation Plan based on the Government Support Center Steering Committee recommendations. The CPAM was placed on the Board's Strategic Plan and was given an application number, CPAM 2011-0001. Since the initiation of CPAM 2011-0001, several other technical amendments have occurred as a result of Board actions. As such, the Miller Drive CPAM has been incorporated with these additional amendments and given a new name and number. CPAM 2014-0001 proposes to amend the 2010 Countywide Transportation Plan (CTP) to reflect a new alignment for the Greenway Transit Connector from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643), including the Transit Connector Bridge over the Dulles Greenway (Route 267); extend Riverside Parkway (Route 7 North Collector Road) from Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended); and remove Lexington Drive, a portion of Miller Drive, and segments of Shaw Road as planned CTP roadways. The *Revised 2030 Countywide Transportation Plan Map* as well as text and figures related to the changes in Chapter 2, Appendix 1, and Appendix 2 of the CTP would be amended.

PROPOSED AMENDMENTS:

Greenway Transit Connector

- A new alignment for the Greenway Transit Connector is proposed south of its current alignment based on the Route 772 Metro Station design changes. The new alignment will extend from Moorefield Boulevard in Moorefield Station to Shellhorn Road in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway (Route 267).
- The relocation of the Greenway Transit Connector necessitates a new road segment for Croson Lane (Route 645) from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station.

Lexington Drive/Riverside Parkway

- The CTP calls for an alignment study to determine the ultimate alignment of Riverside Parkway and Lexington Drive. Based on Board action/direction, this study is currently underway. The proposed new road segment for Riverside Parkway (Route 7 North Collector Road) extends from Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended).
- With this new road segment connecting Riverside Parkway across Potomac Farms; Lexington Drive is no longer needed as a CTP roadway.

Miller Drive

- Removal of Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended.

Shaw Road

- Due to the implementation of the Belfort Area Road Improvement Project (construction of Belfort Park Drive and Glenn Drive extension) through the Capital Improvement Plan, the east/west segment of Shaw Road from Davis Drive (Route 868) west is no longer needed.
- With the removal of the segment of Shaw Road west of Davis Drive from the CTP road network, the portion of Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) no longer needs to be categorized as a CTP roadway.

RECOMMENDATIONS: At the April 15, 2014 Public Hearing, the **Planning Commission** voted 8-0-1 (Ryan – absent) to forward CPAM 2014-0001 to the Board of Supervisors with a recommendation to amend the 2010 Countywide Transportation Plan to reflect new CTP road segments for the Greenway Transit Connector, including the Transit Connector Bridge from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643); Croson Lane from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station; and Riverside Parkway (Route 7 North Collector Road) between Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended) and to eliminate Lexington Drive; Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended; and Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) and west of Davis Drive (Route 868). **Staff** concurs with the Planning Commission's recommendation.

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors forward *CPAM 2014-0001, Countywide Transportation Plan Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road* to the July 2, 2014 Board of Supervisors **Business Meeting** for action.

OR

- 2a. I move that the Board of Supervisors **suspend the rules**.

AND,

- 2b. I move that the Board of Supervisors **approve** *CPAM 2014-0001, Countywide Transportation Plan Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road* amending the 2010 Countywide Transportation Plan as recommended by the Planning Commission on April 15, 2014 as set forth in **Attachment 1** of the June 11, 2014 Public Hearing Staff Report.

OR

3. I move an alternate motion

I. BACKGROUND

Greenway Transit Connector

In preparation for the extension of Metrorail into Loudoun County, the Department of Transportation and Capital Infrastructure (DTCI) contracted with the consulting firm Kimley-Horn Associates, Inc. (KHA) to assist the County in determining system needs and changes necessary to position the County for the opening of Metrorail in January 2019. The KHA Study, *Loudoun County Transportation Prioritization Study for the Area Surrounding the New Metrorail Stations* dated July 2013 recommended completion or implementation of several transportation system improvements prior to the opening of Metrorail in January 2019. One transportation system improvement identified is the Greenway Transit Connector, including the Transit Connector Bridge over the Dulles Greenway linking the rail station with both sides of the Greenway.

The CTP already planned for a number of Metrorail-related road improvements in the Dulles Greenway Corridor between and proximate to the two planned Metrorail stations along the Dulles Greenway at Route 606 and Route 772. As the design of the Metro Station has progressed, the exact station features have been defined. Due to security concerns, it became necessary to relocate the Transit Connector Bridge over the Dulles Greenway from the west side of the station to the east side. The proposed alignment would extend from Moorefield Boulevard in Moorefield Station to Shellhorn Road in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway. Two new CTP road segments would be established; one between Moorefield Boulevard in Moorefield Station extending to Devin Sharon Drive in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway, with a planned ultimate condition of two lanes (local access undivided urban collector) within a 60-foot right-of-way with a 25 mph design speed and a maximum width of 46 feet for the Transit Connector Bridge. The other CTP road segment would extend from Devin Shafron Drive to Shellhorn Road, with a planned ultimate condition of four lanes (local access undivided urban collector) within a 60-foot right-of-way with a 30 mph design speed. With the relocation of the Greenway Transit Connector, a new CTP road segment for Croson Lane is also proposed, extending from Old Ryan Road to Moorefield Boulevard in Moorefield Station, with a planned ultimate condition of three lanes (local access undivided urban collector) within a 70-foot right-of-way with a 30 mph design speed. A Board-initiated Zoning Concept Plan Amendment (ZCPA) for the Moorefield Station development (ZCPA 2014-0002), approved at the May 20, 2014 Planning Commission Public Hearing reflects these changes. The item is scheduled for the June 11, 2015 Board of Supervisors Public Hearing.

Miller Drive:

On January 19, 2011, the Transportation and Land Use Committee (TLUC) deferred review and action on the proposed Government Support Center Master Plan pending public input sessions on the Plan. At the Board's February 28, 2011 Business Meeting, the Board established a Steering Committee to look at transportation and land use issues surrounding the Government Support Center and for the Steering Committee to report

back to the Board with recommendations that minimize adverse impacts to the nearby community. The Steering Committee recommended three transportation-related items, including the elimination of Miller Drive from the 2010 Countywide Transportation Plan (CTP). On May 3, 2011, the Board forwarded the Steering Committee's road plan to the TLUC for further review and final recommendation. At its June 15, 2011 meeting, the TLUC voted to recommend that the Board, among other things, authorize Staff to initiate a comprehensive plan amendment to remove Miller Drive from the CTP. On July 6, 2011, the Board approved the TLUC recommendation. A revised traffic impact analysis dated January 20, 2014, submitted as part of the Loudoun County Government Support Center (SPEX 2013-0005 & CMPT 2013-0007) application, included build-out scenarios with and without Miller Drive from Sycolin Road east to Kincaid Boulevard Extended. The analysis provided in the traffic study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive east of Sycolin Road.

Lexington Drive/Riverside Parkway:

With the adoption of the CTP in 2010, Note J was added to the *Revised 2030 Countywide Transportation Plan Map* calling for an alignment study to determine the ultimate alignment of Riverside Parkway and Lexington Drive in the Potomac Farms/University Center vicinity. The alignment study process began on March 6, 2013, when the Board directed Staff to review funding options to design and construct the missing link of Riverside Parkway between Loudoun County Parkway and Lexington Drive. Staff recommended using proffers collected from University Center (ZCPA 2006-0005) to fund the design and construction of Riverside Parkway between Loudoun County Parkway and Lexington Drive. At the Board's July 10, 2013 Public Hearing, the Board amended the FY 2014 Capital Improvements Program (CIP) and approved the use of proffer funds from University Center (ZCPA 2006-0005) for the design and construction of Riverside Parkway between Loudoun County Parkway and Lexington Drive. Staff used the engineering firm, Rinker Design Associates (RDA) to prepare conceptual alignment alternatives. On March 12, 2014, County staff and RDA met with the Virginia Department of Transportation (VDOT) to discuss the pros and cons of the multiple alternatives. As a result of the meeting, three alignment alternatives were developed for public consideration and further analysis. The three alignment alternatives were presented to the Board at their April 16, 2014 Business Meeting. Following the Board Business Meeting, a community information meeting was held on April 28, 2014 at George Washington University. The deadline for public comment on the three alignment alternatives is May 28, 2014. While the preferred alignment has not been selected, it is important to note the proposed CTP alignment along with all other planned roadways within the CTP do not reflect engineered alignments. The new CTP road segment is planned to have an ultimate condition of six lanes (controlled access median divided urban collector), within a 120-foot right-of-way with a 40 mph design speed. With the extension of Riverside Parkway through Potomac Farms and University Center, Lexington Drive no longer needs to be categorized as a CTP roadway. The elimination of Lexington Drive from the CTP is consistent with Board direction on June 19, 2013, for the VDOT to suspend design work on the Lexington Drive overpass project

and redirect funds toward another planned overpass of Route 7 further to the east within University Center.

Shaw Road

In 2008, the Board created the Belfort Area Task Force to analyze and provide recommendations on transportation and land uses in the area between Route 28 and the W&OD Trail from Sterling Boulevard to Church Road, known as Belfort Park. The transportation recommendations involved changes to the CTP, which were incorporated into the current CTP (adopted June 15, 2010; amended through December 11, 2013). During the FY 2012 budget considerations, the Board approved a Capital Improvement Project – Belfort Area Road Improvements allocating \$9 million to fund the project (i.e., construction of Belfort Park Drive and Glenn Drive extension). Concerns were raised by area residents at the September 12, 2012 VDOT public hearing on the proposed design plans. Board members as well as a representative from the Route 28 Public Private Partnership Act (PPTA) met with residents on November 7, 2012 to discuss issues raised at the VDOT public hearing. On December 5, 2012, the Board directed Staff to initiate an amendment to the CTP to remove the two-lane connector road between Shaw Road and Davis Drive. With the elimination of the segment of Shaw Road west of Davis Drive from the CTP road network, the portion of Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) will serve as a local road and as such no longer needs to be included as a CTP roadway.

II. PLANNING COMMISSION REVIEW AND RECOMMENDATION:

The Planning Commission held a public hearing on CPAM 2014-0001 on April 15, 2014; there were no public speakers.

The Planning Commission voted 8-0-1 (Ryan – absent) to forward CPAM 2014-0001 to the Board with the recommendation of adding new CTP road segments for the Greenway Transit Connector, including the Transit Connector Bridge from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643); Croson Lane from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station; and Riverside Parkway (Route 7 North Collector Road) between Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended) and to eliminate Lexington Drive; Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended; and Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) and west of Davis Drive (Route 868).

Because of the statutory provision (*“In acting on any amendments to the Plan, the governing body shall act within 90 days of the local Planning Commission’s recommending resolution”*), Staff recommends that any action by the Board on CPAM 2014-0001 occur no later than July 14, 2014.

ATTACHMENT

1. 2010 Countywide Transportation Plan Proposed Changes



Chapter 2

County Road Network

Loudoun County’s roads form the backbone of its transportation network. This chapter outlines the vision and associated policies that govern the planning, design and operation of Loudoun County’s road system. It features a revised road network that attempts to address future congestion concerns, reflecting vehicular travel needs through the year 2030.

I. Development of the Road Network

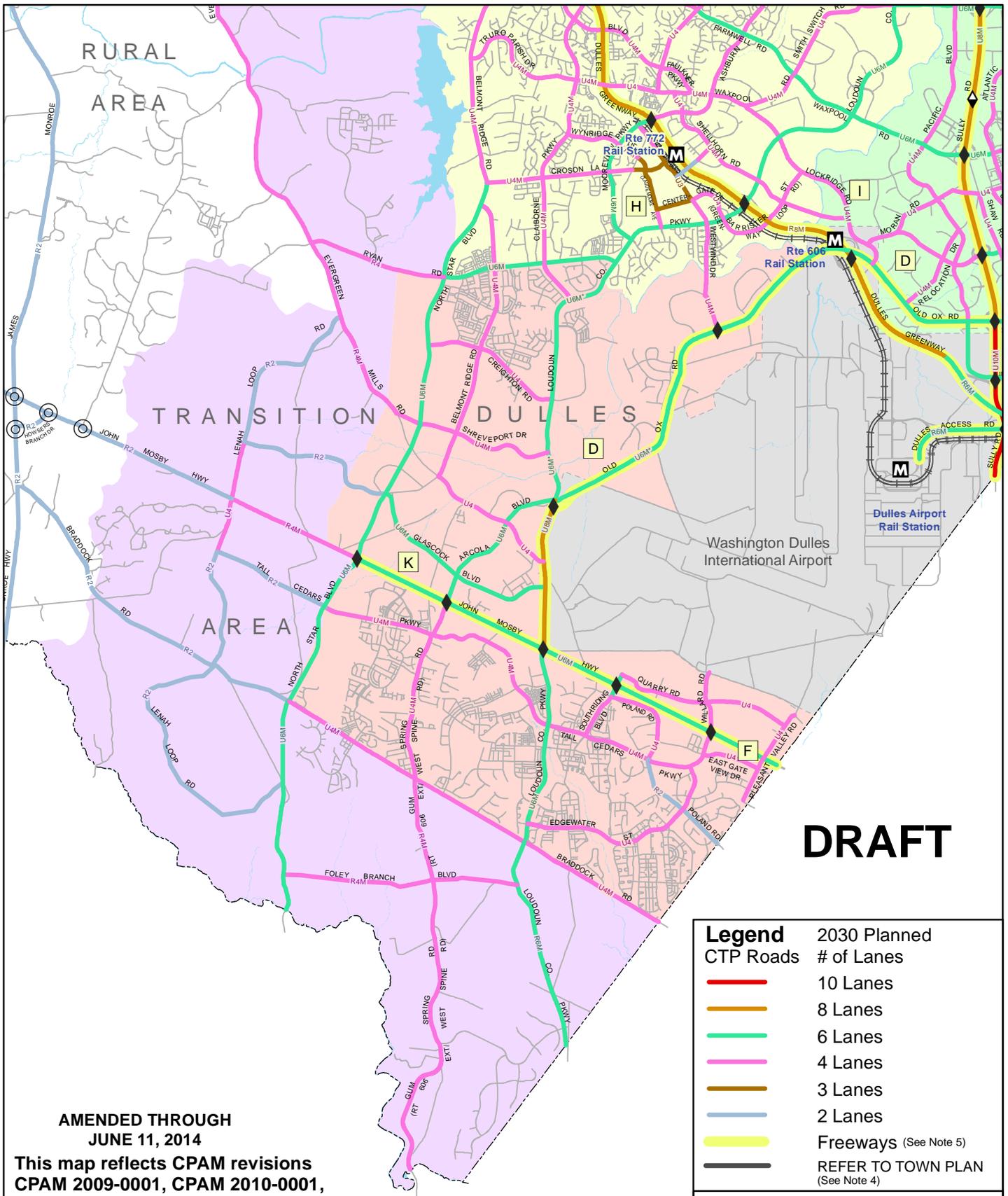
In order to develop the revised road network, the County employed the industry-accepted technique of computer modeling to forecast future travel demand on its roads and along key corridors. These forecasts are based on observed travel patterns and behaviors, anticipated growth in population, households and employment, and the characteristics of the existing and planned roadway network. The forecasts draw from data from within the County as well as data from surrounding jurisdictions.

The extent of improvements needed within the network and along particular corridors was guided in large part by the adequacy of a given road facility’s projected Level of Service (LOS), obtained from the computer model output. Level of Service is defined in the *Highway Capacity Manual* as “a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.” In essence, it is a calculation that describes how well a road segment is able to support travel demand as measured by the volume of vehicles on that road over a certain period of time (note: LOS can also be measured for intersections, however, the computer modeling exercise for the CTP only considers road segments). Level of Service is measured on a scale of A through F, with A being the best, and F being the worst. In this plan, adequate LOS is defined as LOS D or better. Inadequate LOS is defined as LOS E or worse (LOS F). The County has chosen this standard because in situations where level of service is worse than LOS D, traffic conditions become unstable, disrupting travel speeds and limiting freedom to maneuver, resulting in severe congestion. If a particular road segment was shown to have an inadequate LOS, improvements were considered and evaluated for effectiveness in improving operations. If successful, these improvements were considered for incorporation into the network. While LOS played a significant role in determining where improvements were necessary, the need to enhance the roadway network was also balanced with consideration by staff and County leadership as to whether such improvements were deemed practical, possible (given environmental constraints) and/or appropriate, given the context. It should also be noted that existing road policies play a role in shaping the road network. Finally, recommended changes were submitted to the Virginia Department of Transportation (VDOT) for review and comment in conformance with §15.2-2222.1 of the Virginia Code and VDOT’s *Traffic Impact Analysis Regulations Administrative Guidelines*. A detailed review of the analysis process is included in Appendix 2.

II. The Road Network

A. Countywide Transportation Plan Map

The structure of the revised road network is described graphically by the CTP map, which has been divided into sections for ease of use and is shown in Figures 2-1a-g. It should be noted that the road network featured on the CTP map and within this document consists of what are referred to as “CTP roads.” CTP roads include those roads that have a significant impact on the function of the network, classified as



DRAFT

AMENDED THROUGH
JUNE 11, 2014

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, and CPAM 2014-0001.

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1a
Revised Countywide
Transportation Plan
Dulles South Area

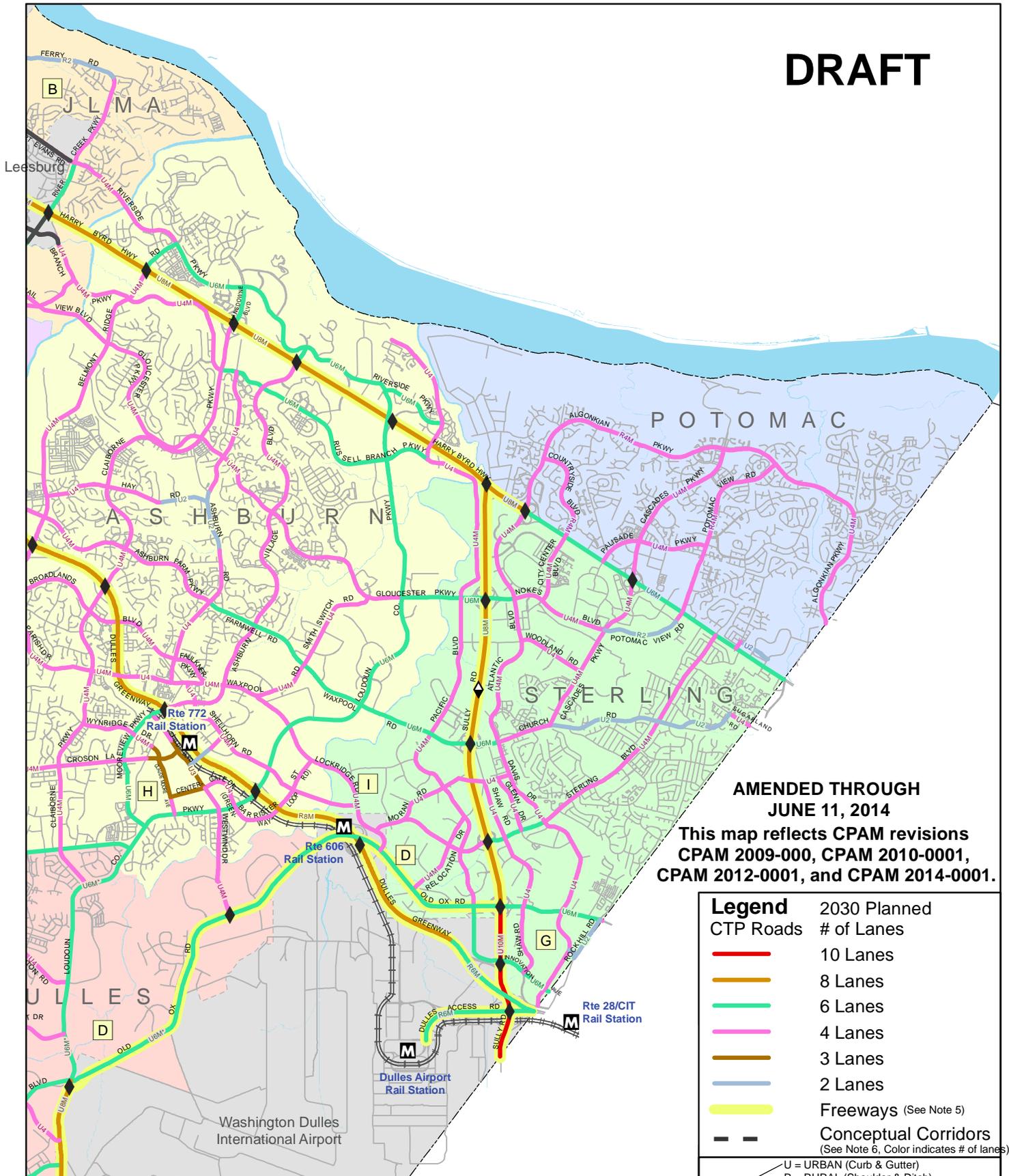


Legend	2030 Planned CTP Roads	# of Lanes
		10 Lanes
		8 Lanes
		6 Lanes
		4 Lanes
		3 Lanes
		2 Lanes
		Freeways (See Note 5)
		REFER TO TOWN PLAN (See Note 4)

	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

DRAFT



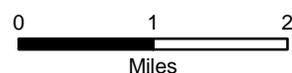
**AMENDED THROUGH
JUNE 11, 2014**
This map reflects CPAM revisions
CPAM 2009-000, CPAM 2010-0001,
CPAM 2012-0001, and CPAM 2014-0001.

Legend	
2030 Planned CTP Roads	# of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	Conceptual Corridors (See Note 6, Color indicates # of lanes)

U = URBAN (Curb & Gutter)	
R = RURAL (Shoulder & Ditch)	
U4M*	4 LANES IN 120' RIGHT OF WAY OR 6 LANES IN 200' RIGHT OF WAY
M	MEDIAN DIVIDED
2 3 4 6 8 10	TOTAL # OF LANES
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

Loudoun County Countywide Transportation Plan Update

Figure 2-1b
Revised Countywide
Transportation Plan
Eastern Loudoun Area

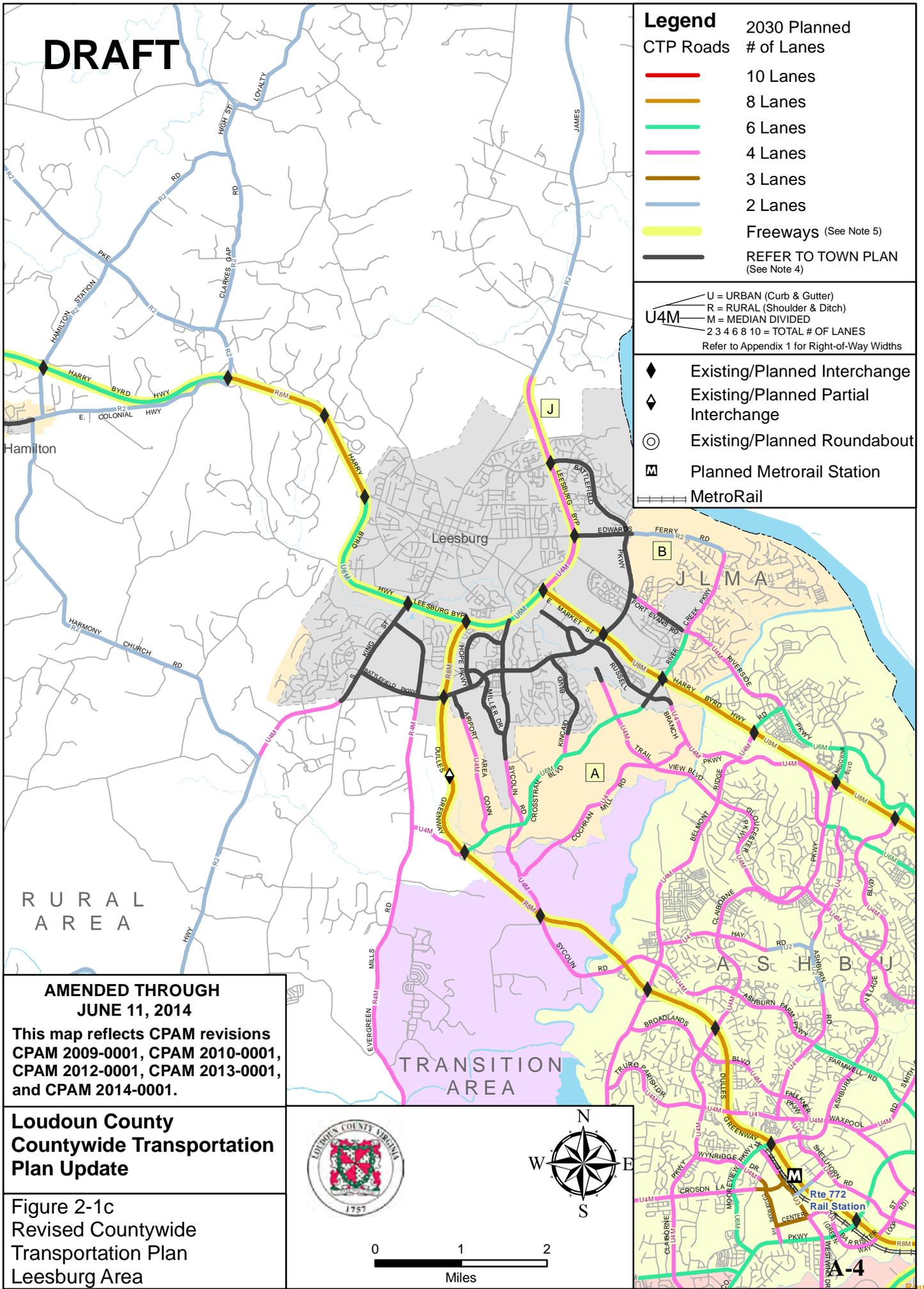


DRAFT

Legend	
2030 Planned CTP Roads	# of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

U	= URBAN (Curb & Gutter)
R	= RURAL (Shoulder & Ditch)
M	= MEDIAN DIVIDED
2 3 4 6 8 10	= TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail



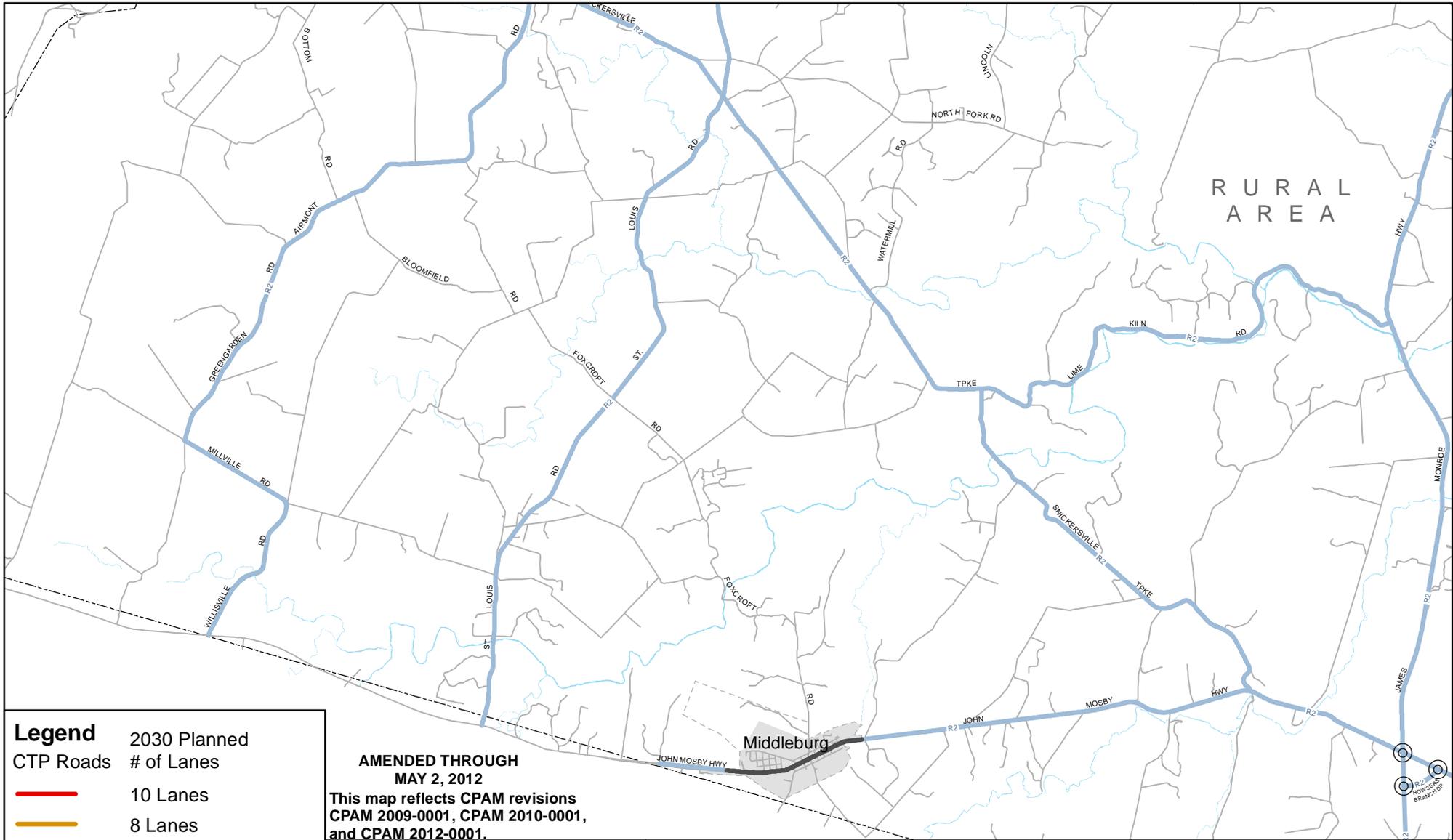
**AMENDED THROUGH
JUNE 11, 2014**

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2013-0001,
and CPAM 2014-0001.

Loudoun County Countywide Transportation Plan Update

Figure 2-1c
Revised Countywide
Transportation Plan
Leesburg Area

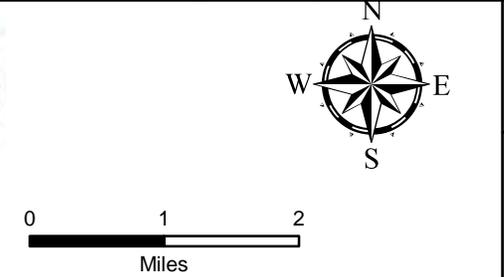




Legend	2030 Planned CTP Roads	# of Lanes
		10 Lanes
		8 Lanes
		6 Lanes
		4 Lanes
		3 Lanes
		2 Lanes
	Freeways	(See Note 5)
	REFER TO TOWN PLAN	(See Note 4)

AMENDED THROUGH MAY 2, 2012
 This map reflects CPAM revisions CPAM 2009-0001, CPAM 2010-0001, and CPAM 2012-0001.

	U = URBAN (Curb & Gutter) R = RURAL (Shoulder & Ditch) M = MEDIAN DIVIDED 2 3 4 6 8 10 = TOTAL # OF LANES Refer to Appendix 1 for Right-of-Way Widths
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

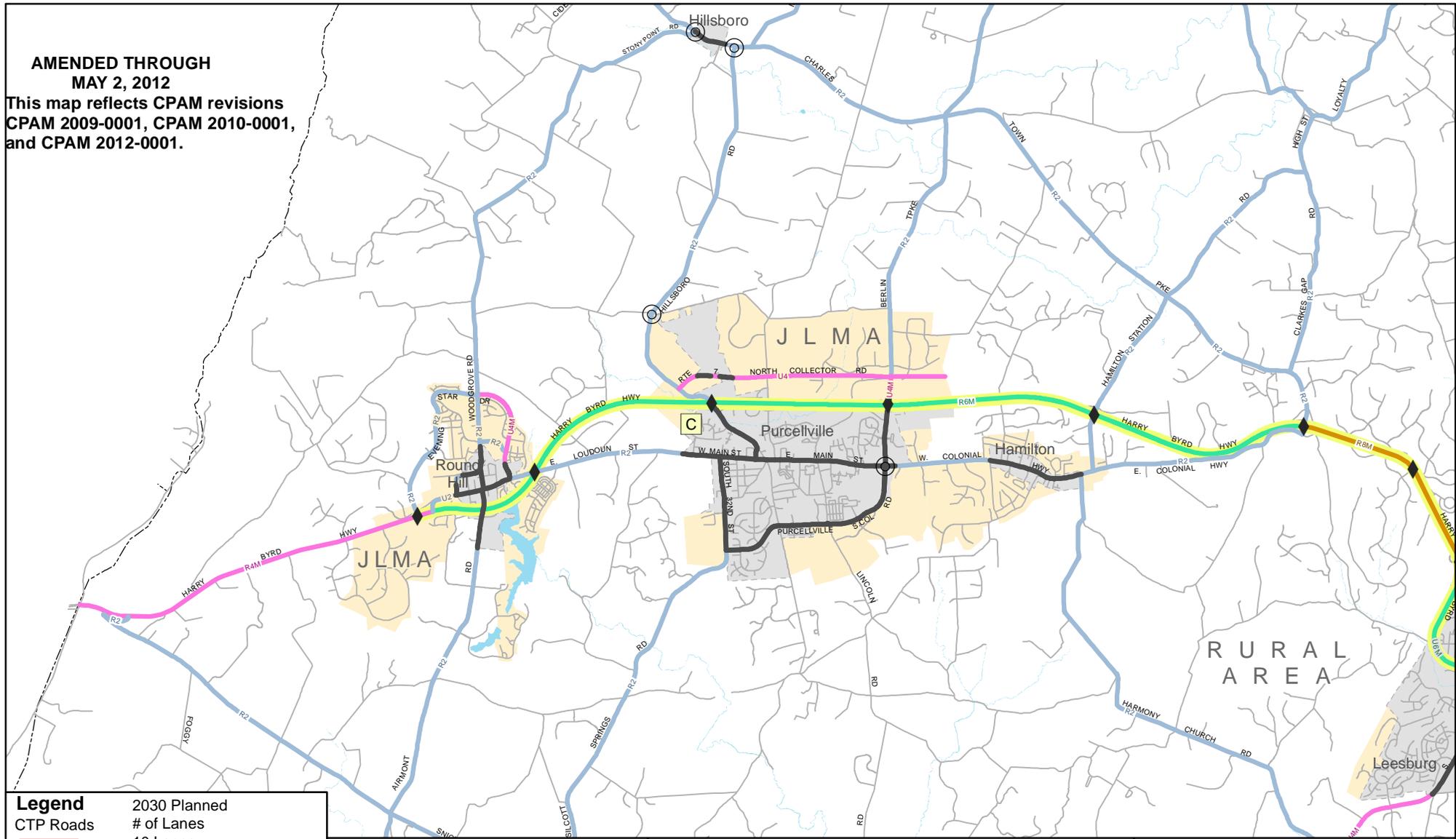


**Loudoun County
 Countywide Transportation
 Plan Update**

Figure 2-1d
 Revised Countywide
 Transportation Plan
 Southwest Loudoun

**AMENDED THROUGH
MAY 2, 2012**

**This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
and CPAM 2012-0001.**



Legend	
CTP Roads	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

	U = URBAN (Curb & Gutter) R = RURAL (Shoulder & Ditch) M = MEDIAN DIVIDED 2 3 4 6 8 10 = TOTAL # OF LANES Refer to Appendix 1 for Right-of-Way Widths
	Planned Interchange
	Existing/Planned Partial Interchange
	Planned Roundabout
	Planned Metrorail Station
	MetroRail

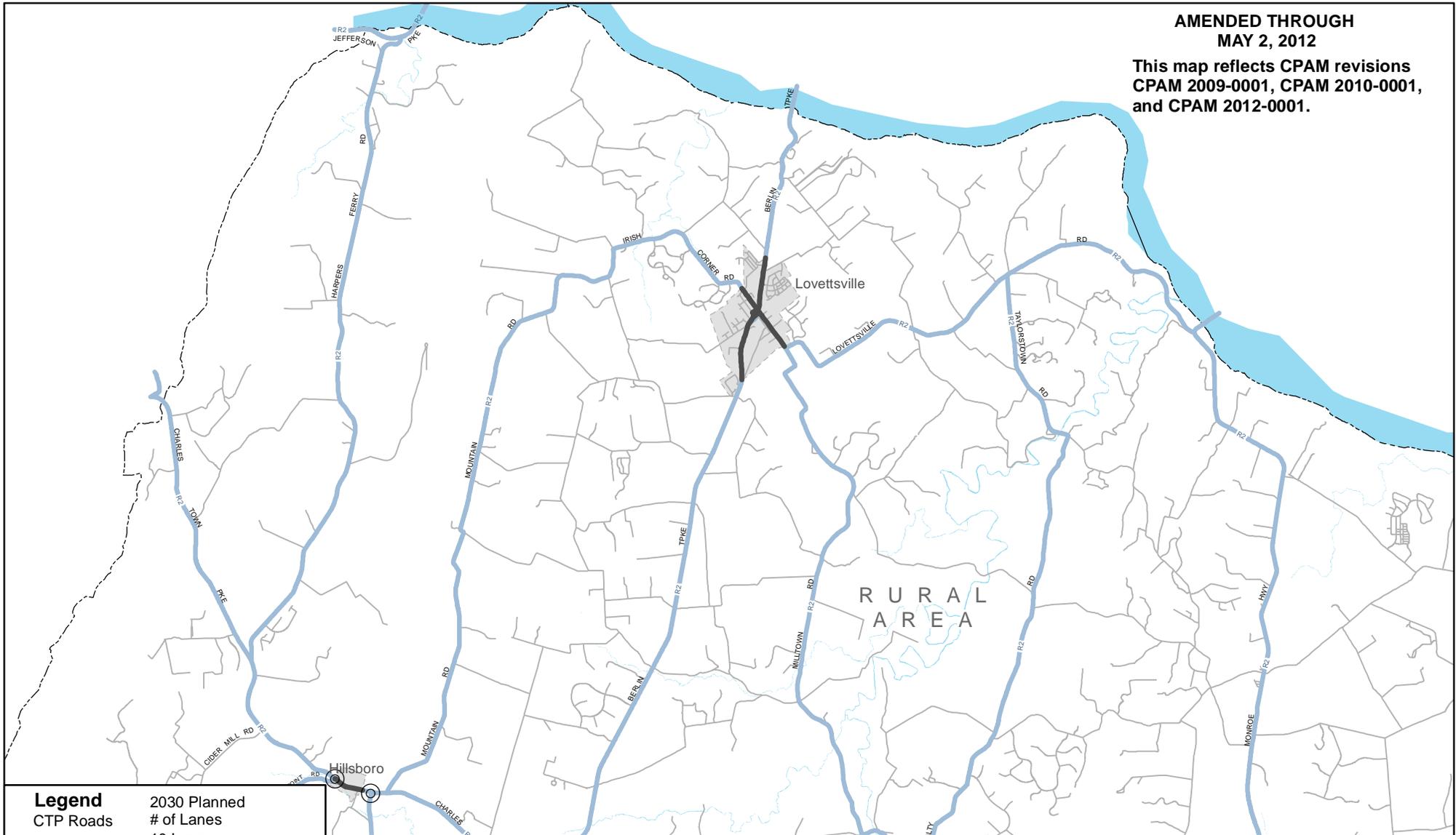


**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1e
Revised Countywide
Transportation Plan
Western Loudoun

AMENDED THROUGH
MAY 2, 2012

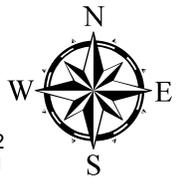
This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
and CPAM 2012-0001.



Legend	2030 Planned CTP Roads	# of Lanes
		10 Lanes
		8 Lanes
		6 Lanes
		4 Lanes
		3 Lanes
		2 Lanes
		Freeways (See Note 5)
		REFER TO TOWN PLAN (See Note 4)

U = URBAN (Curb & Gutter)
R = RURAL (Shoulder & Ditch)
M = MEDIAN DIVIDED
2 3 4 6 8 10 = TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths

- Planned Interchange
- Existing/Planned Partial Interchange
- Planned Roundabout
- Planned Metrorail Station
- Metrorail



Loudoun County Countywide Transportation Plan Update

Figure 2-1f
Revised Countywide
Transportation Plan
Northwest Loudoun

NOTES

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. An alignment study will need to be performed to determine the ultimate alignment of Lockridge Road.
- J. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- K. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.

DRAFT



AMENDED THROUGH JUNE 11, 2014

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, and CPAM 2014-0001.

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1g
Revised Countywide
Transportation Plan
Map 8
Notes



arterials and collectors. These roads require careful long-range planning to ensure that the network functions adequately as they carry the majority of the traffic throughout the County. Local roads are not individually considered in the analysis of the County road network, although their net effect on the operation of the network is taken into account in the analysis process. For reference, local roads are shown on the map in a subdued gray color, and the CTP document itself contains some policies regarding specific aspects of local roads.

B. Countywide Transportation Plan Road Planning Guidelines

The structure of the revised road network is further detailed in Appendix 1, Planning Guidelines for Major Roadways Countywide, which includes the functional classification, number of lanes, right-of-way required, planning-level design criteria, and bicycle/pedestrian facilities guidelines for each road segment in its current, interim, and ultimate conditions. Appendix 1 will be updated as necessary and may be modified by resolution of the Board of Supervisors through land development applications or as otherwise deemed appropriate by the Board.

III. Road Network Concepts and Policies

Within this section are contained the road network concepts and policies that provide for the orderly development and implementation of the road network as defined on the CTP map and described in Appendix 1. The policies contained herein are critical to ensuring that the long-range vision for the network comes to fruition.

A. Functional Classification and Access Management

1. Functional Classification

The *2010 Countywide Transportation Plan* employs the highway functional classification system developed by the Federal Highway Administration (FHWA) and used by the Virginia Department of Transportation (VDOT) to classify public roads. The functional classification of each CTP road in its current, interim and ultimate condition is included in Appendix 1. Functional Classification is defined by FHWA as “the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.” Each highway is assigned a functional classification based on the highway’s intended purpose of providing priority to through traffic movement or adjoining property access. The functional classification system groups highways into three basic categories identified as (1) arterial, with the function to provide mostly through movement of traffic; (2) collector, with the function of supplying a combination of through movement and access to property; and (3) local, with the function of providing mostly access to property. As previously mentioned, local roads are not considered in the analysis of the County local network, and therefore local roads are not included in Appendix 1. The *2010 CTP* is the County’s guiding document with respect to the functional classification of roads. References in all county ordinances and area plans are to be consistent with the functional classifications in Appendix 1.

2. Access Management

As defined by VDOT, Access Management is the systematic control of the location, spacing, design, and the operation of entrances, median openings, traffic signals, and interchanges for the purpose of providing vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Access management allows for informed decisions to try to accommodate parcel access while maintaining safety and in most cases the capacity of the road network. The County works closely with the development community and VDOT to address concerns and seek solutions for parcel access issues. The County defers to VDOT access management regulations as defined in *VDOT Access Management Regulations: Principal Arterials* and *VDOT Access Management Regulations: Minor Arterials, Collectors and Local Streets*.



Functional Classification and Access Management Policies

1. The County will use the Federal Highway Administration/Virginia Department of Transportation (FHWA/VDOT) functional classification system in the *2010 Countywide Transportation Plan* for the purpose of planning a coordinated highway network. The description of highways in all applicable County ordinances and planning documents also will be consistent with this functional classification system.
2. The road network will consist of a coordinated hierarchy of arterial, collector and local roads. Access to the arterial network will be primarily from collector roads. Local roads will access the collector system directly and not the arterial network in the Suburban Policy Area and wherever possible in the Transition and Rural Policy Areas.
3. The County supports access management techniques that focus on context-sensitive and economical designs that emphasize local access while balancing safety and capacity in order to promote the needs of Loudoun.
4. The County will work closely with residents, businesses, the development community and VDOT to address access concerns and seek solutions for parcel access issues.

B. Road Policies by Geographic Policy Area

The *2010 CTP* carries forward the County's commitment to coordinate road network policies with land use, environmental policies and heritage preservation policies of the *Revised General Plan*. In keeping with the land use policies of the *Revised General Plan*, the CTP presents specific policies for roads according to the four geographic Policy Areas as defined in the *Revised General Plan*: Suburban, Transition, Rural, and the Joint Land Management Areas (JLMAs) that exist around four of the County's seven incorporated Towns. Additional discussion of the road improvements favored by the incorporated Towns as well as specific road and transportation policies for the four JLMA areas are provided in Chapter 9 of the *Revised General Plan*. The Policy Areas are shown graphically in Figures 2-1a-g.

The policies in this section are intended to support the County's proposed land use by ensuring that adequate transportation facilities exist to serve the mobility needs of residents, visitors and businesses in each of the Policy Areas. For a complete list of planned roadway improvements, including detailed descriptions of each road and its current, interim, and ultimate planned improvements, refer to *Appendix 1 (Planning Guidelines for Major Roadways)*. Priority status (i.e., near-term, intermediate, and long-term), projected timing and estimated costs for completion of the improvements outlined in *Appendix 1* are contained in *Appendix 3 (Road Improvement Priorities)*. *Appendix 3* also contains a list of top priorities.

1. Suburban Policy Area Roads

As noted in Chapter 6 of the *Revised General Plan*, the Suburban Policy Area is located in the easternmost portion of the County, where most of the County's residential and commercial growth has occurred over the past twenty years. The ultimate planned roadway network essential to support the development envisioned by the *Revised General Plan* in the Suburban Policy Area and called for by the analysis results from the County's transportation model is specified in the *2010 CTP*. Many major road construction projects are needed to implement this ultimate planned road network. These projects range from operational improvements on existing roadways in established, developed portions of the Suburban Policy Area to construction of entirely new roadways in areas that are currently undergoing initial development. Recommendations for planned road widenings, where discussed below, are based on the Corridor Adequacy Analyses (see *Appendix 2*) conducted in the preparation of this Plan.

The Suburban Policy Area is divided into four distinct communities: Ashburn, Dulles, Potomac, and Sterling. The boundaries of each community are defined largely by natural features and major roads. A



description of each community is provided below, and each community's boundaries are provided in the maps contained in Figures 2-1a-g. Discussion of the most significant roadways and planned improvements within each Community is provided in the following sections.

a. Ashburn Community

The Ashburn Community stretches from the Potomac River north of Lansdowne south to Ryan Road, and from the Broad Run on the east to the Goose Creek and Beaverdam Reservoir on the west. Major roads within the Ashburn Community include **Harry Byrd Highway (VA Route 7), the VA Route 7 Parallel Roads (Riverside Parkway and Russell Branch Parkway), the Dulles Greenway (VA Route 267), Ashburn Road (VA Route 641), Belmont Ridge Road (VA Route 659), Broadlands Boulevard/Faulkner Parkway (VA Route 640), Croson Lane (VA Route 645), ~~Greenway Transit Connector~~, the Greenway East-West Connector (Wynridge Drive/Claude Moore Avenue), Gloucester Parkway (VA Route 2150), the Greenway Loop Road (Centergate Drive/Barrister Street), the Greenway Transit Connector, Hay Road (VA Route 642), Ashburn Village Boulevard (VA Route 2020/VA Route 772)/Mooreview Parkway (VA Route 2298), Lansdowne Boulevard (VA Route 2400)/Claiborne Parkway (VA Route 901), ~~Lexington Drive (VA Route 3000)~~, Lockridge Road (VA Route 789 Extended), Loudoun County Parkway (VA Route 607), Moorefield Boulevard/Westwind Drive (VA Route 645 Extended), Ryan Road (VA Route 772), Shellhorn Road (VA Route 643/VA Route 643 Extended), Smith Switch Road (VA Route 1950), Sycolin Road/Ashburn Farm Parkway/Farmwell Road/Waxpool Road (VA Route 625), and Waxpool Road (VA Route 640/VA Route 2119)/Truro Parish Drive (VA Route 2119).**

Although much of the CTP road network within the Ashburn Community has been constructed, several key projects remain yet to be completed. These planned improvements are intended to improve traffic flow on existing roadways such as Harry Byrd Highway (VA Route 7) and Belmont Ridge Road (VA Route 659) as well as complete missing roadway links, particularly those across the Broad Run and in the vicinity of planned Metrorail stations in the Dulles Greenway (VA Route 267) corridor. Significant planned roadway connections and improvements within the Ashburn Community include:

- **VA Route 7 (Harry Byrd Highway)** traverses the northern portion of the Ashburn Community between the Broad Run (at VA Route 28) and the Goose Creek, just east of the Town of Leesburg. This segment of VA Route 7 is part of the larger east-west corridor that traverses the entire County. Between VA Route 28 and the Goose Creek, VA Route 7 is currently a six-lane divided facility, and is gradually being converted to a limited access highway (the limited access segment is planned to extend westward to the Leesburg Bypass in the Town of Leesburg). The entire segment of VA Route 7 between VA Route 28 and the Leesburg Bypass is planned to be widened to eight lanes, and HOV operations will be considered for the new lanes. Within the Ashburn Community, grade-separated interchanges are currently in place at VA Route 28, Loudoun County Parkway (VA Route 607), and Claiborne Parkway (VA Route 901)/Lansdowne Boulevard (VA Route 2400). Additional interchanges are planned at Ashburn Village Boulevard (VA Route 2020) and Belmont Ridge Road (VA Route 659). Construction funding for the Loudoun County Parkway (VA Route 607) interchange and design funding for the planned Belmont Ridge Road (VA Route 659) interchange was approved by County voters as part of a Local Road Bond Referendum in November 2006. Private sector developers constructed the Claiborne Parkway (VA Route 901)/Lansdowne Boulevard (VA Route 2400) interchange as part of nearby development approvals; the Ashburn Village Boulevard (VA Route 2020) interchange is anticipated to be constructed in the same manner. ~~An overpass Overpasses~~ across VA Route 7 (with no access) ~~is are~~ planned at ~~Lexington Drive (VA Route 3000) and at~~ Riverside Parkway (between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges).
- **The VA Route 7 Parallel Roads (Riverside Parkway (VA Route 2401) & Russell Branch Parkway (VA Route 1061))** will provide long-term access to developments along the VA Route 7 corridor once all interchanges have been completed and the main road becomes a limited access facility. Each parallel road is planned to be a minimum of four lanes (some segments are planned to be six lanes where forecasted volumes warrant additional capacity). Presently, gaps remain in each of these



roadways, though construction is underway and/or programmed on some of these missing links. Currently, **Riverside Parkway (VA Route 2401)** (the VA Route 7 North Collector Road) has been completed from west of Goose Creek east through Lansdowne to Ashburn Village Boulevard (VA Route 2020 Extended). East of this point, Riverside Parkway (VA Route 2401) is planned to follow a new alignment from Smith Circle (VA Route 823) east to existing Loudoun County Parkway (VA Route 607) in the vicinity of George Washington Boulevard (VA Route 1050)~~Riverside Parkway (VA route 1052) at the existing VA Route 7/Lexington Drive (VA Route 3000) intersection (an alignment study will determine the ultimate location of Riverside Parkway and Lexington Drive (VA Route 3000) in this vicinity).~~ Further to the east, within the University Center development, existing **George Washington Boulevard (VA Route 1050)** serves as a segment of the VA Route 7 North Collector Road between Loudoun County Parkway (VA Route 607) and existing Riverside Parkway (VA Route 1052). Regarding **Russell Branch Parkway (VA Route 1061)** (the VA Route 7 South Collector Road), the roadway is currently constructed from within the Belmont development east to Ashburn Road (VA Route 641) (Belmont is anticipated to construct the roadway from its current western terminus west to Belmont Ridge Road in conjunction with future development). The County is currently undertaking a project to construct the segment of Russell Branch Parkway from Ashburn Road (VA Route 641) east to Ashburn Village Boulevard (VA Route 2020), where the roadway is in place through the Ashbrook development. The One Loudoun development has constructed the road from Ashbrook east to Loudoun County Parkway (VA Route 607). East of Loudoun County Parkway (VA Route 607), a gap remains to be constructed from east of Richfield Way across Broad Run to connect with the planned alignment of Pacific Boulevard (VA Route 1036) (the VA Route 28 West Parallel Road) in the Sterling Community. This segment is anticipated to be constructed as part of the approved Kincora development.

- **Belmont Ridge Road (VA Route 659)** is a critical north-south corridor along the western boundary of the Ashburn Community. Currently, Belmont Ridge Road (VA Route 659) is largely a two-lane rural road from VA Route 7 south to the future intersection with Croson Lane (VA Route 645), just north of the Brambleton development. The roadway is planned to ultimately be widened to four lanes. Funding is anticipated through a combination of public sector funds and private sector development proffers; some segments of four-lane divided roadway have already been constructed just north and south of the Dulles Greenway (VA Route 267) interchange in conjunction with adjacent developments.
- **Waxpool Road (VA Route 625)** is currently a six-lane divided roadway from VA Route 28 (in the Sterling Community) west to Loudoun County Parkway (VA Route 607), and a four-lane divided facility west to Smith Switch Road (VA Route 1950) (the corridor continues west from this point as **Farmwell Road (VA Route 625)**, which is also a four-lane divided roadway). Waxpool Road/Farmwell Road (VA Route 625) are ultimately planned to be widened to six lanes as far west as Ashburn Road (VA Route 641), though no funding for this future widening has been identified.
- **Loudoun County Parkway (VA Route 607)** is currently a four- to six-lane divided facility throughout the Ashburn Community, from George Washington Boulevard (VA Route 1050) south to Ryan Road (VA Route 772), with the exception of a short two-lane segment just north of the W & OD Trail. Ultimately Loudoun County Parkway (VA Route 607) is planned to be widened to six lanes from George Washington Boulevard (VA Route 1050) south to Old Ox Road (VA Route 606) (in the Dulles Community).
- **Gloucester Parkway (VA Route 2150)** between Loudoun County Parkway (VA Route 607) and VA Route 28, is another critical east-west roadway link across Broad Run to the Sterling Community. Completion of this segment, ultimately to be six lanes, is anticipated to be constructed in conjunction with future development and would provide the last missing link in the Gloucester Boulevard (VA Route 2150) corridor. The remainder of Gloucester Parkway (VA Route 2150), from Belmont Ridge Road (VA Route 659) east to Loudoun County Parkway (VA Route 607), has already been constructed to its ultimate four-lane condition.



- **Ashburn Village Boulevard (VA Route 2020/VA Route 772)**, another north-south connection through the Ashburn Community, is currently built to its ultimate a four-lane divided condition from VA Route 7 south to the Dulles Greenway (VA Route 267), with the exception of a short two-lane segment just north of Waxpool Road (VA Route 625). Widening of this remaining segment to four lanes is anticipated to be completed in conjunction with adjacent development.
- **Claiborne Parkway (VA Route 901)**, another north-south connection through the Ashburn Community, has been completed to its ultimate four-lane divided condition from the VA Route 7 interchange south to Croson Lane (VA Route 645), and an additional segment of the roadway from Ryan Road (VA Route 772) south to Loudoun County Parkway (VA Route 607) (in the Dulles Community) has also been completed. The only remaining gap in the Claiborne Parkway (VA Route 901) corridor is from Croson Lane (VA Route 645) south to Ryan Road (VA Route 772). Funding for construction of this roadway segment has not been identified.
- A number of **Metrorail-Related Road Improvements** in the **Dulles Greenway (VA Route 267) Corridor** are contemplated by this Plan. These improvements would complete the planned road network between and proximate to the two planned Metrorail stations along the Dulles Greenway at Route 606 and at Route 772 (the planned Metrorail extension into Loudoun County is discussed in greater detail in Chapter 3). Among the planned road improvements in this area are (1) widening of the **Dulles Greenway (VA Route 267)** to eight lanes from the main toll plaza westward; (2) construction of **Lockridge Road (VA Route 789 Extended)** from the vicinity of the current Dulles North Transit Center at the intersection of Lockridge Road (VA Route 789) and Moran Road (VA Route 634) (site of the future Route 606 Metrorail station) northwest across Broad Run and Loudoun County Parkway (VA Route 607) to Waxpool Road (VA Route 625)/Faulkner Parkway/Broadlands Boulevard (VA Route 640); (3) completion of **Croson Lane (VA Route 645)** as a continuous roadway between Belmont Ridge Road (VA Route 659) and the Moorefield Station development; (4) construction of the **Greenway Transit Connector** within the Moorefield Station and Loudoun Station developments (site of the future Route 772 Metrorail station) between ~~Moorefield Boulevard~~ ~~Croson Lane (VA Route 645)~~ and Shellhorn Road (VA Route 643), including a bridge over the Dulles Greenway (VA Route 267); (5) construction of **Moorefield Boulevard** within the Broadlands South and Moorefield Station developments between Mooreview Parkway (VA Route 2298) and Loudoun County Parkway (VA Route 607) (opposite Westwind Drive (VA Route 645 Extended)); (6) completion of **Claude Moore Avenue** within the Moorefield Station development from Old Ryan Road (VA Route 772) (opposite the **Greenway East-West Connector (Wynridge Drive)**) to Loudoun County Parkway (VA Route 607); and (7) construction of the **Greenway Loop Road** from Lockridge Road (VA Route 789 Extended) over the Dulles Greenway (VA Route 267) and across Loudoun County Parkway (VA Route 607) through the Dulles Parkway Center development to Moorefield Boulevard in the Moorefield Station development. It is anticipated that these roadways will be constructed in conjunction with future development in the area.

b. Dulles Community

The Dulles Community is bounded on the north by the Broad Run watershed boundary, on the south by Braddock Road (VA Route 620), on the east by the Fairfax County line, and on the west by Northstar Boulevard (VA Route 659 Relocated). Major roads within the Dulles Community include **John Mosby Highway (US Route 50)**, the **US Route 50 Parallel Roads (Quarry Road/Glascock Boulevard and Tall Cedars Parkway (VA Route 2200))**, **Arcola Boulevard (VA Route 606 Extended/West Spine Road)**, **Belmont Ridge Road (Existing VA Route 659)**, **Braddock Road (VA Route 620)**, **Claiborne Parkway (VA Route 901)**, **Creighton Road (VA Route 774)**, **East Gate View Drive**, **Edgewater Street (VA Route 2237)**, **Evergreen Mills Road (VA Route 621)**, **Gum Spring Road Relocated/Gum Spring Road (West Spine Road/Existing VA Route 659/VA Route 606 Extended)**, **Loudoun County Parkway (VA Route 607/VA Route 606)**, **Northstar Boulevard (VA Route 659 Relocated)**, **Old Ox Road (VA Route 606)**, **Pleasant Valley Road (VA Route 609)**, **Poland Road (VA Route 742)**, **Ryan Road (VA Route 772)**, **Shreveport Drive (VA Route 621 Relocated)**, **South Riding Boulevard (VA Route 2201)**, **Westwind Drive (VA Route 645 Extended)** and **Willard Road (VA Route 639 Relocated)**.



Many road construction projects remain to be completed in the Dulles Community, both on existing roadways and on entirely new corridor alignments. Among the most significant projects and future planned roadways are the following:

- **US Route 50 (John Mosby Highway)** is currently a four- to six-lane divided facility through the Dulles Community, from the future location of Northstar Boulevard (VA Route 659 Relocated) in the west to the Fairfax County line in the east. The entirety of US Route 50 within the Dulles Community is planned to be widened to a six-lane limited access facility. Interchanges are planned at Northstar Boulevard (VA Route 659 Relocated), Arcola Boulevard/Gum Spring Road Relocated (West Spine Road/Route 606 Extended), Loudoun County Parkway (VA Route 606), South Riding Boulevard (VA Route 2201), and Tall Cedars Parkway (VA Route 2200)/Willard Road (VA Route 639 Relocated). Grade-separated options are to be explored at Pleasant Valley Road (VA Route 609). No interchanges have been constructed to date, though the November 2006 Local Road Bond Referendum included funding for design of the Loudoun County Parkway (VA Route 606) interchange. VDOT is currently designing improvements to widen US Route 50 to six lanes from Poland Road (VA Route 742) east to Lee Road in Fairfax County; when completed and coupled with the existing six-lane segment currently in place, US Route 50 will be a continuous six-lane section from Loudoun County Parkway (VA Route 606) east into Fairfax County. Additional widening to six lanes to the west of Loudoun County Parkway (VA Route 606) has been proffered as part of approved developments along the corridor.
- **The US Route 50 Parallel Roads (Quarry Road/Glascock Boulevard & Tall Cedars Parkway (VA Route 2200))** will provide long-term access to developments along the US Route 50 corridor once all interchanges have been completed and the main road becomes a limited access facility. Each parallel road is planned to be a minimum of four lanes; some segments (e.g., Glascock Boulevard between Loudoun County Parkway (VA Route 606) and Northstar Boulevard (VA Route 659 Relocated)) are planned to be six lanes where forecasted volumes warrant additional capacity. As of this writing, none of **Quarry Road** or **Glascock Boulevard** (both segments of the US Route 50 North Collector Road) has been constructed; segments of Glascock Boulevard to the west of Loudoun County Parkway (VA Route 606) are anticipated to be completed in conjunction with the approved Dulles Landing, Arcola Center, and Glascock Field developments. **Tall Cedars Parkway (VA Route 2200)** (the primary Route 50 South Collector Road) is largely constructed, though a gap remains between Gum Spring Road (Existing VA Route 659/VA Route 606 Extended) east of the Stone Ridge development and Riding Center Drive in the South Riding development. This gap is anticipated to be completed as part of already proffered or future development in the vicinity. Other roadway segments that function as part of the planned US Route 50 South Collector Road system include **East Gate View Drive** (between Tall Cedars Parkway (VA Route 2200) and Pleasant Valley Road (VA Route 609)) and a segment of **Poland Road** (VA Route 742) (between Tall Cedars Parkway (VA Route 2200) and South Riding Boulevard (VA Route 2201)). Completion of both of these roads is anticipated to occur in conjunction with future development in the area.
- **The Old Ox Road (VA Route 606) Corridor** runs along the western side of Dulles Airport. Much of the existing roadway between VA Route 621 (Evergreen Mills Road) and the Dulles Greenway (VA Route 267) is a two-lane facility which carries significant traffic volumes around the airport. The roadway is planned to be widened to six lanes from the future Loudoun County Parkway (VA Route 607) intersection to the Dulles Greenway (VA Route 267) (and east to VA Route 28 in the Sterling Community). As the roadway is widened, opportunities for parallel or frontage roads and access consolidation need to be explored along Old Ox Road (VA Route 606) (between Loudoun County Parkway (VA Route 607) and VA Route 28) in order to facilitate local access when the roadway is converted to a limited access facility. HOV operations will also be considered for the final two lanes when the six-lane facility is constructed.
- **Loudoun County Parkway (VA Route 607/VA Route 606)** is a major north-south corridor that, when completed between the vicinity of Claiborne Parkway (VA Route 901) (south of the Dulles Greenway (VA Route 267)) and Old Ox Road (VA Route 606) (north of US Route 50), will facilitate much greater access in a large portion of the Dulles Community due primarily to an additional road



connection across the Broad Run. This remaining segment is proffered to be completed in conjunction with adjacent development in the area. This segment of Loudoun County Parkway, along with the adjacent existing segments connecting to the Dulles Greenway (VA Route 267) to the north, is planned to be ultimately widened to a six-lane facility. The segment of Loudoun County Parkway which follows the existing Route 606 alignment is planned to be widened to an eight-lane roadway; HOV operations will be considered for the final two lanes of this segment. Loudoun County Parkway (VA Route 606) currently continues south from US Route 50 to Braddock Road (VA Route 620), and is planned to be widened from its existing four lanes to a six-lane roadway. South of Braddock Road (VA Route 620), Loudoun County Parkway (VA Route 606) is planned to continue as an ultimate six-lane roadway into the Transition Policy Area and Fairfax County.

- **Arcola Boulevard/Gum Spring Road Relocated (VA Route 606 Extended/West Spine Road)** is a planned new roadway corridor to run between the future Old Ox Road (VA Route 606)/Loudoun County Parkway (VA Route 607) intersection and US Route 50 just east of Existing VA Route 659 (Gum Spring Road), and continuing south to join the present alignment of Existing VA Route 659 (Gum Spring Road) at Tall Cedars Parkway (VA Route 2200). South of this point, this roadway corridor is planned to follow the alignment of **Gum Spring Road (Existing VA Route 659)** south to Braddock Road (VA Route 620) and into the Transition Policy Area and Prince William County. North of US Route 50, this roadway (Arcola Boulevard) is ultimately planned to be a six-lane divided facility; south of US Route 50, this roadway (Gum Spring Road Relocated/Gum Spring Road) is planned as a four-lane divided facility. At present, no construction to the north of US Route 50 has taken place, though this segment of roadway is anticipated to be completed in conjunction with the approved Arcola Center and Brambleton developments. South of US Route 50, a half-section has been constructed between US Route 50 and Tall Cedars Parkway (VA Route 2200). From Tall Cedars Parkway (VA Route 2200) south to Braddock Road (VA Route 620), the alignment of Gum Spring Road (Existing VA Route 659) has been widened to a four-lane divided section by private sector proffers.
- **Northstar Boulevard (VA Route 659 Relocated)**, a new north-south corridor along the western edge of the Dulles Community, is planned to run from the northern edge of the Brambleton development (just south of Croson Lane (VA Route 645) in the Ashburn Community) south to Braddock Road (VA Route 620), and continuing south into the Transition Policy Area and Prince William County. Currently, a four lane divided section of this roadway (from its northern terminus at Belmont Ridge Road (VA Route 659) south to future Shreveport Drive (VA Route 621 Relocated) in the Brambleton development) has been constructed. A two lane section between Tall Cedars Parkway (VA Route 2200) and Braddock Road (VA Route 620) has also been constructed. Within the Dulles Community, the road is ultimately planned to be a six-lane divided facility and is anticipated to be constructed in conjunction with future development along the corridor.
- **Belmont Ridge Road (VA Route 659)**, between the northern terminus of Northstar Boulevard (VA Route 659 Relocated) and Evergreen Mills Road (VA Route 621) west of Arcola, is planned to be a continuous four-lane divided roadway which will provide access through the Brambleton development and adjacent areas. The segment of roadway within Brambleton (south to beyond Creighton Road (VA Route 774)) has already been constructed to its ultimate four-lane configuration, and widening of the remaining segment south to Evergreen Mills Road (VA Route 621) is anticipated to be completed in conjunction with future development in the area.
- **Shreveport Drive (VA Route 621 Relocated)** is a planned east-west roadway that will traverse the southern part of the Brambleton development from just west of future Northstar Boulevard (VA Route 659 Relocated) east to Loudoun County Parkway (VA Route 606), providing an alternate route for traffic around the Village of Arcola. Construction of this four-lane divided roadway is anticipated to be completed in conjunction with the approved Brambleton development.



- **Evergreen Mills Road (VA Route 621)** is planned to be widened to a four-lane undivided facility from Belmont Ridge Road (VA Route 659) east through Arcola to Loudoun County Parkway (VA Route 606). Funding to complete this widening has not been identified.
- **Westwind Drive/Ladbrook Drive (VA Route 645 Extended)** will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four-lane divided road segment and bridge crossing has been proffered as part of the approved Moorefield Station development.
- **Braddock Road (VA Route 620)** forms the dividing line between the Dulles Community and the Transition Policy Area to the south. Braddock Road (VA Route 620) is currently built to its interim two-lane section from the Fairfax County line west to the vicinity of Northstar Boulevard (VA Route 659 Relocated). The entirety of Braddock Road (VA Route 620) in the Dulles Community (from the Fairfax County line west to Northstar Boulevard (VA Route 659 Relocated)) is planned to be widened to a four-lane divided roadway in the future.

c. Potomac Community

The Potomac Community includes the area north of VA Route 7 to the Potomac River between the Fairfax County line and the Broad Run. Major roads within the Potomac Community include **Harry Byrd Highway (VA Route 7)**, **Algonkian Parkway (VA Route 1582)**, **Cascades Parkway (VA Route 1794)**, **Countryside Boulevard (VA Route 1570)**, **Palisade Parkway (VA Route 1795)** and **Potomac View Road (VA Route 637)**.

Virtually the entire regional road network within the Potomac Community has been constructed to the ultimate lane configurations identified in this Plan, and the focus of future efforts in this area will be on operational and safety improvements. Two major roads in the Potomac Community are the focus of such measures:

- **Algonkian Parkway (VA Route 1582)** runs from VA Route 7 opposite Atlantic Boulevard (VA Route 1902) east to the Fairfax County line, where it continues as Holly Knoll Drive south to VA Route 7 opposite the Fairfax County Parkway. The roadway is built to its ultimate planned four-lane divided condition and provides access to much of the Potomac Community, including the Countryside, Cascades, and Lowes Island developments. VDOT recently conducted a corridor study to identify measures to improve pedestrian safety and move traffic more effectively along the entire 6.7-mile corridor. The study examined all 31 intersections along this roadway and recommended a number of both short-term, low-cost treatments such as signage and pavement markings as well as long-term improvements such as physical changes to the roadway and signal structures. As of this writing, the study is currently under review by the Board of Supervisors, who, in conjunction with VDOT, will determine how these recommended improvements will be implemented.
- **Harry Byrd Highway (VA Route 7)** forms the southern boundary of the Potomac Community and is part of the larger major east-west corridor which traverses the entire County. It is currently built to its ultimate planned six-lane divided, controlled access condition. Unlike the segment of VA Route 7 to the west within the Ashburn Community, the segment of VA Route 7 (between the Algonkian Parkway (VA Route 1582)/Atlantic Boulevard (VA Route 1902) interchange and the Fairfax County line) is not envisioned to become limited access, and no additional interchanges are planned to be constructed. Currently, the County and VDOT are focused on operational improvements such as additional turn lanes, the addition of channelization in certain locations, median closures, and access restrictions to improve traffic flow between Potomac View Road (VA Route 637) and Lakeland Drive (VA Route 821). Such improvements are intended to better manage traffic volumes which use this segment of VA Route 7, particularly between Potomac View Road (VA Route 637) and Sterling Boulevard (VA Route 846) (as there is no alternate route or parallel road between these two intersections). Related improvements are also being studied to improve ingress/egress and operations at the entrance to



Northern Virginia Community College (Campus Drive (VA Route 391)). A second entrance to the NVCC Campus has been constructed from Potomac View Road (VA Route 637).

The only remaining planned regional road segment within the Potomac Community which remains incomplete is a portion of the **VA Route 7 North Collector Road (Maple Leaf Place/Jennings Farm Drive)** between Augusta Drive (VA Route 2700) and Cedar Drive (VA Route 821). As part of an approved rezoning application, it was determined that the right-of-way would be reserved to allow for possible future construction of this road segment.

d. Sterling Community

The Sterling Community includes the area from Washington Dulles International Airport north to VA Route 7 between the Fairfax County line and the Broad Run. Major roads within the Sterling Community include **Harry Byrd Highway (VA Route 7)**, **Sully Road (VA Route 28)**, the **VA Route 28 Parallel Roads (Atlantic Boulevard (VA Route 1902)/Davis Drive (VA Route 868) and Pacific Boulevard (VA Route 1036))**, **Cascades Parkway (VA Route 637/VA Route 1794)**, **Church Road (VA Route 625)**, **City Center Boulevard (VA Route 1949)**, **Glenn Drive (VA Route 864)**, **Gloucester Parkway (VA Route 2150)**, **Innovation Avenue (VA Route 209)**, **Moran Road (VA Route 634/VA Route 634 Extended)**, **Nokes Boulevard (VA Route 1793)**, **Old Ox Road (VA Route 606)**, **Potomac View Road (VA Route 637)**, **Relocation Drive (VA Route 775)**, **Rock Hill Road (VA Route 605)**, **Shaw Road (VA Route 636)**, **Sterling Boulevard (VA Route 846)**, **Sugarland Road (VA Route 604)**, **Waxpool Road (VA Route 625)**, and **Woodland Road (VA Route 679)**.

While much of the regional road network within the Sterling Community has been completed, additional improvements and widening are planned to meet demand on existing roadways such as VA Route 28 and to complete missing links in the system. Planned roadway connections and improvements of particular significance in the Sterling Community include:

- The **VA Route 7 (Harry Byrd Highway)** traffic flow project (as described in detail above in the discussion of the Potomac Community).
- **VA Route 28 (Sully Road)** is currently a six-lane divided facility, connecting VA Route 7 near Dulles Town Center with the Dulles Toll Road (VA Route 267) at the Fairfax County line. The road is planned to be widened to eight lanes from VA Route 7 south to Old Ox Road (VA Route 606), and to ten lanes from Old Ox Road (VA Route 606) south to the Fairfax County line, which is consistent with planned improvements in Fairfax County. The roadway has largely been converted to a limited access facility, with grade-separated interchanges constructed at a number of locations. The most recent phase of interchange construction, which began in 2002, took place under the Virginia Public-Private Transportation Act (PPTA) of 1995, and has completed interchanges at Old Ox Road (VA Route 606), Sterling Boulevard (VA Route 846), Waxpool/Church Roads (VA Route 625), Nokes Boulevard (VA Route 1793), and a partial interchange at Innovation Avenue (VA Route 209). Completion of a full interchange at Innovation Avenue (VA Route 209) is anticipated in conjunction with future adjacent development. Eventually, all at-grade access will be terminated along VA Route 28, though VDOT may permit certain at-grade access points to remain open until such time as the parallel road network (discussed below) is in place. The Route 28 interchanges were partially financed through a real estate tax surcharge on commercial properties within a special Route 28 corridor tax district (the “Route 28 Highway Transportation Improvement District”, commonly referred to as the Route 28 Tax District) that has been in place since the late 1980s. Funds from the Route 28 Tax District were also used to finance the initial widening of VA Route 28 and the construction of the VA Route 28 interchanges at VA Route 7 and at the Dulles Toll Road (VA Route 267) in the early 1990s. Future widening to eight lanes from Sterling Boulevard (VA Route 846) south to the Fairfax County line is also anticipated to be funded through the tax district and a PPTA process. HOV operations will be considered for the new lanes.
- The **Route 28 Parallel Roads (Atlantic Boulevard (VA Route 1902)/Davis Drive (VA Route 868) & Pacific Boulevard (VA Route 1036))** will provide long-term access to developments along the VA



Route 28 corridor once VA Route 28 becomes a complete limited access facility. Each parallel road is planned to ultimately be a four-lane roadway. **Atlantic Boulevard (VA Route 1902)** is complete from VA Route 7 south to VA Route 625 (Church Road), including a bridge over the W & OD Trail. **Davis Drive (VA Route 868)** has been completed from Church Road (VA Route 625) south to Yeager Court (south of Sterling Boulevard (VA Route 846)), but a gap remains from this point south to Old Ox Road (VA Route 606). The portion of Davis Drive (VA Route 868) south to Old Ox Road (VA Route 606) has been proffered by adjacent development, but the development that would trigger this construction has not occurred. Further extension of Davis Drive (VA Route 868) is planned from Old Ox Road (VA Route 606) south to a future bridge over the Dulles Toll Road (VA Route 267) at the Fairfax County line. Regarding **Pacific Boulevard (VA Route 1036)**, the segment from Nokes Boulevard/Gloucester Parkway (VA Route 2150) north and west across the Broad Run to Russell Branch Parkway (VA Route 1061) (in the Ashburn Community) is unbuilt, but is anticipated to be constructed as part of the approved Kincora development. Currently, a two-lane (half-section) of Pacific Boulevard (VA Route 1036) was constructed to the south of Gloucester Parkway (VA Route 2150) as part of the VA Route 28/Nokes Boulevard (VA Route 1793) interchange project; the Kincora development is anticipated to complete the remaining two-lanes of this segment in conjunction with its adjacent development. VDOT recently completed construction of a four-lane segment from Severn Way (VA Route 1748) south to Auto World Circle (including a bridge over the W & OD Trail). An additional gap in Pacific Boulevard (VA Route 1036) remains between Dresden Street (south of Waxpool Road (VA Route 625)) and Relocation Drive (VA Route 775); construction of this segment is anticipated in conjunction with future adjacent developments and a variety of public funding sources. Further extension of Pacific Boulevard (VA Route 1036) south of Old Ox Road (VA Route 606) through Dulles Airport property to connect with the Route 28/Innovation Avenue (VA Route 209) interchange is planned.

- **Moran Road (VA Route 634/VA Route 634 Extended)** is planned to be widened to a continuous four-lane section for its entire length and continue east across VA Route 28 on a new overpass to connect with Shaw Road (VA Route 636) at ~~Belfort Park Drive~~~~Cedar Green Road (VA Route 775)~~ in the Belfort Park Area. This planned bridge crossing will facilitate access from the Belfort Park area to Pacific Boulevard (VA Route 1036) and other areas on the west side of VA Route 28, including the planned Route 606 Metrorail station.
- The **Belfort Park Area**, bounded by Church Road (VA Route 625), Sterling Boulevard (VA Route 846), VA Route 28, and the W & OD Trail, has experienced significant changes in access to existing development due to the closing of multiple ingress/egress points with the opening of Sterling Boulevard (VA Route 846) and Waxpool/Church Road (VA Route 625) interchanges along VA Route 28. Planned road connections to improve access to the area include ~~(1) completion of a continuous four lane section of Shaw Road (VA Route 636) from Sterling Boulevard (VA Route 846) to north of existing Cedar Green Road, and construction of a new two lane east west segment of Shaw Road to connect with Davis Drive (VA Route 868);~~ (2) construction of a four-lane **Moran Road Extension (VA Route 634 Extended)** from Shaw Road (VA Route 636) east to Davis Drive (VA Route 868); and (3) the extension of **Glenn Drive (VA Route 864)** north as a four-lane roadway to connect with the new Moran Road Extension (VA Route 634 Extended), aligning with the existing north-south segment of Cedar Green Road ~~(VA Route 775)~~.
- **Sterling Boulevard (VA Route 846)** is planned to be widened from its current four lanes to six lanes from Davis Drive (VA Route 868) west to VA Route 28. Sterling Boulevard (VA Route 846) is planned to be extended from its current terminus at Pacific Boulevard (VA Route 1036) west to Moran Road (VA Route 634) providing an additional east/west road connection in this area.
- **Church Road (VA Route 625)** is planned to be widened from its current four lanes to six lanes between VA Route 28 and Atlantic Boulevard (VA Route 1902)/Davis Drive (VA Route 868).
- **Waxpool Road (VA Route 625)** is a six-lane divided facility from the VA Route 28 interchange west across Broad Run to the intersection of Loudoun County Parkway (VA Route 607) (in the Ashburn



Community). This segment of roadway experiences significant peak hour congestion and high frequency of accidents, particularly westbound during the afternoon peak period. VDOT recently conducted a corridor study to more effectively move traffic through this area, including potential changes to signage along the corridor and feeder sections of VA Route 28, physical changes to intersections at Pacific Boulevard (VA Route 1036), Broderick Drive, and Loudoun County Parkway (VA Route 607), and alteration of signal timing. As of this writing, improvements to the Waxpool Road (VA Route 625)/Loudoun County Parkway (VA Route 607) intersection are being implemented by VDOT.

- **Gloucester Parkway (VA Route 2150)** between VA Route 28 at Nokes Boulevard (VA Route 1793) and Loudoun County Parkway (VA Route 607)) is another critical roadway link across Broad Run to the Ashburn Community. This segment of roadway, planned to be a six-lane divided facility, is anticipated to be constructed in conjunction with future development in the area.
- **Lockridge Road (Route 789 Extended)** will provide an additional east-west connection across Broad Run. The roadway is planned as a four-lane divided section from existing Lockridge Road (VA Route 789) in the vicinity of Moran Road (VA Route 634) to the Waxpool Road (VA Route 625) corridor (in the Ashburn Community). This roadway will provide access to the future Route 606 Metrorail station to and from the west. A future alignment study will determine the ultimate location of Lockridge Road (VA Route 789 Extended).
- **Old Ox Road (VA Route 606)** in the Sterling Community connects the Dulles Greenway (VA Route 267) and VA Route 28 and continues east to the Fairfax County/Town of Herndon line at Rock Hill Road (VA Route 605). The entirety of Old Ox Road (VA Route 606) within the Sterling Community is currently a four-lane divided roadway. West of VA Route 28, Old Ox Road (VA Route 606) is planned to be widened to six lanes and will form part of a planned limited access loop around the perimeter of Dulles Airport; opportunities for parallel or frontage roads and access consolidation will be considered along this section of Old Ox Road (VA Route 606) in order to facilitate local access when the roadway is converted to a limited access facility. HOV operations will also be considered for the final two lanes of this roadway when the six-lane facility is constructed. East of VA Route 28, Old Ox Road (VA Route 606) is planned to be widened to six lanes. Coordination with the Town of Herndon will be necessary regarding this widening as it approaches the Rock Hill Road (VA Route 605) intersection at the Town/County line.
- **Rock Hill Road (VA Route 605)** is planned as two lanes from Old Ox Road (VA Route 606) south to the Fairfax County line. Rock Hill Road (VA Route 605) is planned to be extended west to intersect with future Davis Drive (VA Route 868).
- **Shaw Road (VA Route 636)** is planned to be widened to a continuous four-lane section from Sterling Boulevard (VA Route 846) south to Old Ox Road (VA Route 606), and be constructed as a new four-lane roadway from Old Ox Road (VA Route 606) south to Innovation Avenue (VA Route 209).
- **Relocation Drive (VA Route 775)** is planned to be widened from two lanes to four lanes from Old Ox Road (VA Route 606) northwest to Pacific Boulevard (VA Route 1036).

Suburban Area Road Policies

1. It is a priority of this plan that safety concerns, gaps in the existing road system, and connections to collector and arterial roads be addressed to serve neighborhoods and employment centers already in place.
2. To the extent allowed by funding source requirements, the County will direct transportation funding to the Suburban Policy Area where planned land uses and population densities warrant the expansion of roadway capacity and the implementation and expansion of transit services.



3. The County supports the creation of limited access freeways, including VA Route 7 and US Route 50 in the Suburban Policy Area for east-west connectivity, and VA Routes 28 and 606 for north-south connectivity.
4. Suitable alternative access to existing uses, including parallel roads where planned, shall be constructed concurrently with, or prior to, and shall be a condition to, establishment of limited access freeways.
5. VA Route 7, east of VA Route 28, is a gateway to Loudoun County. Strategies for future improvements to this segment of roadway will be explored during the Community Plan process and will support the revitalization land use strategies envisioned for this area.
6. Traffic calming measures shall be considered for local and collector roadways in the Suburban Policy Area.
7. The County supports the planning and development of the Loudoun County Parkway and VA Route 606 corridors, to the extent possible, including connections to the Dulles Corridor Metrorail Project.
8. The County will require conformance with appropriate design standards on road segments within the County's designated Transit Nodes and Urban Center to ensure pedestrian and bicycle mobility. Roadway design characteristics within these areas will complement the streetscape design goals outlined in the *Revised General Plan*.
9. The County will continue to refine the Suburban Policy Area transportation road network through the Community Plan process, with input from local residents and other stakeholders. Through these plans, the County will continue to seek opportunities to improve local street connectivity. In addition, these plans should include traffic analysis modeling and scenario planning to test alternative design and development visions and to affirm that traffic systems provide for efficient movement and travel choices throughout the planning process.
10. Within the Suburban Policy Area, the County supports VDOT's Secondary Street Acceptance Requirements (SSAR) that require that new streets must satisfy specific public benefit criteria to be accepted into the state system, including the connectivity of road networks (in accordance with the connectivity index criteria as defined in the SSAR), appropriate pedestrian accommodations and public service criteria. The net effect of these requirements will be to develop a grid of local streets with integrated bicycle and pedestrian access.
11. As secondary road corridors such as VA Route 606, VA Route 659 and VA Route 659 Relocated (Northstar Boulevard) are improved, they should be considered for reclassification as primary routes, in light of the heavy traffic loads and critical regional access they are projected to provide. The County will work cooperatively with VDOT to implement these classification changes.
12. The County will continue to seek opportunities to improve the planned and existing road network including bicycle and pedestrian facilities in the Suburban Policy Area by encouraging additional connections between neighborhoods and between residential and employment areas where such connections can be made with minimal disruptions and where it can be demonstrated that such connections will ultimately reduce congestion.
13. The County supports the implementation of the "Dulles Loop," the concept of a system of limited and/or controlled access roads that surround the perimeter of the Dulles Airport including VA Route 28, US Route 50 and VA Route 606 in order to facilitate access to and around the airport.
14. The County supports the study of the feasibility of alternative uses (HOV lanes, bus lanes, etc) for additional lanes along VA Route 7 between Leesburg and VA Route 28, VA Route 28 from VA Route



7 to the Fairfax County line and along VA Route 606 from US Route 50 to VA Route 28 when these facilities are considered for expansion to their ultimate conditions.

15. The County supports the study of a new connection from VA Route 606 south to the Route 28/CIT Metrorail Station in coordination with Fairfax County.
16. The County will work with adjoining jurisdictions to create seamless road connections across borders wherever possible.
17. Within the Suburban Policy Area, the County should explore the concept of additional connections to Maryland across the Potomac River in consultation with Maryland in order to ease existing and forecasted congestion on US Route 15.

2. Rural Policy Area Roads

The Rural Policy Area includes all of the western part of the County outside of the Towns and associated Joint Land Management Areas (JLMAs). The southern, western and northern boundaries are the County's shared borders with Prince William, Fauquier and Clarke counties, and with West Virginia and Maryland's Potomac River boundaries. The policy area's eastern boundary, immediately adjacent to the Transition Policy Area, is defined by a combination of Leesburg's town boundary, VA Route 267 (the Dulles Greenway), VA Route 621 (Evergreen Mills Road), and the Broad Run watershed boundary. CTP roads within the Rural Policy Area include **VA Route 7 (Harry Byrd Highway)**, **VA Route 7 Business (Colonial Highway/Main Street/Loudoun Street)**, **VA Route 9 (Charles Town Pike)**, **US Route 15 (James Monroe Highway)**, **US Route 50 (John Mosby Highway)**, the **US Route 15/50 Connector (Howsers Branch Drive)**, **VA Route 287 (Berlin Turnpike)**, **US Route 340 (Jefferson Pike)**, **VA Route 611 (St. Louis Road)**, **VA Route 623 (Willisville Road)**, **VA Route 653 Relocated (Crosstrail Boulevard)**, **VA Route 662 (Clarkes Gap Road)**, **VA Route 663/668 (Taylorstown Road)**, **VA Route 665 (High Street/Loyalty Road)**, **VA Route 671 (Harpers Ferry Road)**, **VA Route 672 (Lovettsville Road)**, **VA Route 673 (Irish Corner Road)**, **VA Route 673/681 (Milltown Road)**, **VA Route 690 (Silcott Springs Road/Hillsboro Road/Mountain Road)**, **VA Route 704 (Hamilton Station Road/Harmony Church Road)**, **VA Route 705 (Braddock Road)**, **VA Route 719 (Stony Point Road/Woodgrove Road/Airmont Road/Green Garden Road)**, **VA Route 734 (Snickersville Turnpike)**, **VA Route 743 (Millville Road)** and **VA Route 1320 (Evening Star Drive)**.

Unlike the Suburban Policy Area road network, the Rural Policy Area network is largely built to its ultimate condition. Most roads within this policy area are two-lane shared-use facilities intended to serve rural economic enterprises, the low density residential area, and the incorporated towns. A system of scenic roadways has been designated as part of the state tourism program. While long-term forecasting and analysis has shown that some CTP roads within the Rural Policy Area will experience significant congestion by 2030, the County has made the preservation of rural roads a top priority, and by doing so, has demonstrated its support of tourism and the rural economy. For example, to protect and preserve the historic character of the historic roads in the southwestern part of the county, the County designated a network of 32 historic roads, which is known as the "Beaverdam Creek Historic Roadways District", as a Historic Roadways District as provided for in the Zoning Ordinance. The Beaverdam Historic Roadways District is located south of VA Route 734 (Snickersville Turnpike) and north of US Route 50 (John Mosby Highway) and is bounded to the east by St. Louis Road (VA Route 611) and to the west by the Blue Ridge Mountains and the Clarke County line.

In limited circumstances in major corridors, the County has approved capacity improvements or the study thereof. Significant roadways within the Rural Policy Area are described as follows:

- **US Route 15 (James Monroe Highway)**, runs north-south from the County's southern border with Prince William County to its northern border at the Maryland state line. US Route 15 traverses an environmentally sensitive karst area and is a state-designated Virginia Byway, along which are located notable historic landmarks. North of Leesburg, the facility bisects the Catoctin Rural Historic District, which is listed in the Virginia Landmark Register. The facility is also part of the "Journey Through Hallowed Ground" corridor, a historically and culturally significant corridor that extends outside of



Loudoun County, and follows US Route 15 and VA Routes 20, 231, 22 and 53 from Gettysburg, Pennsylvania, to Charlottesville, Virginia. Analysis has shown that congestion will be a serious concern on this roadway by 2030, and would require additional capacity. Given the context of this facility, however, outside of the Town of Leesburg, US Route 15 should remain a two-lane road with 12-foot travel lanes and safety improvements to be built as needed and funded, except for the segment between VA Route 704 (Harmony Church Road) and the Leesburg Town Limits, where US Route 15 is planned to be widened to four lanes.

- **US Route 50 (John Mosby Highway)** runs east-west between Fairfax and Fauquier Counties. The portion within the Rural Policy Area begins at the Transition Policy Area boundary, just east of US Route 15, extending west to the Fauquier County line. State Virginia Byway designation and Loudoun County Historic Roadway District or Historic Access Corridor designation will be sought for the portion running through the Mosby Heritage Area in recognition of the road's scenic and historic character. In the Rural Policy Area, there is a Traffic Calming Demonstration project funded by the US Department of Transportation (USDOT) from Lenah (in Loudoun County) to Paris (in Fauquier County). This traffic calming project maintains US Route 50 as a two-lane highway. The project includes a total of four roundabouts in the vicinity of Gilbert's Corner which have been completed: the main roundabout at US Route 50 and US Route 15, an auxiliary roundabout south of US Route 50 on US Route 15 at the US Route 15/50 Connector (Howsers Branch Drive), and two auxiliary roundabouts east of US Route 15 on US Route 50 at Howsers Branch Drive and at VA Route 860 (Watson Road). The main roundabout may be expanded to accommodate two lanes of through traffic in the future.
- **VA Route 7 (Harry Byrd Highway)** is a principal arterial highway running east-west through Loudoun County. In the Rural Policy Area, it extends from the western boundary of the Town of Leesburg to the Clarke County line. VA Route 7 (Harry Byrd Highway) is currently planned to be an eight-lane principal arterial highway between VA Route 7 Business (West Market Street) (in Leesburg) and VA Route 9 (Charles Town Pike), a six-lane principal arterial between VA Route 9 and Round Hill, and a four-lane principal arterial highway from Round Hill to the Clarke County line.
- **VA Route 9 (Charles Town Pike)** runs from VA Route 7 (Harry Byrd Highway) near Paeonian Springs northwest to the boundary with West Virginia. VA Route 9 (Charles Town Pike) is another facility projected to experience significant congestion by 2030; however, given the sensitivity of the rural character of this corridor, any options to add additional capacity must be thoroughly studied and vetted through the community. Improvements that have been approved include traffic calming measures to be implemented in and near the Town of Hillsboro.
- **VA Route 287 (Berlin Turnpike)** extends from the Potomac River near Brunswick, Maryland south to VA Route 7 Business (East Main Street) in the Town of Purcellville. Within the Rural Policy Area, it is planned to remain as a two-lane major collector highway. The Town Council of Purcellville has requested funds from the Commonwealth Transportation Board for improvements to the intersection at VA Route 7 (Harry Byrd Highway) and VA Route 287 (Berlin Turnpike), as well as for extending VA Route 287 (Berlin Turnpike) on the south side of VA Route 7 Business (East Main Street) to VA Route 690 (Silcott Springs Road) as the Purcellville South Collector Road. Safety improvements will also be implemented on VA Route 287 (Berlin Turnpike). According to traffic projections, VA Route 287 (Berlin Turnpike) between Maryland and VA Route 9 (Charles Town Pike) could become significantly congested to require additional capacity by 2030.
- **All Secondary Roads (numbered 600 and above)** in the Rural Policy Area will be kept in their present state with essential improvements to be undertaken only where required for the safety of all users. Road improvements commensurate with impacts, but consistent with the Rural Road policies, are expected to be provided by residential and non-residential developments along rural roads.

a. Unpaved Roads

Loudoun County has a network of over 300 miles of unpaved rural roads that reflect the County's agricultural heritage. The unpaved rural road network has a natural traffic calming effect that permits their



shared use for horseback riding and hiking and contributes to the quality of life sought by rural households. They are recognized as adding to the rural character that attracts tourists. They also facilitate the safe, efficient movement of farm vehicles. The County is committed to the preservation of a safe unpaved rural road network.

In any case, paving most of the unpaved roads is cost prohibitive given the level of funding devoted to the Secondary Road Improvement Program (SRIP) and the higher priority the County assigns to roads in the Suburban and Transition Policy Areas. If the County chose to pave every road in Loudoun it would take more than a century to do so at current funding levels.

The County recognizes that the higher the traffic volumes on unpaved roads, the higher the maintenance costs incurred by VDOT; however, the cost of maintaining all of the unpaved roads in Loudoun County per year is less than the cost of paving one mile of unpaved road. Reductions of permitted rural densities as envisioned in the *Revised General Plan* have been implemented in part to mitigate the additional costs that higher traffic volumes incur and to maintain adequate levels of service and safety on the unpaved roads. The rural paved road network often serves the collector road function for the unpaved roads.

Under certain circumstances, unpaved roads must be paved. This situation occurs when VDOT can no longer provide adequate maintenance to keep the facility in operable condition. In such situations, the County supports the use of “Pave-In-Place” and “Rustic Road” standards. Both of these programs employ context-sensitive design techniques. The VDOT Rustic Road and Pave-In-Place programs are described in the sections that follow.

b. Rustic Road Program

VDOT manages a Rural Rustic Road program for any unpaved secondary road that carries at least fifty but no more than 1,500 vehicles per day. The engineering standards in this program are designed to preserve the significant historic and environmental features of these low volume roadways, while limiting impacts to the rights-of-way of the existing roads. The following VDOT guidelines apply to the Rural Rustic Road Program:

- Roadways must be unpaved and already within the State Secondary System.
- Roadways must be a priority (line item) in an approved Secondary Six-Year Plan, even if the funding source is not from normal, secondary construction allocations.
- The Board of Supervisors, in consultation with VDOT’s Resident Engineer or designee, must designate by a specific resolution a road or road segment as a Rural Rustic Road.
- Roadway or roadway section must be predominately for local traffic use.
- The local nature of the road means that most motorists using the road have traveled it before and are familiar with its features.
- The Board of Supervisors will endeavor to limit growth on roads improved under the Rural Rustic Road program and cooperate with VDOT through its comprehensive planning process to develop lands consistent with rural rustic road concepts.

c. Pave-In-Place Program

VDOT manages a “Pave-In-Place” program for any unpaved secondary road that carries at least fifty but no more than 750 vehicles per day. These roads may be paved or improved and paved within their existing rights-of-way or within a wider right-of-way that is less than forty feet wide if the following conditions are met:

- The governing body of the County has requested paving of such road as part of the Secondary Six-Year Plan for the County.



- The Commonwealth Transportation Commissioner, after having considered only (i) the safety of such road in its current condition and in its paved or improved condition, including the desirability of reduced speed limits and installation of other warning signs or devices, (ii) the views of the residents and owners of property adjacent to or served by such road, (iii) the views of the governing body making the request, (iv) the historical and aesthetic significance of such road and its surroundings, (v) the availability of any additional land that has been or may be acquired by gift or other means for the purpose of paving such road within its existing right-of-way or within a wider right-of-way that is less than forty feet wide, and (vi) environmental considerations, shall grant or deny the request for the paving of such roads under this subsection.

Rural Roads Policies

1. Transportation road improvements in the Rural Policy Area will be focused on the safety of all users and will be designed to protect the rural character of the road network.
2. All the roads in the Rural Policy Area will be kept as two-lane roads except portions of VA Route 7 (Harry Byrd Highway), VA Route 9 (Charles Town Pike), US Route 15 (James Monroe Highway), and VA Route 621 (Evergreen Mills Road).
3. VA Route 7 (Harry Byrd Highway) will be developed as a fully limited access highway with a minimum of six lanes from Round Hill to Leesburg. The portion between VA Route 9 (Charles Town Pike) and VA Route 7 Business (West Market Street) in Leesburg, planned for eight lanes, is considered a high priority project, subject to completion of parallel road improvements, where planned, on the north side of VA Route 7 (Harry Byrd Highway).
4. VA Route 9 (Charles Town Pike) will remain a two-lane facility with necessary improvements including turn lanes, 12-foot travel lanes and roundabouts as appropriate.
5. US Route 15 (James Monroe Highway) will remain a two-lane facility with necessary improvements including turn lanes, 12-foot travel lanes and roundabouts as appropriate, except for the segment between the Leesburg Town limits and VA Route 704 (Harmony Church Road) where it will be widened to a four-lane, median-divided road.
6. The County fully supports the US Route 50 (John Mosby Highway) traffic calming project that was federally funded in the 1998 TEA-21 bill as a national model in rural traffic calming. A goal of the project is to serve as a model for similar projects in other areas of the County as a means of providing safer communities at cost savings. Traffic calming is in keeping with the goal of preserving the scenic and historic value of the Rural Policy Area.
7. The County will protect the historic and scenic qualities of roads within the Rural Policy Area through the designations of Historic Roadway Districts and/or Historic Access Corridors as provided for in the Revised 1993 Zoning Ordinance and the Heritage Preservation Plan.
8. VA Route 287 (Berlin Turnpike) will be maintained as a two-lane rural arterial highway to be coordinated with the Town Plans of Purcellville and Lovettsville.
9. In order to protect the character of rural roads, turn lanes will only be constructed when required for safety.
10. The County will seek to make only essential safety improvements on unpaved rural roads based on volumes, the nature of the road users (local vs. unfamiliar drivers), and accident data.
11. The County will continue to coordinate with VDOT on procedures that enable County review of VDOT road improvement plans for rural roads so that the County can assess and prevent potential negative impacts of VDOT road projects on such rural character features as tree canopy, stone walls and fences, hedgerows, historic and agricultural structures, viewsheds and karst/sensitive environmental features within the portions of the Rural Policy Area underlain by limestone.
12. The County will refer to the Beaverdam Creek Historic Roadways District when evaluating road improvement projects within its boundaries.



13. Any necessary improvements to roads in or adjacent to existing villages will incorporate site specific design solutions so as to preserve the character and fabric of the villages.
14. Development projects along rural roads will be required to make road improvements based on their impacts as appropriate and as consistent with these rural roads policies.
15. In cases where unpaved roads must be paved, pave-in-place and rustic road standards will be used to the maximum extent possible.
16. The County will work with VDOT toward extensions and refinements to pave-in-place and rural rustic road legislation including its application to improvements of hard surfaced roads.
17. The County will work with VDOT, and seek state enabling legislation if necessary, to provide rural road standards for safe travel by all road users such as farm vehicles, horses, bicycles and pedestrians. The needs of rural tourism will be a major consideration.
18. The County will work with adjoining jurisdictions to create seamless road connections across borders wherever possible.

3. Transition Policy Area Roads

As defined in Chapter 8 of the *Revised General Plan*, the Transition Policy Area is a distinct planning area envisioned to serve as a visual and spatial transition between the Suburban Policy Area to the east and the Rural Policy Area to the west. The Transition Policy Area forms an “L-shaped” area stretching from just south of Leesburg to the Prince William County line, between Evergreen Mills Road (VA Route 621) and the western boundary of the Broad Run watershed on the west and Goose Creek, Beaverdam Reservoir, and the planned alignment of Northstar Boulevard (VA Route 659 Relocated) on the east. South of Braddock Road (VA Route 620), the area extends east to the Fairfax County line. The Transition Policy Area is divided into six sub-areas ranging in density from one dwelling unit per 10 acres to two dwelling units per acre in a village pattern.

Major roadways within the Transition Policy Area include segments of the **Dulles Greenway (VA Route 267)**, **Sycolin Road (VA Route 625)**, **Cochran Mill Road (VA Route 653)**, **Evergreen Mills Road (VA Route 621)**, **Ryan Road (VA Route 772)**, **John Mosby Highway (US Route 50)** and its parallel roads (**Glascok Boulevard** and **Tall Cedars Parkway (VA Route 2200)**), **Braddock Road (VA Route 620)**, **Northstar Boulevard (VA Route 659 Relocated)**, **Gum Spring Road (VA Route 606 Extended/Existing VA Route 659)** and **Loudoun County Parkway (VA Route 606)** and all of **Foley Branch Boulevard (formerly Dulles South Boulevard)**, and the **Lenah Loop Road**.

There are two types of regional roads in the Transition Policy Area, distinguished by their function and the areas which they connect. The first are roads that connect major activity centers outside of the Transition Policy Area. Examples include **Evergreen Mills Road (VA Route 621)**, which connects US Route 50 and Fairfax County with Leesburg; **John Mosby Highway (US Route 50)**, which connects Fairfax County and the Washington, DC Regional Core with Middleburg and Winchester; and the **Dulles Greenway (VA Route 267)**, which connects the Dulles Corridor with Leesburg and points to the north and west. Traffic from developments within the Transition Policy Area will only amount to a small portion of the total traffic on these roads. The second type of road includes those which are completely contained within the Transition Policy Area and which will primarily serve traffic generated by developments within the area. Examples include the **Lenah Loop Road** and **Foley Branch Boulevard**.

Much of the planned CTP road network within the Transition Policy Area has not yet been constructed, and existing facilities are straining to handle current traffic at acceptable levels of service (LOS). Construction of the remaining segments of the planned road network within the Transition Policy Area – both new corridors as well as expansion of existing roadways to their planned conditions – is anticipated to be completed in conjunction with approved and future land development applications. Specific discussion of CTP roads within the Transition Policy Area is provided below:



-
- **US Route 50 (John Mosby Highway)** within the Transition Policy Area is currently a four-lane divided facility from the Suburban Policy Area (Dulles Community) boundary (at the planned alignment of Northstar Boulevard (VA Route 659 Relocated)) west to a point between existing Goshen Road/Fleetwood Road (VA Route 616) and Lenah Road (VA Route 600)/Lenah Farm Lane, and a two-lane rural section from that point west into the Rural Policy Area. US Route 50 is planned to be widened to four lanes from the point where the existing four-lane section ends (west of the Goshen Road/Fleetwood Road intersection) and the Lenah Road/Lenah Farm Lane intersection (which is also the alignment of the planned Lenah Loop Road). Funding for this widening has not been identified. West of Lenah Road (VA Route 600), US Route 50 is planned to remain as a two-lane rural section, consistent with the US Route 50 Traffic Calming Project just to the west within the Rural Policy Area.
 - The **US Route 50 Parallel Roads (Glascock Boulevard & Tall Cedars Parkway (VA Route 2200))** are each planned to extend west from the Suburban Policy Area (Dulles Community) as two-lane undivided rural sections as far west as the Lenah Loop Road. Forecasts have determined that the segment of Glascock Boulevard (the Route 50 North Collector Road) west of the Lenah Loop Road is no longer necessary, and therefore this segment has been removed from the CTP.
 - **Braddock Road (VA Route 620)** forms much of the boundary between the Suburban Policy Area (Dulles Community) and the Transition Policy Area. Currently, Braddock Road (VA Route 620) is built as a two-lane section from the Fairfax County line west to the vicinity of Northstar Boulevard (VA Route 659 Relocated). West of Northstar Boulevard (VA Route 659 Relocated), Braddock Road (VA Route 620) is planned to remain as a two-lane facility but be improved to a continuous paved section.
 - **Northstar Boulevard (VA Route 659 Relocated)**, a new north-south corridor extending south from the Suburban Policy Area (Dulles Community), enters the Transition Policy Area at US Route 50. It is planned to continue south into Prince William County where it would connect with a planned extension of the VA Route 234 Bypass. Northstar Boulevard is ultimately planned to be a six-lane divided facility. The southernmost segment of Northstar Boulevard within Loudoun County is planned to generally follow the alignment of existing Lightridge Farm Road (VA Route 705). Construction of Northstar Boulevard is anticipated in conjunction with future development along the corridor.
 - **Existing Gum Spring Road (Existing VA Route 659 / VA Route 606 Extended / West Spine Road)** follows the alignment of Existing VA Route 659 (Gum Spring Road) south from the Suburban Policy Area at Braddock Road into Prince William County, where it connects to VA Route 234 north of Manassas National Battlefield Park. An approximately one-mile segment of the existing two-lane roadway in Loudoun County has been approved for realignment and reconstruction to the west of its present location in order to accommodate an approved expansion of the Luck Stone Bull Run Quarry. The entirety of this roadway within the Transition Policy Area is ultimately planned to be a four-lane divided facility.
 - **Loudoun County Parkway (VA Route 606)** is planned to extend south from the Suburban Policy Area at Braddock Road (VA Route 620), continuing through the Transition Policy Area and through western Fairfax County to Prince William County and the City of Manassas. Within the Transition Policy Area, Loudoun County Parkway (VA Route 606) is planned to ultimately be a six-lane divided roadway. No funding for construction of this roadway within Loudoun County has been identified.
 - The **Lenah Loop Road** is a planned roadway that would connect Evergreen Mills Road (VA Route 621) (near the existing Evergreen Mills Road/Fleetwood Road (VA Route 616) intersection) in the north to Northstar Boulevard (VA Route 659 Relocated) in the south, intersecting Glascock Boulevard, US Route 50, Tall Cedars Parkway (VA Route 2200), and Braddock Road (VA Route 620) along the way. The segment of the Lenah Loop Road between the Glascock Boulevard and Tall Cedars Parkway (VA Route 2200) is planned to be a four-lane undivided facility and would generally follow the existing alignments of Lenah Farm Lane, Lenah Road, and Elliot Lane; the remaining segments of the Lenah Loop Road, to the north and south of the planned four-lane segment, are planned to be a two-



lane rural section on a new alignment; construction is anticipated to be in conjunction with future developments along the corridor. The Lenah Loop Road was referred to as the “Lenah Connector Road” in the 2001 CTP and was planned to extend southward (south of Braddock Road (VA Route 620)) into Prince William County (rather than turn east to connect with Northstar Boulevard (VA Route 659 Relocated), as is currently proposed). The alignment has been changed as Prince William County does not have a planned road facility capable of receiving the Lenah Connector Road. The name change to “Lenah Loop Road” better reflects the roadway’s new planned alignment and function.

- **Foley Branch Boulevard (formerly Dulles South Boulevard)** is a planned east-west roadway, to the south of Braddock Road (VA Route 620), which would connect Loudoun County Parkway (VA Route 606) with Gum Spring Road (Existing VA Route 659/VA Route 606 Extended/West Spine Road) and Northstar Boulevard (VA Route 659 Relocated). The roadway is ultimately planned to be a four-lane divided rural section. Responsibility for construction of this roadway has not been identified.
- **Evergreen Mills Road (VA Route 621)** traverses the Transition Policy Area, connecting Leesburg with the US Route 50 Corridor (via Loudoun County Parkway (VA Route 606)) along the southwestern side of Dulles Airport) in the South Riding area. Within the Transition Policy Area, from Hogeland Mill Road (VA Route 649) at Sycolin Creek south to the planned split of Shreveport Drive (VA Route 621 Relocated) near the southwest corner of the Brambleton development, Evergreen Mills Road (VA Route 621) is currently a two-lane rural section, and is planned to be widened to a four-lane divided rural section. Funding for this widening has not been identified.
- **Ryan Road (VA Route 772)** is an existing east-west roadway through part of the Transition Policy Area, connecting Northstar Boulevard (VA Route 659 Relocated) in the Brambleton development with Evergreen Mills Road (VA Route 621). The roadway is currently a two-lane rural section, and is planned to be widened to a four-lane undivided section.
- The **Dulles Greenway (VA Route 267)**, a six-lane private toll road which connects the Dulles Corridor with Leesburg and points to north and west, traverses a short stretch of Transition Policy Area between Goose Creek and Sycolin Creek. The CTP identifies a future interchange location within the Transition Policy Area at Sycolin Road (VA Route 625), between the existing interchanges at Belmont Ridge Road (VA Route 659) (Exit 4) and Shreve Mill Road/Crosstrail Boulevard (Exit 3) (VA Route 653/VA Route 653 Relocated). The Dulles Greenway (VA Route 267) is ultimately planned to be widened to eight lanes, however, the Greenway owners have no current plans to construct the proposed interchange at Sycolin Road (VA Route 625).
- **Sycolin Road (VA Route 625)** is a two-lane roadway which connects Leesburg with Belmont Ridge Road (VA Route 659) at Ashburn Farm Parkway (VA Route 625) in the Suburban Policy Area (Ashburn Community). Sycolin Road (VA Route 625) is ultimately planned to be widened to a four-lane divided section for its entire length, though funding for this widening has not been identified. A future interchange with the Dulles Greenway (VA Route 267) is depicted on the CTP, though the owners of the Greenway have no current plans to construct this facility.
- **Cochran Mill Road (VA Route 653)** is largely an unpaved roadway which connects Sycolin Road (VA Route 625) south of Leesburg with Russell Branch Parkway east of Leesburg. The CTP calls for realignment of the southernmost segment of Cochran Mill Road (VA Route 653) in order to remove the roadway from the Sycolin Creek floodplain. This realignment would move this southernmost segment of the roadway, from Sycolin Creek to Sycolin Road (VA Route 625), into the Transition Policy Area. The entirety of Cochran Mill Road (VA Route 653) is planned to be widened to a four-lane undivided section. No funding for this construction has been identified.

Transition Area Road Policies

1. Major collector and arterial roads that serve significant traffic outside of the Transition Policy Area will be planned for the necessary capacities and roadway sections to accommodate through trips.



2. Appropriate techniques will be used to visually signal travelers that they have left the Suburban Policy Area and entered the Transition Policy Area such as:
 - a. A reduction in the number of through travel lanes;
 - b. A change from a median-divided to an undivided section;
 - c. A change in speed limit;
 - d. Natural landscaping, including wider buffers;
 - e. The use of shoulder and ditch sections instead of curb and gutter sections;
 - f. Context-sensitive traffic calming features and techniques; and
 - g. Increased building setbacks.
3. Within the Transition Policy Area, the County supports VDOT's Secondary Street Acceptance Requirements (SSAR) that require that new streets must satisfy specific public benefit criteria to be accepted into the state system, including the connectivity of road networks (in accordance with the connectivity index criteria as defined in the SSAR), appropriate pedestrian accommodations and public service criteria. The net effect of these requirements will be to develop a grid of local streets with integrated bicycle and pedestrian access.
4. The County will work with adjoining jurisdictions to create seamless road connections across borders wherever possible.

4. Town Joint Land Management Area (JLMA) Roads

Each of Loudoun County's seven incorporated towns controls their own transportation planning functions within their corporate limits. Additionally, both Leesburg and Purcellville are responsible for the maintenance and operation of all public roads within their boundaries. However, the County works cooperatively with each Town regarding transportation matters both within the Towns and in unincorporated areas outside the Towns' boundaries. As outlined in detail in Chapter 9 of the *Revised General Plan*, Joint Land Management Areas (JLMAs) have been established by the County around four of the Towns: Hamilton, Leesburg, Purcellville, and Round Hill. As the name implies, the JLMAs are areas of joint Town-County interest and their boundaries set the limits for municipal water and sewer extensions. In that respect, the JLMAs can be viewed as the "urban growth boundary" around each of the four Towns.

With respect to transportation, a significant challenge facing the County and the Towns is to accommodate population growth and the resulting increases in traffic while maintaining the Towns' historic character. Many of the Towns are interested in introducing new traffic calming measures and pedestrian linkages.

The following is a list of CTP roads within the seven Towns and each of the four established JLMAs. Further discussion regarding transportation within the JLMA areas, including specific road improvements favored by the Towns, is provided in Chapter 9 of the *Revised General Plan*. Specific characteristics of each of the roads listed below are also included in *Appendix 1 (Planning Guidelines for Major Roadways)*. Additional information on roadways within each incorporated Town and JLMA may be found in the respective Town plans.

Town of Hamilton and JLMA

East Colonial Highway and West Colonial Highway (VA Route 7 Business), Hamilton Station Road (VA Route 704)

Town of Hillsboro

Charles Town Pike (VA Route 9), Stony Point Road (VA Route 719)

Town of Leesburg and JLMA



Harry Byrd Highway / East Market Street (VA Route 7), Leesburg Bypass (VA Route 7 and US Route 15), South King Street (US Route 15), Dulles Greenway (VA Route 267), Evergreen Mills Road (VA Route 621), Battlefield Parkway, Hope Parkway, Miller Drive, Airport Area Connector, Sycolin Road (VA Route 625), Kincaid Boulevard, Trailview Boulevard, Russell Branch Parkway, Cochran Mill Road (VA Route 653), Crosstrail Boulevard (VA Route 653 Relocated), River Creek Parkway (VA Route 773), Fort Evans Road, Riverside Parkway (VA Route 2401), Edwards Ferry Road (VA Route 773)

Town of Lovettsville

Berlin Turnpike (VA Route 287), East Broad Way and West Broad Way (VA Route 673), Lovettsville Road (VA Route 672)

Town of Middleburg

East Washington Street and West Washington Street (US Route 50)

Town of Purcellville and JLMA

Harry Byrd Highway (VA Route 7), East Main Street and West Main Street (VA Route 7 Business), Hillsboro Road / 21st Street North / 23rd Street North / 32nd Street South / Silcott Springs Road (VA Route 690), Berlin Turnpike (VA Route 287), Purcellville VA Route 7 North Collector Road, Purcellville South Collector Road (“A” Street)

A future VA Route 7 interchange is planned within the Purcellville JLMA, west of the Purcellville Town Limits, at or near the existing Hillsboro Road / 21st Street North (VA Route 690) overpass.

Town of Round Hill and JLMA

Harry Byrd Highway (VA Route 7), East Loudoun Street and West Loudoun Street (VA Route 7 Business), Evening Star Drive (Round Hill North Collector Road) (VA Route 1320), Woodgrove Road / Main Street / New Cut Road / Airmont Road (VA Route 719), Greenwood Drive, High Street Extended

A future VA Route 7 interchange is planned within the Round Hill JLMA, west of the Round Hill Town Limits, at the future intersection of Evening Star Drive and VA Route 7.

C. Land Development Application Review and Level of Service Standards

The County devotes attention to the comprehensive review of land development applications. The adequacy of the road network serving a property is frequently one of the most significant issues faced in the development process. The *Revised General Plan* and associated area plans outline where growth can occur and the allowable densities, while the *2010 CTP* provides direction concerning existing and planned transportation facility capacities.

The *2010 CTP* and *Facilities Standards Manual* (FSM) serve as a guide for all transportation improvements in the County. Specific provisions of the *Land Subdivision and Development Ordinance* (LSDO) and the Zoning Ordinance also address the intended purpose that various types of roads serve different kinds of development. Land development proposals are reviewed for conformance with the policies of the *2010 CTP* as well as to determine whether the planned transportation network can support the proposed development. The County provides specific criteria in evaluating applications that will be used to ensure that development does not lead to an inadequate level of service (LOS) on CTP roads and/or at the intersections of CTP roads. As discussed at the beginning of this chapter, in this plan, adequate LOS is defined as LOS D or better. Inadequate LOS is defined as LOS E or worse (LOS F). Development may be considered on roads with existing or projected inadequate levels of service provided that planned road



improvements and/or developer-provided improvements are constructed to mitigate the development's impact on the network. These improvements must be consistent with the planned network as described in the CTP.

Level of Service (LOS) Standards Policies

1. Land development will only occur along roads or near affected intersections that currently function at Level of Service 'D' or better in the Suburban and Transition Policy Areas and will continue to function at LOS D or better with the proposed development or where planned road improvements would improve the level of service to LOS D or better with the proposed development; alternatively, development may occur where the applicant provides the improvements consistent with the phases of the development in a timely manner such that LOS D or better is achieved or maintained. Improvements for each phase of a development will be fulfilled in advance of that phase.

In the Suburban policy area, where the application is (1) for non-residential uses, (2) defined as an infill development, conversion of existing development or revitalization, and (3) consistent with the planned land use, the County may consider development along roads or near affected intersections that do not meet the LOS D standard when a fair-share contribution towards the anticipated cost of the alternative transportation improvements is offered such that the safety of all users is ensured, it is acceptable to the County and VDOT, and, upon completion of the improvements, will result in LOS D or better. The fair share contribution will be based on the applicant's percentage of vehicle trips for the most intense use permitted by the rezoning as compared to the total number of trips projected for the affected roads and/or intersections as agreed upon by the applicant and the County.

2. Consistent with the rural roads policies, land development applications in the Rural Policy Area will be requested to make road improvements as necessary to ensure the safety of all users while protecting the character of the rural road network.
3. Level of Service 'D' or better must be demonstrated for new development at the time of the construction of the first residential unit or commercial/industrial building for each phase of the development in the Suburban and Transition Policy Areas, using peak hour and daily traffic volumes, for existing and future road networks.
4. A traffic analysis will be performed as required by the Zoning Ordinance and *Land Subdivision and Development Ordinance*. Traffic studies are required for land use applications regardless of the number of trips or the size of the development. However, the scope of the traffic study information can vary depending on the specific case and location. Transportation staff will meet with the applicant to discuss and staff will approve the scope of the study prior to submission.*
5. The actual capacity of the existing road network, or improvement completed prior to the completion of any approved land use, will determine the phasing of the development to be permitted in a rezoning.

*Note: Policy applies to County traffic study requirements; refer to *VDOT Traffic Impact Analysis Regulations Administrative Guidelines* for VDOT requirements.

D. Design and Construction Standards

It is important that the roads serving the Suburban, Transition, and Rural Policy Areas be designed and constructed in a manner which is consistent with the character of adjoining communities and land uses. Roads should fit and complement the communities they serve.

VDOT's *Road Design Manual*, *Road and Bridge Standards*, *Subdivision Street Acceptance Requirements (SSAR)* and *Subdivision Street Requirements (SSR)* contain design and construction standards required for



roads to be incorporated into the State Highway System and for road improvements for those already a part of the State Highway System. VDOT has design standards for the wide variety of secondary roads that exist in Loudoun County, ranging from rural local roads to subdivision streets and collector roads. However, as the County developed policies to encourage creative forms of residential development and for preservation of the character of the County's rural roads grew so has the need for flexibility in the application of VDOT standards.

VDOT design standards are closely correlated with *A Policy on Geometric Design of Highways and Streets* prepared by the American Association of State Highway and Transportation Officials (AASHTO). VDOT has been willing to consider modifications to specific standards for individual projects on a case by case basis. This process needs to continue.

While acknowledging VDOT's current design policies and standards, the County recognizes the limitations of the standard functional classification system, which emphasizes operating speed and carrying capacity. By balancing mobility with community livability and by utilizing context-sensitive design techniques, the County is committed to achieving a complete and multi-modal transportation network. Central to this commitment is the concept of the "complete street." A complete street is a road that is safe for motorists, bicyclists, transit vehicles and users, and pedestrians of all ages and abilities. The complete street focuses not just on individual roads, but on the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways.

Design and Construction Standards Policies

1. All new public roads will be planned and constructed to the standards of the Virginia Department of Transportation for acceptance into the State Highway System.
2. The County will use VDOT's *Road Design Manual*, *Road and Bridge Standards*, *Secondary Street Acceptance Requirements (SSAR)* and *Subdivision Street Requirements (SSR)* as applicable in the *2010 Countywide Transportation Plan*. In special cases, the County will coordinate with VDOT to employ standards appropriate to a project and/or seek changes in VDOT policies and standards to ensure conformity with the land use, environmental, heritage preservation and other policies of the *2010 Countywide Transportation Plan*, the *Revised General Plan* and the *Facilities Standards Manual* while providing a safe and cost-effective road network.
3. All road construction will be designed to balance mobility with community livability, including the use of context-sensitive design techniques, to create roads that are safe for all uses, including motorists, bicyclists, transit vehicles and users, and pedestrians of all ages and abilities.
4. As provided for in the *Facilities Standards Manual (FSM)* and VDOT's *Secondary Street Acceptance Requirements*, interparcel connections will be considered in development proposals in the Rural Policy Area, and required in all development proposals in the Suburban and Transition Policy Areas to achieve a local road network, and to help keep local traffic off regional roads.
5. Direct vehicular access is discouraged between individual residential and commercial lots. Direct access from individual lots to arterial and major collector roads is discouraged in the Rural Policy Area and not permitted in the Suburban and Transition Policy Area.
6. Local roads that provide individual lot access will be designed to be consistent with the character of the communities they serve. They must be pedestrian-friendly and provide for safe bicycling consistent with the *Loudoun County Bicycle and Pedestrian Mobility Master Plan*.
7. The County will work with VDOT to adapt and adopt road design standards to provide progressive, yet safe and economical access solutions for access management at entrances and intersections.



-
8. The County will use Scenic Design Guidelines in planning road improvements on all designated Virginia Byways in Loudoun County. Such design guidelines include the following (see also the Heritage Preservation Plan for additional information):
 - a. Lower design speed and narrower rights-of-way to minimize land acquisition and disturbance, and to reduce the need for removal of stone walls, treelines, fences and other such features, that often parallel roads. Lower design speeds also allow road alignments that follow the existing terrain and minimize road cut and fill areas.
 - b. Variable shoulder and ditch widths that are determined by the existing topography. Variable shoulder widths could provide the flexibility to avoid removal of trees, stone walls or other such features.
 - c. Landscaping on all cleared areas that includes indigenous plants, trees, wild flowers and other groundcover found in natural areas. Landscaping should be allowed as close to the road as possible while maintaining safe sight distance and clear zones.
 - d. Rest areas, “pullover” areas and other features that provide the opportunity for vehicles to pull off of the main travelway.
 - e. Construction material, such as light-colored pavement, guardrails and fences that reflect the historic and rural nature of the area (i.e., painted or rustic guardrails rather than steel). In the case of new bridges, abutments and other structures, exteriors and facades should be of materials, similar to the stone used in some of the historic bridges in the County.
 - f. In the case of arterial roads where a four-lane, divided section is proposed:
 - i. A variable median width should be used to allow the travel lanes to maneuver around features that are to be protected.
 - ii. Utilizing native species within the median should be used to reduce the visual impact of the road, yet allow appropriate and safe sight distance at crossovers and intersections.
 - iii. Each travel surface should individually follow the existing topography to minimize cut and fill areas and lower the road profile.
 9. The Scenic Design Guidelines and other policies supporting the preservation of the character of rural roads will be applied in ways which will not impede the construction of improvements required for the safety of any or all users on rural roads.
 10. The County will work with VDOT to allow the use of maintenance funds to construct minor safety improvements.
 11. The County will work with VDOT to allow the placement of spot-improvement projects on the Secondary Road Improvement Program.
 12. The County will incorporate landscaped medians using native species where possible.
 13. The County will retain native vegetation and woodlands along roadways where possible.
 14. Signs will need to be erected by developers in locations where future street extensions are anticipated.
 15. The County will continue to seek opportunities to improve the planned and existing road network in the Suburban and Transition Policy Areas by encouraging additional connections between existing neighborhoods and between existing residential and employment areas such that a network of connections can be made with minimal disruptions and where it can be demonstrated that such connections will ultimately reduce congestion.



16. Within the Suburban and Transition Policy Areas, the County supports VDOT's *Secondary Street Acceptance Requirements* (SSAR) that require that new streets must satisfy specific public benefit criteria to be accepted into the state system, including the connectivity of road networks (in accordance with the connectivity index criteria as defined in the SSAR), appropriate pedestrian accommodations and public service criteria. The net effect of these requirements will be to develop a grid of local streets with integrated bicycle and pedestrian access.
17. Twenty-five mph design speeds will be used for new local subdivision streets in all policy areas wherever possible.
18. The County will employ Intelligent Transportation Systems (ITS) technologies in the design of transportation projects where feasible in order to maximize the efficiency of the road network and alleviate congested corridors.

E. Traffic Calming

The County places a high priority on traffic calming and seeks to implement a countywide approach. The Institute of Transportation Engineers (ITE) has defined traffic calming as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users”. Traffic calming must be community-based and supported. It is intended to modify driver’s behavior, reduce vehicle speed to legal limits, increase safety for all users of the roadway, and improve the quality of life through minimizing the negative effects of motor vehicles on the environment, streetscape and neighborhoods. It also should encourage the use of alternative modes of transportation such as pedestrian trails, bike paths and bus transit. Traffic calming is typically implemented on residential streets, but can be applied to other types of facilities in limited circumstances.

Common techniques for implementing traffic calming on residential streets include such traffic engineering components as:

- Vertical Changes in the Street (speed tables, raised intersections)
- Lateral Changes in the Street (chicanes¹, offset intersections, lateral shifts)
- Constrictions in the Street (narrowed pavement widths, pinch points, islands, traffic circles or roundabouts, entrance features, small corner radii)
- Related Streetscaping (surface textures, edge treatments, colors, landscaping, street trees and street furniture)

The County works closely with VDOT to implement traffic calming solutions through VDOT’s traffic calming program. This program is detailed in VDOT’s *Traffic Calming Guide* and Appendix B-1 of the *Road Design Manual*.

Traffic Calming Policies

1. The County will promote and implement traffic calming measures in all policy areas.
2. The County will seek to expand traffic calming through community-based and supported programs in the Suburban, Transition, and Rural Policy Areas and Towns through the proposed Community Plan process, new development applications, and through collaboration with VDOT on rural collector and arterial roads. The County’s commitment to maintain its unpaved rural roads is a de facto recognition of the traffic calming effect of these roads on local traffic.

¹Chicanes are a form of curb extension that alternate from one side of the street to the other.



3. The County will work with VDOT on developing traffic-calming plans as part of the Community Plan and development review process. Within the development review process, the County should identify and address potential traffic calming concerns that may result from a new development and ensure that the developer places emphasis on making streets less desirable for speeding and cut-through traffic.
4. The County will work collaboratively with VDOT and the community in identifying needed traffic calming measures in residential communities and Towns. Traffic calming includes both physical measures (traffic circles or roundabouts, raised cross-walks, chokers, chicanes, and speed tables) and non-physical measures (community education and enforcement). Measures will be analyzed to determine the most effective tool for each project.
5. The County will work with VDOT to identify appropriate measures to manage cut-through traffic and through-truck traffic problems in residential communities.
6. The County will explore and implement safe, convenient, and visually attractive crossing alternatives to enable pedestrians and bicyclists to cross major thoroughfares pursuant to the *Loudoun County Bicycle and Pedestrian Mobility Master Plan*. Alternatives may include new intersection design, pedestrian and bicycle bridges and underpasses, and urban decks.²
7. The *Facilities Standards Manual* shall be revised to promote the incorporation of traffic calming into the designs for new developments.

F. Private Streets

The use of private streets in Loudoun County is only allowed for appropriate types of development. The County requires frontage on a public road maintained by VDOT for nearly all types of development. Exceptions to this policy include structures in historic districts, family subdivisions and low density subdivisions in the rural policy area. During the rezoning process, the Board of Supervisors may grant modifications to permit the use of private streets for single-family detached housing. Private streets serving townhouse and multi-family uses in PD-H districts may be permitted by-right, because such lots are most often accessed by a travelway, which also serves as a parking area. Contemporary townhouse developments use perpendicular or angle parking along the travelways. This feature is not permitted by VDOT design standards. All private streets must meet the design and construction standards of the County's *Facilities Standards Manual* (FSM). Maintenance of these private streets is the sole responsibility of the identified private sector entity. Such streets are not eligible for acceptance into the public street system.

VDOT continues to advise against the use of private streets for new development because of concerns related to continued maintenance, road network development, and other issues. The County has taken steps with the *Land Subdivision and Development Ordinance* (LSDO) to prevent public liability for the maintenance of private streets.

Road maintenance is an expensive commitment as it includes snow removal, landscape care, trash cleaning, and other activities, as well as the repair of road surfaces, curbing and drainage facilities. Generally, the maintenance responsibility for private streets falls to the homeowners association (HOA) or similar organization.

For successful HOA maintenance, it is important that its road maintenance program be adequately funded for current operations and a sinking fund established for reconstruction and emergency repairs. The maintenance program must ensure an adequate service level and be capable of providing access as soon as

² Urban decks are platforms of landscaped greens that span over major roadways. Examples include the park in Rosslyn, VA that spans over I-66 and other proposed urban decks in the region; one that would reconnect the Kennedy Center to nearby Washington, D.C. neighborhoods and another proposed for the Woodrow Wilson Bridge Project.



possible after snows or other emergency situations.

Transportation planning in Loudoun County has supported the concept of providing interparcel connections between adjacent development projects for appropriate land uses to create a network for use by local traffic. This practice keeps local trips off the major collector roads, freeing up capacity for through-trips and more regionally oriented traffic.

Private Street Policies

1. The County should continue to allow private streets in limited circumstances as provided for in and governed by the Zoning Ordinance, LSDO, and *Facilities Standards Manual* (FSM).
2. Neither the County nor the Virginia Department of Transportation will maintain any private roads. The maintenance responsibility will be insured by a bond or other long-range surety approved by the County before approval of the private road. In each case where County ordinances allow private streets, there will be language specifying what entity will provide the maintenance of the road and what public disclosures are necessary to expressly state that neither the County nor VDOT have, or will have, responsibility for the maintenance, repair or replacement of private streets.
3. Certain streets may require designs that are sensitive to contextual conditions. The designation of a design sensitive street as private may be appropriate where alternative solutions do not address the policies of this Plan. The private street designation will be made by the Board of Supervisors through the rezoning process or through County ordinances.
4. The County will use the mechanisms provided by the Zoning Ordinance to ensure long-term maintenance of private streets.
5. All sales material for properties located on private streets will disclose that there will be maintenance costs incurred by property owners for the upkeep of the street and that the maintenance and upkeep of private roads is not a County nor state responsibility.
6. The estimated annual cost for maintaining private streets will be provided by landowners to all potential purchasers of houses on private streets as part of sales documents.

G. Road Improvement Priorities

It is important that the County set priorities for its planned road improvements in order to be able to efficiently focus public and private resources on major projects needed in the short-term. Short-term priorities are established through VDOT's Six-Year Improvement Program (SYIP) and the Secondary Road Improvement Program (SRIP). Developed through the efforts of the Commonwealth Transportation Board, VDOT and/or County staff, these programs identify priority projects and reflect considerable effort by the County and/or VDOT in programming, designing, and funding actions. Priorities for road improvements in the CTP are identified in Appendix 3. Appendix 3 goes beyond the SYIP and SRIP and identifies near-, intermediate and long-term priorities for County projects through the year 2030. This methodology is consistent with that used by the Northern Virginia Transportation Authority for regional prioritization (described below and discussed further in Appendix 3). These priorities may be modified by resolution of the Board of Supervisors as necessary. Appendix 3 also contains a list of top priorities.

In November 2006, the Northern Virginia jurisdictions, VDOT and Virginia Department of Rail and Public Transportation (DRPT) working through the Northern Virginia Transportation Authority (NVTA) adopted the TransAction 2030 Regional Transportation Plan. This plan identifies critical transportation projects requiring funding within the Northern Virginia region through the year 2030. Working cooperatively, NVTA, their technical committee and a committee studying Alternative Transportation and Land Use Strategies (ATLUS) developed a series of project-based evaluation criteria for the purpose of assigning



priorities to these projects. Each TransAction 2030 Plan project was rated against the criteria using a three level rating system: high, medium and low. The TransAction 2030 Plan is available for viewing on the NVTA website, at www.thenovaauthority.org.

Road Improvement Priorities Policies

1. The Virginia Department of Transportation Secondary Road Improvement Program (SRIP) and Primary Road Improvement Program will be the key processes for updating short-term road improvement priorities on a regular basis. The County will base transportation decisions on its land use policies and its transportation model outputs as well as the policies contained in the Heritage Preservation Plan and the *Loudoun County Bicycle and Pedestrian Mobility Master Plan*. The TransAction 2030 Plan will also be considered. Projects which are part of Loudoun County Road Improvement bonds will receive high priority. Road improvements associated with development projects will also receive high priorities.
2. New road construction and road improvements will promote traffic, pedestrian, and bicycle safety including appropriate locations for transit stops and provide for improved vehicular and transit operations consistent with area land uses and regional demands while adhering to community design and resource protection policies and ordinances.
3. When third party sources are not available for high priority projects, the County will pursue alternate funding mechanisms.

DRAFT

Appendix 1

Planning Guidelines for Major Roadways

Countywide

I. Introduction

The purpose of this appendix is to provide County staff, the development community and the general public with a guide for the planning, design, and coordination of improvements to the major roadways within Loudoun County. The County understands that in order for the actual roadway improvement or construction to be accepted into the state system, VDOT must approve the roadway design; therefore, VDOT standards must be utilized in conjunction with these guidelines. If any differences occur between this document and the adopted transportation maps, the maps govern.

For each roadway or roadway segment, there may be up to three phasing conditions: existing, interim, and ultimate. Roadway segments are listed in numerical order by VDOT route number. Where no VDOT route number has been assigned, roadway segments are listed alphabetically. The conditions are not linked to a specific implementation schedule or time horizon (i.e., 10, 20, or more years). The following components are outlined in each condition for each roadway segment:

1. The **SEGMENT** represents the location and end points for the route or portion of the route in question (i.e., for Route 7—Fairfax County Line west to the Algonkian Parkway/Atlantic Boulevard interchange). The segment remains the same for each condition, unless specified otherwise.
2. The **POLICY AREA** identifies the distinct geographic policy areas, as defined in the Revised General Plan, in which the segment of the route in question is located. In the Suburban Policy Area, the specific community or communities (i.e., Ashburn, Dulles, Potomac and Sterling) are also noted. A route may traverse more than one policy area. Incorporated towns through which a road segment passes are also noted. Each policy area has a preferred development pattern that is distinct and that will determine the location of public infrastructure and facilities. Chapter 2 of the CTP details the road policies that apply to each policy area.
3. The **FUNCTIONAL CLASSIFICATION** of each roadway segment ranges from local/secondary to principal arterial. The functional classification for the existing roadways is consistent with the current VDOT classification system. The classification for the planned roadways expands upon the VDOT classification system. The range and definitions of the functional classifications are provided in the Glossary within this document.
4. The total **NUMBER OF LANES** and **RIGHT-OF-WAY (ROW)** are identified for each roadway segment (e.g., four lanes/120 foot ROW). Additional ROW may be required for interchanges, turn lanes, and/or bicycle and pedestrian facilities.
5. A **DESCRIPTION** of the roadway segment includes the typical cross-section (undivided vs. divided and curb vs. shoulder and ditch), design speed, and for future conditions, other additional improvements (i.e., turn lanes and interchanges).
6. **BICYCLE/PEDESTRIAN FACILITIES** planning guidelines are provided in Appendix 6.

The ultimate condition for each roadway or roadway segment stated in this document is foreseen by the

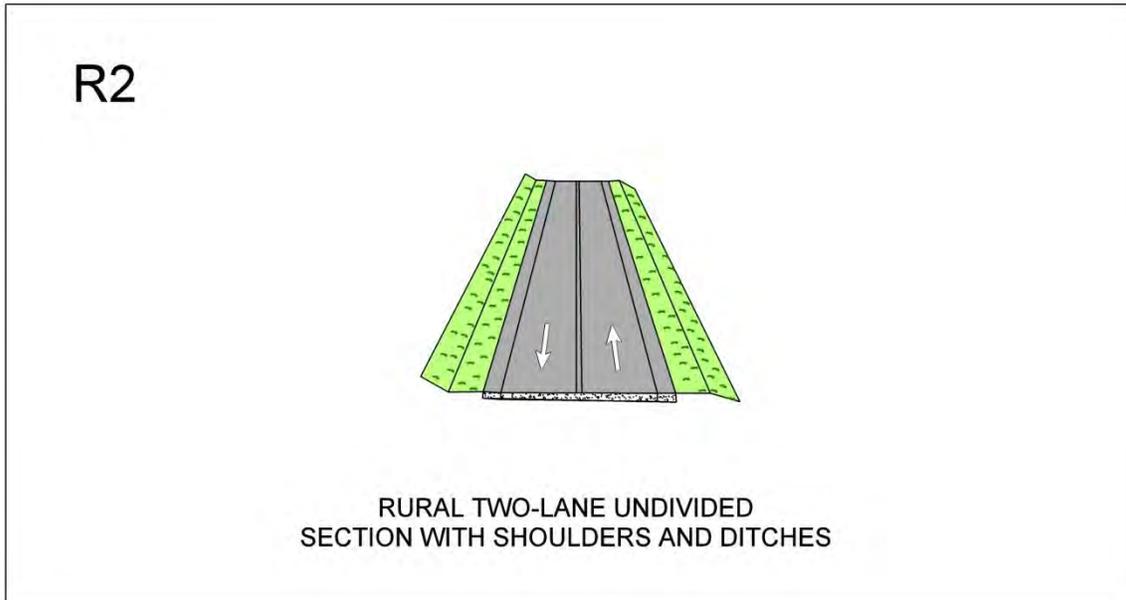
County as the final condition. Also, the ultimate condition may include roadway link improvements, such as increasing the number of lanes, and intersection improvements, such as turn lanes and/or interchanges. These improvements may or may not occur at the same time. For new road construction on new alignments, construction of the four outside lanes in the interim condition will be required in the design of ultimate U6M and U8M roads. The planning guidelines are not intended to propose roadway improvements within the incorporated towns beyond those identified in the town plans.

II. Road Type Descriptions, Typical Sections and Planning Guidelines

ROAD TYPE DESCRIPTIONS

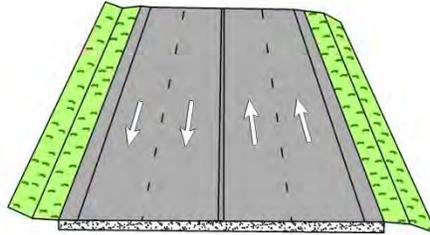
R2	Rural two-lane undivided section with shoulder and ditch
U2	Urban two-lane undivided section with curb and gutter
U3	Urban three-lane undivided section with curb and gutter (limited use)
R4	Rural four-lane undivided section with shoulder and ditch
U4	Urban four-lane undivided section with curb and gutter
R4M	Rural four-lane median divided section with shoulder and ditch
U4M	Urban four-lane median divided section with curb and gutter
R6M	Rural six-lane median divided section with shoulder and ditch
U6M/F	Urban six-lane median divided section with curb and gutter/Urban six-lane freeway
U8M/F	Urban eight-lane median divided section with curb and gutter/Urban eight-lane freeway
U10M/F	Urban ten-lane median divided section with curb and gutter/Urban ten-lane freeway
ROW	Right-of-Way

TYPICAL CROSS-SECTIONS



Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

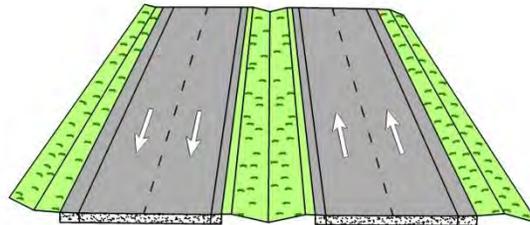
R4



RURAL FOUR-LANE UNDIVIDED
SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

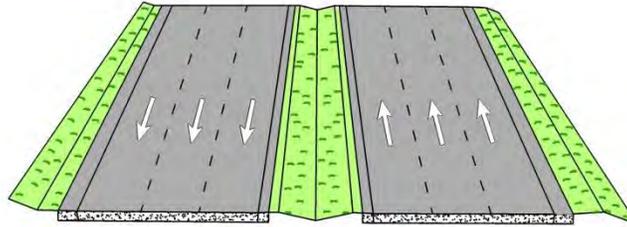
R4M



RURAL FOUR-LANE MEDIAN DIVIDED
SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

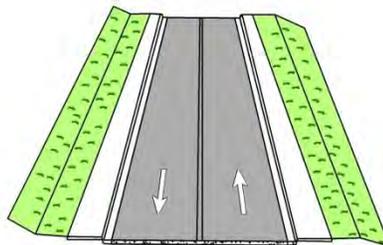
R6M



RURAL SIX-LANE MEDIAN DIVIDED
SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

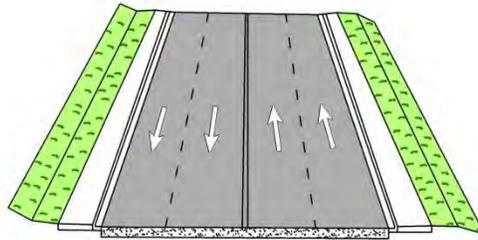
U2



URBAN TWO-LANE UNDIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

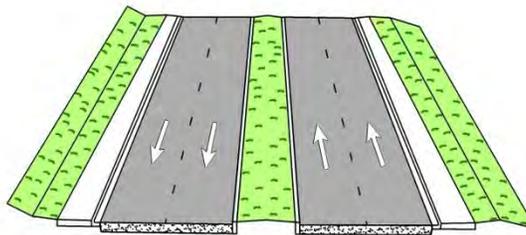
U4



URBAN FOUR-LANE UNDIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

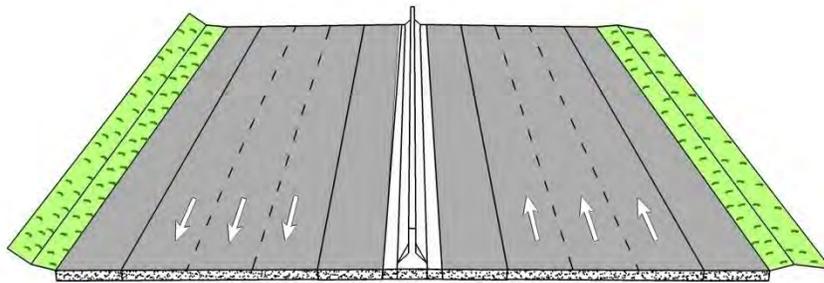
U4M



URBAN FOUR-LANE MEDIAN DIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

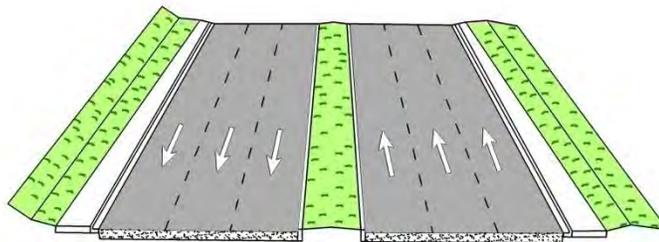
U6F



URBAN FREEWAY SIX-LANE CONCRETE BARRIER
DIVIDED SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

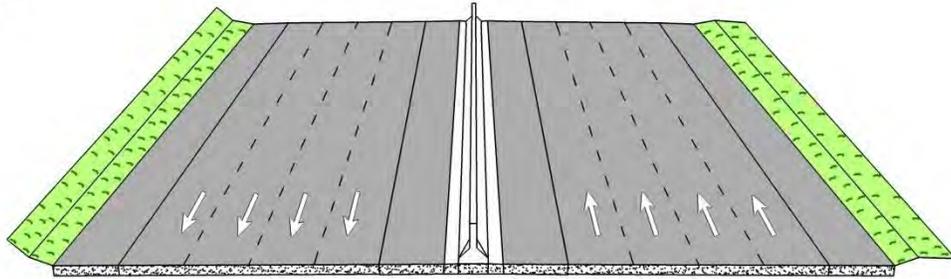
U6M



URBAN SIX-LANE MEDIAN DIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

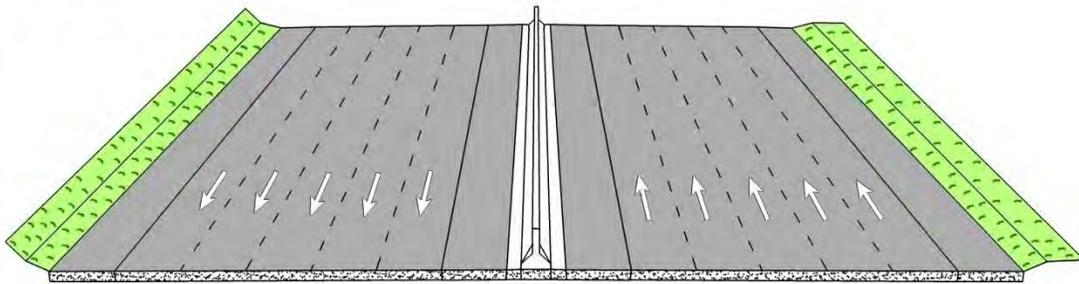
U8F



URBAN FREEWAY EIGHT-LANE CONCRETE BARRIER
DIVIDED SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

U10F



URBAN FREEWAY TEN-LANE CONCRETE BARRIER
DIVIDED SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

Primary Roads

1. VA Route 7 - Harry Byrd Highway

Segment Fairfax County Line west to VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard) interchange

Policy Area Suburban (Potomac, Sterling)

Existing Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/Varies

Description U6M. Local access median divided urban arterial. Grade-separated interchanges at VA Route 1794 (Cascades Parkway) and VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard). Individual site access occurs along segment. Design speed varies.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/ROW subject to **OTIS DTCL** Review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 1794 (Cascades Parkway) and VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard). Individual site access will be terminated. Median crossovers will not increase from Existing Condition. Left and right turn lanes required at all intersections. Design speed determined by VDOT and **OTIS DTCL**.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

2. VA Route 7 - Harry Byrd Highway / East Market Street

Segment VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard) interchange west to VA Route 7/US Route 15 (Leesburg Bypass) interchange

Policy Areas Suburban (Potomac, Sterling, Ashburn), Leesburg JLMA, Town of Leesburg

Existing Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/Varies

Description U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard), VA Route 28 (Sully Road), VA Route 607 (Loudoun County Parkway), VA Route 901 (Claiborne Parkway)/VA Route 2400 (Lansdowne Boulevard), VA Route 653

Relocated (Crosstrail Boulevard)/VA Route 773 (River Creek Parkway), and VA Route 7/US Route 15 (Leesburg Bypass). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	8/200 feet – Additional ROW may be needed for interchange(s)
Description	U8M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing Condition at VA Route 2020 (Ashburn Village Boulevard), VA Route 659 (Belmont Ridge Road) and Battlefield Parkway. All at-grade access is terminated. Study of alternative uses (e.g., HOV, bus lanes) to be considered for segment between VA Route 28 (Sully Road) and VA Route 7/US Route 15 (Leesburg Bypass) when facility is expanded to Ultimate Condition. Design speed determined by VDOT, Town of Leesburg and OTIS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

3. VA Route 7 - Harry Byrd Highway

Segment	VA Route 7 Business (West Market Street) interchange west to VA Route 9 (Charles Town Pike) interchange
Policy Areas	Town of Leesburg, Rural

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchanges at VA Route 7 Business (West Market Street) and VA Route 9 (Charles Town Pike). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	8/200 feet – Additional ROW may be required for interchange(s)
Description	R8M. Limited access median divided rural arterial. Additional grade-separated interchange beyond Existing Condition at White Gate Place. All at-grade access is terminated. Design speed determined by VDOT and OTIS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

4. VA Route 7 Bypass - Harry Byrd Highway

Segment	VA Route 9 (Charles Town Pike) interchange west to VA Route 7 Business (West Loudoun Street) intersection (west of Round Hill)
---------	--

Policy Areas Rural, Purcellville JLMA, Town of Purcellville, Round Hill JLMA, Town of Round Hill

Existing Condition

Functional Class Principal Arterial

Lanes/Right of Way 4/200 feet

Description R4M. Limited access median divided rural arterial. Grade-separated interchanges at VA Route 9 (Charles Town Pike), VA Route 704 (Hamilton Station Road), VA Route 287 (Berlin Turnpike), and VA Route 7 Business (East Loudoun Street) (east of Round Hill). Design speed varies.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for interchange(s)

Description R6M. Limited access median divided rural arterial. Additional grade-separated interchanges beyond Existing Condition at VA Route 690 (Hillsboro Road) and west of Round Hill at VA Route 7 Business (West Loudoun Street)/VA Route 1320 (Evening Star Drive). Location of the VA Route 690 interchange to be determined by further study and in consultation with the Town of Purcellville and VDOT. Location of the western Round Hill interchange and six-lane transition to be determined by further study and in consultation with the Town of Round Hill and VDOT. Design speed determined by VDOT and ~~OTIS~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

5. VA Route 7 - Harry Byrd Highway

Segment VA Route 7 Business (West Loudoun Street) intersection (west of Round Hill) west to Clarke County Line

Policy Areas Round Hill JLMA, Rural

Existing Condition

Functional Class Principal Arterial

Lanes/Right of Way 4/200 feet

Description R4M. Controlled access median divided rural arterial. Design speed varies.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 4/200 feet – Additional ROW may be needed interchange(s), turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural arterial. Grade-separated interchange west of Round Hill at VA Route 7 Business (West Loudoun Street)/VA Route 1320 (Evening Star Drive). Location of the western Round Hill interchange to be determined by further study and in consultation with the Town of Round Hill and VDOT. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Design speed determined by VDOT and ~~OTS~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

6. VA Route 7 Business - East Colonial Highway (Clarkes Gap to Hamilton)

Segment VA Route 9 (Charles Town Pike) at VA Route 7 Bypass west to VA Route 704 (Hamilton Station Road)

Policy Areas Rural, Hamilton JLMA

Existing/Ultimate Condition

Functional Class Major Collector/Virginia Byway

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. In Rural Policy Area, left and right turn lanes provided where required for safety. In JLMA, left and right turn lanes recommended at major intersections. Design speed varies. Any improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

7. VA Route 7 Business - East Colonial Highway / West Colonial Highway / East Main Street / West Main Street (Hamilton to Purcellville)

Segment VA Route 704 (Hamilton Station Road) west to VA Route 690 (32nd Street South/Silcott Springs Road)

Policy Areas Hamilton JMLA, Town of Hamilton, Purcellville JLMA, Town of Purcellville

Existing/Ultimate Condition

Functional Class Major Collector/Virginia Byway east of VA Route 287 (Berlin Turnpike)

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width within Town of Hamilton and Town of Purcellville determined by respective Town.

Description U2. Local access undivided urban collector. Roundabout at VA Route 287 (Berlin Turnpike) / Purcellville South Collector Road (“A” Street). Left and right turn lanes recommended at major intersections. Design speed varies. Any improvements along the portion of this segment designated as a Virginia Byway will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Hamilton and Town of Purcellville subject to Town review.

8. VA Route 7 Business - West Main Street / East Loudoun Street (Purcellville to Round Hill)

Segment VA Route 690 (32nd Street South/Silcott Springs Road) west to VA Route 7 Bypass interchange (east of Round Hill)

Policy Areas Town of Purcellville, Rural, Round Hill JLMA

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes. Ultimate ROW width within Town of Purcellville determined by Town.

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass (east of Round Hill). In Town and JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes where required for safety. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Purcellville subject to Town review.

9. VA Route 7 Business - East Loudoun Street / West Loudoun Street (Round Hill)

Segment VA Route 7 Bypass interchange (east of Round Hill) west to VA Route 7 Bypass intersection (west of Round Hill)

Policy Area Town of Round Hill, Round Hill JLMA

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description U2. Local access undivided urban collector. Grade-separated interchange at VA Route 7 Bypass (east of Round Hill). Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.
Description	U2. Local access undivided urban collector. Additional grade-separated interchange beyond Existing Condition at VA Route 7 Bypass/Evening Star Drive (west of Round Hill). Location of the western Round Hill interchange to be determined by further study and in consultation with the Town of Round Hill. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and OTS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Round Hill subject to Town review.

10. VA Route 7 - Leesburg Bypass

Segment	VA Route 267 (Dulles Greenway) interchange west and north to VA Route 7 Business (West Market Street) interchange
---------	---

Policy Area	Town of Leesburg
-------------	------------------

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Limited access median divided rural arterial. Grade-separated interchanges at VA Route 267 (Dulles Greenway), US Route 15 (South King Street), and VA Route 7 Business (West Market Street). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Greenway), US Route 15 (South King Street), and VA Route 7 Business (West Market Street). Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

11. VA Route 9 - Charles Town Pike

Segment	West Virginia State Line east to VA Route 7 Bypass
---------	--

Policy Areas	Rural, Town of Hillsboro
Existing Condition	
Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural arterial. Grade-separated interchange at VA Route 7 Bypass. Design speed varies.
Ultimate Condition	
Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/ROW subject to OTIS <u>DTCI</u> review – Additional ROW may be needed for turn lanes. ROW width within Town of Hillsboro determined by Town.
Description	R2. Local access undivided rural arterial. Grade-separated interchange at VA Route 7 Bypass. Roundabouts at VA Route 719 (Stony Point Road) and VA Route 690 (Hillsboro Road). Left and right turn lanes provided where required for safety. Design speed determined by VDOT, Town of Hillsboro and OTIS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Hillsboro subject to Town review.

12. VA Route 7/US Route 15 - Leesburg Bypass

Segment	VA Route 7 (East Market Street) interchange south and west to VA Route 267 (Dulles Greenway) interchange
Policy Area	Town of Leesburg
Existing Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Left and right turn lanes at Sycolin Road intersection. Design speed varies.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet

Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Sycolin Road to cross over the bypass; existing intersection/at-grade access to/from Sycolin Road terminated. Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

13. US Route 15 - Leesburg Bypass

Segment	VA Route 7 (East Market Street) interchange north to Battlefield Parkway
Policy Area	Town of Leesburg

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet – Additional ROW may be needed for turn lanes
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 7 (East Market Street). Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet – Additional ROW may be required for interchange(s)
Description	U4M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing Condition at Edwards Ferry Road and Battlefield Parkway. All existing at-grade access terminated. Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

14. US Route 15 - Leesburg Bypass

Segment	Battlefield Parkway north to US Route 15 Business (North King Street)
Policy Areas	Town of Leesburg, Rural

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	2-4/200 feet

Description R2/R4M. Controlled access undivided and divided rural arterial. Design speed varies.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 4/200 feet – Additional ROW may be needed for interchange(s)

Description U4M. Limited access median divided urban arterial. Grade-separated interchange at Battlefield Parkway. Grade-separated and/or rotary options to be explored at US Route 15 Business (North King Street) by later study. All other at-grade access terminated. Design speed determined by VDOT, Town of Leesburg and ~~OTF~~ DTCL.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Leesburg subject to Town review.

15. US Route 15 - James Monroe Highway

Segment Prince William County Line north to VA Route 704 (Harmony Church Road)

Policy Area Rural

Existing/Ultimate Condition

Functional Class Minor Arterial/Virginia Byway

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Roundabouts at the US Route 15/50 Connector (Howsers Branch Drive) and at US Route 50 (John Mosby Highway). Left and right turn lanes provided where required for safety. Design speed determined by VDOT and ~~OTF~~ DTCL. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

16. US Route 15 – James Monroe Highway / South King Street

Segment VA Route 704 (Harmony Church Road) north to VA Route 7/US Route 15 (Leesburg Bypass)

Policy Areas Rural, Town of Leesburg

Existing Condition

Functional Class Minor Arterial/Virginia Byway

Lanes/Right of Way 2/Varies

Description R2/U2/U4M. Local access undivided and median divided rural and urban arterial; four-lane divided (U4M) section north of VA Route 621 (Evergreen Mills Road). Grade-separated interchange at VA Route 7/US Route 15 (Leesburg Bypass). Design speed varies.

Ultimate Condition

Functional Class Minor Arterial/Virginia Byway

Lanes/Right of Way 4/ROW subject to ~~OT&S~~ DTCI review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.

Description U4M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 7/US Route 15 (Leesburg Bypass). Left and right turn lanes required at all intersections. Design speed determined by VDOT, ~~OT&S~~ DTCI and Town of Leesburg. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Leesburg subject to Town review.

17. US Route 15 - James Monroe Highway

Segment US Route 15 Business (North King Street) north to Maryland State Line

Policy Area Rural

Existing Condition

Functional Class Principal Arterial/Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural arterial. Design speed varies.

Ultimate Condition

Functional Class Principal Arterial/Virginia Byway

Lanes/Right of Way 2/ROW subject to ~~OT&S~~ DTCI review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural arterial. Grade-separated and/or rotary options to be explored at US Route 15 Business (North King Street) by later study. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and ~~OT&S~~ DTCI. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

18. VA Route 28 - Sully Road (Darrell Green Boulevard)

Segment Fairfax County line north to VA Route 606 (Old Ox Road)

Policy Area Suburban (Dulles, Sterling)

Existing Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/180 feet

Description U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Toll/Access Road), VA Route 209 (Innovation Avenue), and VA Route 606 (Old Ox Road). Design speed varies.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 10/200 feet – Additional ROW may be needed for interchange(s)

Description U10M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Toll/Access Road) and VA Route 606 (Old Ox Road). Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and ~~OTS~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

19. VA Route 28 - Sully Road (Darrell Green Boulevard)

Segment VA Route 606 (Old Ox Road) north to VA Route 7 (Harry Byrd Highway)

Policy Area Suburban (Sterling)

Existing/Interim Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/180 feet

Description U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 606 (Old Ox Road), VA Route 846 (Sterling Boulevard), VA Route 625 (Waxpool Road/Church Road), VA Route 1793 (Nokes Boulevard) and VA Route 7 (Harry Byrd Highway). Partial northbound interchange to eastbound Warp Drive. Design speed varies.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way	8/200 feet – Additional ROW may be needed for interchange(s)
Description	U8M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 606 (Old Ox Road), VA Route 846 (Sterling Boulevard), VA Route 625 (Waxpool Road/Church Road), VA Route 1793 (Nokes Boulevard) and VA Route 7 (Harry Byrd Highway). Partial northbound interchange to eastbound Warp Drive. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTIS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

20. US Route 50 - John Mosby Highway

Segment	Fairfax County Line west to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Dulles)
Existing Condition	
Functional Class	Minor Arterial
Lanes/Right of Way	4-6/Varies
Description	R4M/R6M. Controlled access and local access median divided rural arterial. Currently six-lane (R6M) section between VA Route 742 (Poland Road) and VA Route 606 (Loudoun County Parkway). Individual site access occurs along entire segment. Median crossover spacing varies. Design speed varies.
Interim Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet – Additional ROW may be needed for turn lanes
Description	U6M. Controlled access median divided urban arterial. Individual site access will be terminated. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTIS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet – Additional ROW may be needed for interchange(s)
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 2200 (Tall Cedars Parkway), VA Route 2201 (South Riding Boulevard), VA Route 606 (Loudoun County Parkway), VA Route 606 Extended (Arcola Boulevard/West Spine Road), and VA Route 659 Relocated (Northstar Boulevard). Grade-separated options to be explored at VA Route 609 (Pleasant Valley Road). All at-grade

access is terminated. Functionality of planned interchanges within the segment of the planned limited access corridor between VA Route 606 (Loudoun County Parkway) and VA Route 659 Relocated (Northstar Boulevard) to be reviewed by a later study. Design speed determined by VDOT and ~~OTIS~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

21. US Route 50 - John Mosby Highway

Segment VA Route 659 Relocated (Northstar Boulevard) west to Lenah Loop Road

Policy Area Transition

Existing Condition

Functional Class Minor Arterial

Lanes/Right of Way 2-4/Varies

Description R2/R4M. Controlled access and local access median divided and undivided rural arterial. Individual site access occurs along two-lane (R2) section. Median crossover spacing varies on four-lane (R4M) section. Design speed varies.

Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/ROW subject to ~~OTIS~~ DTCI review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 659 Relocated (Northstar Boulevard). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Design speed determined by VDOT and ~~OTIS~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

22. US Route 50 - John Mosby Highway

Segment Lenah Loop Road west to Village of Aldie

Policy Areas Transition, Rural

Existing Condition

Functional Class Minor Arterial

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural arterial. Roundabouts at VA Route 860 (Watson Road), the US Route 15/50 Connector (Howsers Branch

Drive), and US Route 15 (James Monroe Highway). Design speed varies.

Ultimate Condition

Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Roundabouts at VA Route 860 (Watson Road), the US Route 15/50 Connector (Howsers Branch Drive), and US Route 15 (James Monroe Highway). In Transition Policy Area, left and right turn lanes required at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

23. US Route 50 - John Mosby Highway

Segment	Village of Aldie west to Middleburg Town Limits
Policy Area	Rural

Existing Condition

Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural arterial. Design speed varies.

Ultimate Condition

Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

24. US Route 50 – Washington Street (Middleburg)

Segment	Existing alignment in Town of Middleburg
Policy Area	Town of Middleburg

Existing/Ultimate Condition

Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width determined by Town of Middleburg.
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Left and right turn lanes recommended at major intersections. Design speed varies. Any improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Middleburg review.

25. VA Route 209 - Innovation Avenue

Segment	VA Route 28 (Sully Road) east to Fairfax County line
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	4/Varies
Description	U4M. Controlled access median divided urban collector through Dulles World Center site. Grade separated interchange at VA Route 28 (Sully Road). 40 mph design speed.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Road to be realigned along northern boundary of Dulles World Center site Connection to VA Route 605 (Rock Hill Road) in Fairfax County. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

26. VA Route 267 - Dulles Greenway

Segment VA Route 267 (Dulles Airport Access/Toll Road) northwest to VA Route 7/US Route 15 (Leesburg Bypass)

Policy Areas Suburban (Sterling, Dulles, Ashburn), Transition, Rural, Leesburg JLMA, Town of Leesburg

Existing Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/250 feet

Description R6M. Limited access median divided rural arterial. Toll road. Grade-separated interchanges at VA Route 28 (Sully Road), VA Route 606 (Old Ox Road), VA Route 1950 (Loudoun County Parkway), VA Route 772 (Ashburn Village Boulevard/Mooreview Parkway), VA Route 901 (Claiborne Parkway), VA Route 659 (Belmont Ridge Road), VA Route 653 (Shreve Mill Road/Crosstrail Boulevard), Battlefield Parkway, and VA Route 7/US Route 15 (Leesburg Bypass). 60 mph or greater design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 8/250 feet – Additional ROW may be needed for interchange(s)

Description R8M. Limited access median divided rural arterial. Toll road. Additional grade-separated interchange beyond Existing Condition at westernmost VA Route 625 (Sycolin Road) crossing and partial westbound interchange between Crosstrail Boulevard and Battlefield Parkway. 60 mph or greater design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

27. VA Route 267 - Dulles Airport Access Road

Segment Fairfax County line west to Washington Dulles International Airport

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/Varies

Description	R6M. Limited access median divided rural arterial. Grade-separated interchange at VA Route 28 (Sully Road). 60 mph or greater design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

28. VA Route 287 - Berlin Turnpike

Segment	VA Route 7 Business (East Main Street) (opposite Purcellville South Collector Road) north to Purcellville VA Route 7 North Collector Road
Policy Areas	Town of Purcellville, Purcellville JLMA

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. Roundabout at VA Route 7 Business/Purcellville South Collector Road. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/ROW subject to OTS DTCI review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Purcellville determined by Town.
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 Bypass. Roundabout at VA Route 7 Business/Purcellville South Collector Road. Left and right turn lanes required at all intersections. Design speed determined by VDOT, Town of Purcellville and OTS DTCI .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Purcellville subject to Town review.

29. VA Route 287 - Berlin Turnpike

Segment	Purcellville VA Route 7 North Collector Road north to Lovettsville Town Limits
Policy Areas	Purcellville JLMA, Rural

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTIS <u>DTCI</u> review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. In JLMA, left and right turn lanes required at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTIS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

30. VA Route 287 - Berlin Pike (Lovettsville)

Segment	Existing alignment in Town of Lovettsville
Policy Area	Town of Lovettsville

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/ROW determined by Town of Lovettsville – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT and Town of Lovettsville.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Lovettsville review.

31. VA Route 287 - Berlin Turnpike

Segment	Lovettsville Town Limits north to MD Route 17 at Maryland State Line
Policy Area	Rural

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTF <u>DTCI</u> review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTF <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

32. US Route 340 - Jefferson Pike

Segment	Maryland State Line west to West Virginia State Line
Policy Area	Rural

Existing/Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural arterial. Left and right turn lanes provided where required for safety. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Secondary Roads

33. US Route 15 / 50 Connector - Howsers Branch Drive

Segment US Route 15 (James Monroe Highway) north and east to US Route 50 (John Mosby Highway)

Policy Area Rural

Existing/Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 2/50 feet

Description R2. Connection between US Route 15 south of Gilberts Corner and US Route 50 east of Gilberts Corner as part of the US Route 50 Traffic Calming Project. Roundabouts at US Route 15 (James Monroe Highway) and US Route 50 (John Mosby Highway). 30 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

34. VA Route 604 - Sugarland Road

Segment Fairfax County Line west to VA Route 625 (Church Road)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

35. VA Route 605 - Rock Hill Road

Segment VA Route 606 (Old Ox Road) south west to future VA Route 868 (Davis Drive)

Policy Area Suburban (Sterling)

Existing Condition

Segment VA Route 606 (Old Ox Road) south to Fairfax County Line

Functional Class Minor Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2. Local access undivided urban collector. Road to be realigned to connect with future VA Route 868 (Davis Drive). Left and right turn lanes required at major intersections. Design speed determined by VDOT and ~~OTS~~ DTCL. Refer to Note G on the CTP Map for additional information regarding this roadway.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

36. VA Route 606 - Loudoun County Parkway

Segment VA Route 606 (Old Ox Road) at VA Route 842 (Arcola Road/future Arcola Boulevard) intersection south to US Route 50 (John Mosby Highway), following existing VA Route 606 alignment

Policy Area Suburban (Dulles)

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2-4/varies

Description R2/U4M. Local access undivided and median divided urban collector road; two-lane (R2) section north of VA Route 621 (Evergreen Mills Road); four-lane divided (U4M) section elsewhere. Design speed varies.

Interim Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes

Description U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 8/200 feet – Additional ROW may be needed for turn lanes and interchange(s)

Description	U8M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 606 (Old Ox Road) and US Route 50 (John Mosby Highway). Additional grade-separated options to be explored at other existing intersections along segment. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTS DTCI .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

37. VA Route 606 - Loudoun County Parkway

Segment	US Route 50 (John Mosby Highway) south to VA Route 620 (Braddock Road)
Policy Area	Suburban (Dulles)

Existing/Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

38. VA Route 606 - Loudoun County Parkway (formerly Tri-County Parkway)

Segment	VA Route 620 (Braddock Road) south to Fairfax County Line
Policy Area	Transition

Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided urban collector. Will follow portions of VA Route 613 (Ticonderoga Road) and VA Route 621 (Bull Run Post Office Road) alignments. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R6M. Controlled access median divided urban collector. Will follow portions of VA Route 613 (Ticonderoga Road) and VA Route 621 (Bull Run Post Office Road) alignments. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

39. VA Route 606 - Old Ox Road

Segment	Fairfax County Line/Herndon Town Limits west to VA Route 28 (Sully Road) interchange
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

40. VA Route 606 - Old Ox Road

Segment	VA Route 28 (Sully Road) interchange west to VA Route 267 (Dulles Greenway) interchange
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	4-6/120 feet
Description	U4M/U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 28 (Sully Road) and VA Route 267 (Dulles Greenway). 45 mph design speed.

Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes
Description	U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 28 (Sully Road) and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet – Additional ROW may be needed for interchange(s)
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 28 (Sully Road) and VA Route 267 (Dulles Greenway). Local access, interchange locations and ultimate alignment to be determined by a later study with consideration of adjacent development/stakeholders. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OT&S <u>DICI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

41. VA Route 606 - Old Ox Road

Segment VA Route 267 (Dulles Greenway) interchange south to VA Route 607 (Loudoun County Parkway)

Policy Area Suburban (Dulles)

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Design speed varies.

Interim Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes

Description U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for interchange(s)

Description U6M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing and Interim Conditions at VA Route 645 Extended (Westwind Drive) and at VA Route 607 (Loudoun County Parkway). Local access, interchange locations and ultimate alignment to be determined by a later study with consideration of adjacent development/stakeholders. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and ~~OTS~~ DTCL.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

42. VA Route 607 - Loudoun County Parkway

Segment VA Route 7 North Collector Road (VA Route 1050 (George Washington Boulevard) (Potential Future Riverside Parkway) south to VA Route 625 (Waxpool Road)

Policy Area Suburban (Ashburn)

Existing Condition

Functional Class	Minor Arterial
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Two-lane (U2) section from VA Route 2150 (Gloucester Parkway) south to just north of the W & OD Trail. Design speed varies.

Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

43. VA Route 607 - Loudoun County Parkway

Segment	VA Route 625 (Waxpool Road) south to VA Route 267 (Dulles Greenway) interchange
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4-6/120 feet

Description U4M/U6M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section between VA Route 643 (Shellhorn Road) and VA Route 267 (Dulles Greenway). Design Speed Varies.

Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

44. VA Route 607 - Loudoun County Parkway

Segment VA Route 267 (Dulles Greenway) interchange west and south to VA Route 606 (Old Ox Road) (near existing VA Route 842 (Arcola Road/future Arcola Boulevard)/VA Route 606 (Old Ox Road) intersection)

Policy Area Suburban (Ashburn, Dulles)

Existing/Interim Condition

Existing Segment VA Route 267 (Dulles Greenway) interchange south to approximately 2,800 feet south of VA Route 901 (Claiborne Parkway)

Functional Class Minor Arterial

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes

Description U4M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for interchange(s), turn lanes, and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Greenway) and at VA Route 606 (Old Ox Road). Refer to VDOT Road Design Manual for

median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

45. VA Route 609 - Pleasant Valley Road

Segment Quarry Road (US Route 50 North Collector Road) south to Fairfax County Line

Policy Area Suburban (Dulles)

Existing Condition

Functional Class Local/Secondary Road

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Grade-separated options to be explored at US Route 50 (John Mosby Highway). Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

46. VA Route 611 - St. Louis Road

Segment US Route 50 (John Mosby Highway) at Fauquier County Line north to VA Route 734 (Snickersville Turnpike)

Policy Area Rural

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/ROW subject to ~~OTF~~ DTCL review – Additional ROW may be needed for turn lanes

Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OT&S <u>DTCI</u> . Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

47. VA Route 620 - Braddock Road

Segment	Fairfax County Line west to VA Route 659 Relocated (Northstar Boulevard)
Policy Areas	Suburban (Dulles), Transition

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2/U2. Local access undivided rural and urban collector road. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

48. VA Route 620 / VA Route 705 - Braddock Road

Segment	VA Route 659 Relocated (Northstar Boulevard) west to US Route 15 (James Monroe Highway)
Policy Area	Transition, Rural

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. In Transition Policy Area, left and right turn lanes required at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

49. VA Route 621 - Evergreen Mills Road

Segment	VA Route 606 (Loudoun County Parkway) northwest to Existing VA Route 659 (Belmont Ridge Road)
Policy Area	Suburban (Dulles)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Reclassified as a minor collector when VA Route 621 Relocated (Shreveport Drive) is open to traffic. Design speed determined by VDOT and OTS DTCL .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

50. VA Route 621 - Evergreen Mills Road

Segment	VA Route 621 Relocated (Shreveport Drive) northwest to Battlefield Parkway
Policy Areas	Suburban (Dulles), Transition, Rural, Town of Leesburg

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTS <u>DTCL</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

51. VA Route 621 - Evergreen Mills Road

Segment	Battlefield Parkway north and west to US Route 15 (South King Street)
Policy Area	Town of Leesburg

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

52. VA Route 621 Relocated - Shreveport Drive

Segment	VA Route 621 (Evergreen Mills Road) (just west of VA Route 659 Relocated (Northstar Boulevard)) east to VA Route 607 (Loudoun County Parkway)
Policy Area	Suburban (Dulles)

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

53. VA Route 623 - Willisville Road

Segment	US Route 50 (John Mosby Highway) at Fauquier County Line north to VA Route 743 (Millville Road)
Policy Area	Rural
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

54. VA Route 625 / VA Route 1516 - Church Road / Oak Tree Lane

Segment	VA Route 604 (Sugarland Road) west to VA Route 846 (Sterling Boulevard)
Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

55. VA Route 625 - Church Road

Segment	VA Route 846 (Sterling Boulevard) west to VA Route 637 (Cascades Parkway)
---------	---

Policy Area	Suburban (Sterling)
-------------	---------------------

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

56. VA Route 625 - Church Road

Segment	VA Route 637 (Cascades Parkway) west to VA Route 1902 (Atlantic Boulevard)/VA Route 868 (Davis Drive)
---------	---

Policy Area	Suburban (Sterling)
-------------	---------------------

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

57. VA Route 625 - Church Road

Segment	VA Route 1902 (Atlantic Boulevard)/VA Route 868 (Davis Drive) west to VA Route 28 (Sully Road) interchange
---------	--

Policy Area	Suburban (Sterling)
-------------	---------------------

Existing Condition

Functional Class	Major Collector
------------------	-----------------

Lanes/Right of Way	4/Varies
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

58. VA Route 625 - Waxpool Road

Segment	VA Route 28 (Sully Road) interchange west to VA Route 1036 (Pacific Boulevard)
Policy Area	Suburban (Sterling)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

59. VA Route 625 - Waxpool Road / Farmwell Road

Segment	VA Route 1036 (Pacific Boulevard) west to VA Route 641 (Ashburn Road)
Policy Area	Suburban (Sterling, Ashburn)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	4-6/Varies
Description	U4M/U6M. Controlled access median divided urban collector. Six-lane divided (U6M) section between VA Route 1036 (Pacific Boulevard) and VA Route 607 (Loudoun County Parkway); third

westbound through lane continues west to VA Route 1950 (Smith Switch Road). 50 mph design speed.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

60. VA Route 625 - Ashburn Farm Parkway

Segment	VA Route 641 (Ashburn Road) at VA Route 625 (Farmwell Road) west to VA Route 659 (Belmont Ridge Road) (opposite VA Route 625 (Sycolin Road))
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

61. VA Route 625 - Sycolin Road

Segment	VA Route 659 (Belmont Ridge Road) northwest to Battlefield Parkway
Policy Areas	Suburban (Ashburn), Transition, Leesburg JLMA, Town of Leesburg

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and urban collector. Four-lane divided (U4M) section between Tolbert Lane and Battlefield Parkway in Town of Leesburg. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at westernmost crossing of VA Route 267 (Dulles Greenway). Road to be realigned north of the Sycolin Creek bridge to accommodate planned runway extension at Leesburg Executive Airport. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

62. VA Route 625 - Sycolin Road

Segment	Battlefield Parkway north to VA Route 7/US Route 15 (Leesburg Bypass)
Policy Area	Town of Leesburg

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Bridge over VA Route 7/US Route 15 (Leesburg Bypass); existing intersection/at-grade access to/from bypass terminated. Left and right turn lanes required at major intersections. Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

63. VA Route 634 / VA Route 634 Extended - Moran Road/Belfort Park Drive

Segment	VA Route 789 (Lockridge Road) northeast to VA Route 868 (Davis Drive)
Policy Area	Suburban (Sterling)

Existing Condition

Existing Segment	VA Route 789 (Lockridge Road) northeast to just west of VA Route 28 (Sully Road)
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Will follow a new alignment east of future VA Route 1036 (Pacific Boulevard) intersection with a bridge over VA Route 28 (Sully Road) to VA Route 636 (Shaw Road). Will continue east of VA Route 636 (Shaw Road) to VA Route 868 (Davis Drive) following east-west segment of existing VA Route 775 (Cedar Green Road) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

64. VA Route 636 - Shaw Road

Segment	VA Route 209 (Innovation Avenue) north to VA Route 606 (Old Ox Road)
Policy Area	Suburban (Sterling)

Existing Condition

Existing Segment	Just north of VA Route 209 (Innovation Avenue) north to VA Route 606 (Old Ox Road)
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

65. VA Route 636 - Shaw Road

Segment	VA Route 606 (Old Ox Road) north to approximately 4,500 feet north of VA Route 846 (Sterling Boulevard) <u>VA Route 634 Extended (Moran Road/Belfort Park Drive)</u>
Policy Area	Suburban (Sterling)
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

~~66. VA Route 636 - Shaw Road~~

Segment	VA Route 636 (Shaw Road) (approximately 4,500 feet north of VA Route 846 (Sterling Boulevard)) east to VA Route 868 (Davis Drive)
Policy Area	Suburban (Sterling)
Existing Condition	
Existing Segment	VA Route 775 (Cedar Green Road) east to VA Route 868 (Davis Drive)
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	U2. Local access undivided urban secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector

~~Lanes/Right of Way 2/50 feet Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities~~

~~Description U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.~~

~~Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.~~

67. VA Route 637 - Cascades Parkway

Segment VA Route 625 (Church Road) north to VA Route 1793 (Nokes Boulevard)/VA Route 637 (Potomac View Road)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

68. VA Route 637 - Potomac View Road

Segment VA Route 1794 (Cascades Parkway) at VA Route 1793 (Nokes Boulevard) east and north to just south of Benedict Drive/VA Route 1010 (Connemara Drive)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

69. VA Route 637 - Potomac View Road

Segment Just south of Benedict Drive/VA Route 1010 (Connemara Drive) north to VA Route 7 (Harry Byrd Highway)

Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Local access undivided and median divided urban collector. U4M section for short segment just south of VA Route 7 (Harry Byrd Highway); four-lane undivided (U4) section elsewhere. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

70. VA Route 637 - Potomac View Road

Segment	VA Route 7 (Harry Byrd Highway) north to VA Route 1582 (Algonkian Parkway)
Policy Area	Suburban (Potomac)
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M/U4M. Controlled access median divided rural and urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

71. VA Route 639 Relocated - Willard Road

Segment	Washington Dulles International Airport property south to US Route 50 (John Mosby Highway) (opposite VA Route 2200 (Tall Cedars Parkway))
Policy Area	Suburban (Dulles)
Existing Condition	
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector

Lanes/Right of Way	4/90 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at US Route 50 (John Mosby Highway); Willard Road to be relocated east of existing roadway between Quarry Road (US Route 50 North Collector Road) and US Route 50 to align with VA Route 2200 (Tall Cedars Parkway) interchange. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

72. VA Route 640 - Waxpool Road

Segment	VA Route 625 (Farmwell Road) west to Faulkner Parkway (Ryan Bypass)
Policy Area	Suburban (Ashburn)

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/R4/U4M. Local access undivided rural and median divided urban collector. Four-lane divided (U4M) section between VA Route 625 (Farmwell Road) and Unbridled Way. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

73. VA Route 640 – Faulkner Parkway (Ryan Bypass)/Broadlands Boulevard

Segment	VA Route 640 (Waxpool Road) northwest to VA Route 659 (Belmont Ridge Road)
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Major Collector
------------------	-----------------

Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Passes under VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

74. VA Route 641 - Ashburn Road

Segment VA Route 1061 (Russell Branch Parkway) south to VA Route 647 (Stubble Road), just north of the Village of Ashburn

Policy Area Suburban (Ashburn)

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 3-4/Varies

Description U4. Local access undivided urban collector. Only one southbound lane in some segments. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

75. VA Route 641 - Ashburn Road

Segment VA Route 647 (Stubble Road) south through Village of Ashburn to Beaverdam Run bridge

Policy Area Suburban (Ashburn)

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

76. VA Route 641 - Ashburn Road

Segment	Beaverdam Run bridge south to VA Route 640 (Waxpool Road)
Policy Area	Suburban

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

77. VA Route 642 - Hay Road

Segment	VA Route 659 (Belmont Ridge Road) east to approximately 3,200 feet east of VA Route 901 (Claiborne Parkway)
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

78. VA Route 642 - Hay Road

Segment Approximately 3,200 feet east of VA Route 901 (Claiborne Parkway) east to VA Route 641 (Ashburn Road)

Policy Area Suburban (Ashburn)

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector road. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

79. VA Route 643 - Shellhorn Road

Segment VA Route 640 (Waxpool Road) south to VA Route 772 (Ashburn Village Boulevard)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided and divided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

80. VA Route 643 - Shellhorn Road

Segment VA Route 772 (Ashburn Village Boulevard) southeast to VA Route 607 (Loudoun County Parkway)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

81. VA Route 643 Extended - Shellhorn Road

Segment	VA Route 607 (Loudoun County Parkway) east to VA Route 789 (Lockridge Road)
Policy Area	Suburban (Ashburn)
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

82. VA Route 645 - Croson Lane

Segment	VA Route 659 (Belmont Ridge Road) east to Existing VA Route 772 (Old Ryan Road) (opposite Greenway Transit Connector)
Policy Area	Suburban (Ashburn)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	U2. Controlled access undivided urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

82a. VA Route 645 - Croson Lane

Segment Existing VA Route 772 (Old Ryan Road) to Moorefield Boulevard in Moorefield Station.

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 3/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U3. Local access undivided urban collector. Left and right turn lanes required at all intersections. 30 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

83. VA Route 645 Extended - Westwind Drive

Segment VA Route 607 (Loudoun County Parkway) (opposite Moorefield Boulevard) south to Broad Run

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Existing Segment VA Route 1950 (Loudoun County Parkway) south to 1,000 feet south of State Street

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Bridge over Broad Run. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

84. VA Route 645 Extended - Westwind Drive/Ladbrook Drive

Segment Broad Run south to VA Route 606 (Old Ox Road)

Policy Area Suburban (Dulles)

Existing Condition

Existing Segment Ladbrook Drive – 1,700 feet north of VA Route 606 (Old Ox Road) to VA Route 606 (Old Ox Road)

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4. Local access urban collector. Bridge over Broad Run. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4. Local access urban collector. Bridge over Broad Run. Grade-separated interchange at VA Route 606 (Old Ox Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

85. VA Route 653 - Cochran Mill Road

Segment	Russell Branch Parkway southwest to VA Route 625 (Sycolin Road)
Policy Areas	Leesburg JLMA, Transition

Existing Condition

Functional Class	Local/Secondary Road
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban secondary road. Four-lane (U4) section between vicinity of future Trailview Boulevard intersection and just north of the W & OD Trail. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Segment between Sycolin Creek and VA Route 625 (Sycolin Road) to be realigned to avoid floodplain and will intersect Sycolin Road to the south of the existing Cochran Mill Road/Sycolin Road intersection. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

86. VA Route 653 Relocated - Crosstrail Boulevard

Segment VA Route 7 (East Market Street) interchange (opposite VA Route 773 (River Creek Parkway)) southwest to the VA Route 267 (Dulles Greenway) interchange

Policy Areas Town of Leesburg, Leesburg JLMA

Existing/Interim Condition

Existing Segments VA Route 7 (East Market Street) interchange southwest to Russell Branch Parkway; VA Route 267 (Dulles Greenway) interchange (on Existing VA Route 653 (Shreve Mill Road))

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.

Description U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

87. VA Route 653 Relocated - Crosstrail Boulevard

Segment VA Route 267 (Dulles Greenway) interchange west to VA Route 621 (Evergreen Mills Road)

Policy Area Rural

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Road to align with existing grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

88. VA Route 659 - Belmont Ridge Road

Segment	VA Route 2401 (Riverside Parkway) south to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

89. VA Route 659 - Belmont Ridge Road

Segment	VA Route 7 (Harry Byrd Highway) south to VA Route 645 Croson Lane
---------	---

Policy Area	Suburban (Ashburn)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section from just north of VA Route 642 (Hay Road) to VA Route 267 (Dulles Greenway) interchange and from VA Route 267 (Dulles Greenway) interchange to just south of Broadlands Boulevard. Design speed varies.
Ultimate Condition	
Functional Class	Minor Arterial
Lanes/Right of Way	4/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

90. VA Route 659 – Belmont Ridge Road

Segment	VA Route 645 (Croson Lane) south to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Ashburn)
Existing/Interim Condition	
Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Ultimate Condition	
Functional Class	Minor Arterial
Lanes/Right of Way	6/150 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U6M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

91. VA Route 659 - Belmont Ridge Road

Segment	VA Route 659 Relocated (Northstar Boulevard) south to VA Route 621 (Evergreen Mills Road)
Policy Area	Suburban (Ashburn, Dulles)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4/U4M. Local access undivided rural and urban collector and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section in Brambleton development south of VA Route 772 (Ryan Road). Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Controlled access undivided and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section south of VA Route 772 (Ryan Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Reclassified as a minor collector when VA Route 659 Relocated (Northstar Boulevard) is open to traffic south to US Route 50 (John Mosby Highway). 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

92. VA Route 659 - Gum Spring Road Relocated (VA Route 606 Extended / West Spine Road)

Segment	US Route 50 (John Mosby Highway) south to VA Route 2200 (Tall Cedars Parkway)
Policy Area	Suburban (Dulles)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	½ of a four-lane divided (U4M) section (northbound lanes); ROW varies – Additional ROW necessary for future southbound lanes.

Description ½ of a U4M section. Road currently operates as one-lane, one-way northbound to eastbound US Route 50 (John Mosby Highway) only. Controlled access median divided urban collector. Intersection with US Route 50 (John Mosby Highway) opposite future Arcola Boulevard (approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 (John Mosby Highway) intersection). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Grade-separated interchange at US Route 50 (John Mosby Highway). US Route 50 (John Mosby Highway) interchange to be located approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 (John Mosby Highway) intersection. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

93. VA Route 659 - Gum Spring Road (VA Route 606 Extended / West Spine Road)

Segment VA Route 2200 (Tall Cedars Parkway) south to VA Route 620 (Braddock Road)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

94. VA Route 659 - Gum Spring Road (VA Route 606 Extended / West Spine Road)

Segment VA Route 620 (Braddock Road) south to Prince William County Line

Policy Area Transition

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

95. VA Route 659 Relocated - Northstar Boulevard

Segment VA Route 659 (Belmont Ridge Road) just south of VA Route 645 (Croson Lane) intersection south to VA Route 620 (Braddock Road)

Policy Areas Suburban (Ashburn, Dulles), Transition

Existing Condition

Existing Segments VA Route 659 (Belmont Ridge Road) south to future VA Route 621 Relocated (Shreveport Drive) in Brambleton development; VA Route 2200 (Tall Cedars Parkway) south to VA Route 620 (Braddock Road)

Functional Class Minor Arterial

Lanes/Right of Way 2-4/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2/U4M. Controlled access median divided (U4M) urban arterial from VA Route 659 (Belmont Ridge Road) south to future VA Route 621 Relocated (Shreveport Drive). Two-lane (U2) section from VA Route 2200 (Tall Cedars Parkway) south to VA Route 620 (Braddock Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Interim Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/120 feet— Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban arterial. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 60 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

96. VA Route 659 Relocated - Northstar Boulevard

Segment VA Route 620 (Braddock Road) south to Prince William County Line

Policy Areas Transition

Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 6/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban arterial. Will follow portions of VA Route 705 (Lightridge Farm Road) alignment. Road to connect with an extension of the VA Route 234 Bypass in Prince William County. Left and right turn lanes required at all intersections. 60 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

97. VA Route 662 - Clarkes Gap Road

Segment VA Route 9 (Charles Town Pike) north to VA Route 665 (High Street) in Village of Waterford

Policy Area Rural

Existing Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

98. VA Route 663 - Taylorstown Road

Segment	VA Route 665 (Loyalty Road) in Village of Taylorstown west to VA Route 663 (Downey Mill Road)/VA Route 668 (Taylorstown Road) intersection just west of Catoctin Creek bridge
Policy Area	Rural
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

99. VA Route 665 - High Street / Loyalty Road

Segment	VA Route 662 (Clarkes Gap Road/Factory Street) north and east through Village of Waterford to VA Route 666 (Browns Lane)
---------	--

Policy Area	Rural
Existing Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

100. VA Route 665 - Loyalty Road

Segment	VA Route 666 (Browns Lane) just north of Village of Waterford north to VA Route 663 (Taylorstown Road) in Village of Taylorstown
Policy Area	Rural
Existing Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

101. VA Route 668 - Taylorstown Road

Segment VA Route 663 (Taylorstown Road/Downey Mill Road) just west of Catoctin Creek bridge in Village of Taylorstown north to VA Route 672 (Lovettsville Road)

Policy Area Rural

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/ ROW subject to ~~OTS~~ DTCI review – Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and ~~OTS~~ DTCI. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

102. VA Route 671 - Harpers Ferry Road

Segment VA Route 9 (Charles Town Pike) north to US Route 340 (Jefferson Pike)

Policy Area Rural

Existing Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/ROW subject to ~~OTS~~ DTCI review – Additional ROW may be needed for turn lanes

Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

103. VA Route 672 - Lovettsville Road

Segment	US Route 15 (James Monroe Highway) west to VA Route 673 (Milltown Road) at Lovettsville Town Limits
Policy Area	Rural
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

104. VA Route 673 - Broad Way (Lovettsville)

Segment	Existing alignment in Town of Lovettsville
Policy Area	Town of Lovettsville
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes. Ultimate ROW width determined by Town of Lovettsville.
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Lovettsville review.

105. VA Route 673 / VA Route 681 - Milltown Road

Segment	VA Route 673 (East Broad Way)/VA Route 672 (Lovettsville Road) at Lovettsville Town Limits south to VA Route 698 (Old Wheatland Road) just west of the Village of Waterford
Policy Area	Rural

Existing Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

106. VA Route 673 / VA Route 690 - Irish Corner Road / Mountain Road

Segment	Lovettsville Town Limits west and south to VA Route 9 (Charles Town Pike)
Policy Area	Rural

Existing Condition

Functional Class	Major Collector / Virginia Byway (VA Route 690 segment only)
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector / Virginia Byway (VA Route 690 segment only)
Lanes/Right of Way	2/ROW subject to OTS <u>DTCI</u> review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS <u>DTCI</u> . Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

107. VA Route 679 - Woodland Road

Segment VA Route 637 (Cascades Parkway) west to VA Route 1902 (Atlantic Boulevard)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

108. VA Route 690 - Silcott Springs Road / 32nd Street South

Segment VA Route 734 (Snickersville Turnpike) north to VA Route 7 Business (West Main Street)

Policy Areas Rural, Purcellville JLMA, Town of Purcellville

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width within Town of Purcellville determined by Town.

Description R2. Local access undivided rural collector. In Rural Policy Area, left and right turn lanes provided where required for safety. In JLMA and Town, left and right turn lanes recommended at major intersections. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.

109. VA Route 690 - 23rd Street North / 21st Street North / Hillsboro Road

Segment VA Route 7 Business (West Main Street) north to VA Route 9 (Charles Town Pike)

Policy Areas Town of Purcellville, Purcellville JLMA, Rural

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Roundabout at VA Route 711 (Allder School Road). Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes. ROW width within Town of Purcellville determined by Town.

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. Roundabouts at VA Route 711 (Allder School Road) and VA Route 9 (Charles Town Pike). Location of interchange to be determined by further study and in consultation with the Town of Purcellville and VDOT. In Town and JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT, Town of Purcellville and ~~OTPS~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.

110. VA Route 698 / VA Route 662 / VA Route 785 – Old Wheatland Road / 1st Street / Main Street (Waterford)

Segment VA Route 681 (Milltown Road) southeast through Village of Waterford to VA Route 665 (High Street)

Policy Area Rural

Existing Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/ROW subject to ~~OTPS~~ DTCI review – Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural collector. Left and right turn provided where required for safety. Design speed determined by VDOT and ~~OTPS~~ DTCI. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

111. VA Route 704 - Harmony Church Road

Segment US Route 15 (James Monroe Highway) west and north to VA Route 7 Business (East Colonial Highway)

Policy Areas Rural, Hamilton JLMA, Town of Hamilton

Existing/Ultimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes. Ultimate ROW within Town of Hamilton determined by Town.

Description R2. Local access undivided rural collector. In Rural Policy Area, left and right turn lanes provided where required for safety. In JLMA and Town, left and right turn lanes recommended at major intersections. Design speed varies. Any improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Hamilton subject to Town review.

112. VA Route 704 - Hamilton Station Road

Segment VA Route 7 Business (East Colonial Highway) north and east to VA Route 662 (Clarkes Gap Road)

Policy Areas Hamilton JLMA, Rural

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/ROW subject to ~~OTF~~ DTCI review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. In JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT and ~~OTF~~ DTCI.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

113. VA Route 719 - Greengarden Road / Airmont Road

Segment VA Route 743 (Millville Road) north to VA Route 734 (Snickersville Turnpike)

Policy Area Rural

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/ROW subject to ~~OTF~~ DTCI review – Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and ~~OTF~~ DTCI. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

114. VA Route 719 - Airmont Road / New Cut Road

Segment VA Route 734 (Snickersville Turnpike) north to VA Route 7 Business (Loudoun Street)

Policy Areas Rural, Town of Round Hill

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width within Town of Round Hill determined by Town.

Description R2. Local access undivided rural collector. Passes under VA Route 7 Bypass. In Rural Policy Area, left and right turn lanes provided where required for safety. In Town, left and right turn lanes recommended at major intersections. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and

pedestrian facilities within Town of Round Hill subject to Town review.

115. VA Route 719 – Main Street / Woodgrove Road / Stony Point Road

Segment VA Route 7 Business (Loudoun Street) north to VA Route 9 (Charles Town Pike)

Policy Areas Town of Round Hill, Round Hill JLMA, Rural

Existing Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/ROW subject to ~~OTIS~~ DTCI review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.

Description R2. Local access undivided rural collector. Roundabout at VA Route 9 (Charles Town Pike). In Town and JLMA, left right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT, Town of Round Hill and ~~OTIS~~ DTCI. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

116. VA Route 733 - Lime Kiln Road

Segment US Route 15 (James Monroe Highway) west to VA Route 734 (Snickersville Turnpike)

Policy Area Rural

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

117. VA Route 734 - Snickersville Turnpike

Segment US Route 50 (John Mosby Highway) northwest to VA Route 7 (Harry Byrd Highway)

Policy Area Rural

Existing/Ulimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and ~~OTS~~ DTCI. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

118. VA Route 742 - Poland Road

Segment VA Route 2201 (South Riding Boulevard) east and south to VA Route 2200 (Tall Cedars Parkway)

Policy Area Suburban (Dulles)

Existing Condition

Existing Segment US Route 50 (John Mosby Highway) to VA Route 2200 (Tall Cedars Parkway)

Functional Class Minor Collector

Lanes/Right of Way 2-4/Varies

Description R2/U4. Local access undivided rural and urban collector road. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban secondary road. VA Route 742 will be realigned to connect with Defender Drive; existing VA Route 742 (Poland Road)/US Route 50 (John Mosby Highway) intersection will be closed and access to US Route 50 terminated when US Route 50

becomes limited access. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

119. VA Route 742 - Poland Road

Segment VA Route 2200 (Tall Cedars Parkway) south and east to Fairfax County Line

Policy Area Suburban (Dulles)

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural secondary road. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

120. VA Route 743 - Millville Road

Segment VA Route 623 (Willisville Road) west to VA Route 719 (Greengarden Road)

Policy Area Rural

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/ROW subject to [OTS](#) [DTCI](#) review – Additional ROW may be needed for turn lanes

Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTIS <u>DTCI</u> . Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

121. VA Route 772 - Ashburn Village Boulevard

Segment	VA Route 625 (Farmwell Road) south to VA Route 267 (Dulles Greenway) interchange
Policy Area	Suburban (Ashburn)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Two-lane undivided (U2) section currently in place along portion of segment between VA Route 625 (Farmwell Road) and VA Route 640 (Waxpool Road); four-lane divided (U4M) section elsewhere. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

122. VA Route 772 - Ryan Road

Segment	VA Route 607 (Loudoun County Parkway) west to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Ashburn, Dulles)
Existing Condition	
Functional Class	Major Collector

Lanes/Right of Way	4/120 feet
Description	R4M/U4M. Controlled access median divided rural and urban collector. 50 mph design speed.

Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

123. VA Route 772 - Ryan Road

Segment	VA Route 659 Relocated (Northstar Boulevard) west to VA Route 621 (Evergreen Mills Road)
Policy Areas	Suburban (Dulles), Transition

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

124. VA Route 773 - Edwards Ferry Road

Segment	US Route 15 (Leesburg Bypass) east to Battlefield Parkway
Policy Area	Town of Leesburg
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/Varies
Description	U4/U4M. Local access undivided and divided urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Local access median divided urban collector. Grade-separated interchange at US Route 15 (Leesburg Bypass). Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town review.

125. VA Route 773 - Edwards Ferry Road

Segment	Battlefield Parkway east to VA Route 773 (River Creek Parkway)
Policy Areas	Town of Leesburg, Leesburg JLMA
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/ROW subject to OTS DICI and Town review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	R2. Local access undivided rural collector. Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources. Traffic calming measures should be considered for this road segment.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

126. VA Route 773 - River Creek Parkway

Segment	VA Route 773 (Edwards Ferry Road) south to Fort Evans Road/VA Route 2401 (Riverside Parkway)
Policy Area	Leesburg JLMA
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

127. VA Route 773 - River Creek Parkway

Segment	Fort Evans Road/VA Route 2401 (Riverside Parkway) south to VA Route 7 (East Market Street) interchange (opposite VA Route 653 Relocated (Crosstrail Boulevard))
Policy Areas	Leesburg JLMA, Town of Leesburg
Existing/Interim Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (East Market Street). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.
Ultimate Condition	
Functional Class	Minor Collector

Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (East Market Street). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

128. VA Route 774 - Creighton Road

Segment	VA Route 659 Relocated (Northstar Boulevard) east to VA Route 607 (Loudoun County Parkway)
Policy Area	Suburban (Dulles)

~~Existing Condition~~

Existing Segment	VA Route 659 Relocated (Northstar Boulevard) east to approximately 3,000 feet east of VA Route 659 (Belmont Ridge Road)
Functional Class	Local/Secondary Road
Lanes/Right of Way	4/Varies
Description	U4. Local access undivided urban secondary road. Design speed varies.

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

129. VA Route 775 - Relocation Drive

Segment	VA Route 606 (Old Ox Road) northeast to VA Route 1036 (Pacific Boulevard)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet

Description R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

130. VA Route 789 Extended - Lockridge Road

Segment VA Route 606 (Old Ox Road) northwest over Broad Run to VA Route 640 (Waxpool Road)

Policy Area Suburban (Sterling, Ashburn)

Existing Condition

Existing Segment VA Route 606 (Old Ox Road) northwest to VA Route 1071 (Prentice Drive)

Functional Class Major Collector

Lanes/Right of Way 2-4/Varies

Description R2/U4. Local access undivided rural and urban collector road. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Access road for planned Route 606 Metrorail station. Future alignment study to determine location of new road segment. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

131. VA Route 846 Extended - Sterling Boulevard

Segment VA Route 634 (Moran Road) east to VA Route 28 (Sully Road) interchange

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Existing Segment	VA Route 1036 (Pacific Boulevard) east to VA Route 28 (Sully Road) interchange
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

132. VA Route 846 - Sterling Boulevard

Segment	VA Route 28 (Sully Road) interchange northeast to VA Route 868 (Davis Drive)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/110 feet
Description	U4M. Controlled access median divided urban arterial. Median crossover spacing varies. 40 mph design speed.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Median crossovers will not increase from Existing Condition. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

133. VA Route 846 - Sterling Boulevard

Segment	VA Route 868 (Davis Drive) northeast to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Minor Arterial
------------------	----------------

Lanes/Right of Way	4/Varies
Description	U4M. Controlled access median divided urban arterial. Local service roads east and west of main roadway in some locations. Median crossover spacing varies. 40 mph design speed.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/ROW subject to OTF DTCL review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Local service roads east and west of main roadway in some locations. Median crossovers will not increase from Existing Condition. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

134. VA Route 864 - Glenn Drive

Segment	VA Route 846 (Sterling Boulevard) north to VA Route 634 Extended (Moran Road)
Policy Area	Suburban (Sterling)

Existing Condition

Existing Segment	VA Route 846 (Sterling Boulevard) north to approximately 400 feet north of First Potomac Drive
Functional Class	Local/Secondary Road
Lanes/Right of Way	4/70 feet
Description	U4. Local access undivided urban secondary road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector road. Road extended from current northern terminus to Route 634 Extended (Moran Road). Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

135. VA Route 868 - Davis Drive (VA Route 28 East Collector Road)

Segment Fairfax County line at the future bridge over VA Route 267 (Dulles Toll Road) north to VA Route 625 (Church Road)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Existing Segment Yeager Court (approximately 3,300 feet south of VA Route 846 (Sterling Boulevard)) north to VA Route 625 (Church Road)

Functional Class Major Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

136. VA Route 901 - Claiborne Parkway

Segment VA Route 7 (Harry Byrd Highway) interchange (opposite VA Route 2400 (Lansdowne Boulevard)) south to VA Route 607 (Loudoun County Parkway)

Policy Area Suburban (Ashburn, Dulles)

Existing/ Ultimate Condition

Existing Segments VA Route 7 (Harry Byrd Highway) interchange to VA Route 645 (Croson Lane); VA Route 772 (Ryan Road) to VA Route 607 (Loudoun County Parkway)

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

137. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment VA Route 28 (Sully Road) at VA Route 209 (Innovation Avenue) interchange west and north to VA Route 606 (Old Ox Road)

Policy Area Suburban (Sterling)

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

138. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	VA Route 606 (Old Ox Road) north to VA Route 625 (Waxpool Road)
Policy Area	Suburban (Sterling)

Existing/Ultimate Condition

~~Existing Segments — VA Route 606 (Old Ox Road) to VA Route 775 (Relocation Drive); Dresden Street to VA Route 625 (Waxpool Road)~~

Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

139. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	VA Route 625 (Waxpool Road) north to VA Route 1748 (Severn Way)
Policy Area	Suburban (Sterling)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

140. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment VA Route 1748 (Severn Way) north to VA Route 2150 (Gloucester Parkway)

Policy Area Suburban (Sterling)

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2-4/70 feet

Description U2/U4. Local access undivided urban collector. Currently four-lane (U4) section from VA Route 1748 (Severn Way) to a point approximately 700 feet north; two-lane (U2) section elsewhere. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

141. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment VA Route 2150 (Gloucester Parkway) north to Broad Run

Policy Area Suburban (Sterling)

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

142. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	Broad Run west to VA Route 1061 (Russell Branch Parkway)
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

143. VA Route 1050 - George Washington Boulevard (VA Route 7 North Collector Road) (Potential Future Riverside Parkway)

Segment	VA Route 1052 (Riverside Parkway) west to VA Route 607 (Loudoun County Parkway) in University Center
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

144. VA Route 1052 - Riverside Parkway (Existing Alignment)

Segment	VA Route 1061 (Russell Branch Parkway) north and west to Broad Vista Terrace
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Existing Segment	Bridgefield Way/Research Place to Broad Vista Terrace
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Bridge over VA Route 7 (Harry Byrd Highway) between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

145. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment	VA Route 1036 (Pacific Boulevard) west to VA Route 901 (Claiborne Parkway)
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Existing Segments	Approximately 700 feet east of VA Route 1060 (Richfield Way / Waverly Court) to VA Route 2020 (Ashburn Village Boulevard); VA Route 641 (Ashburn Road) to VA Route 901 (Claiborne Parkway)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

146. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment VA Route 901 (Claiborne Parkway) west over Goose Creek to VA Route 653 (Cochran Mill Road)

Policy Area Suburban (Ashburn), Leesburg JLMA

Existing/Ultimate Condition

Existing Segment VA Route 901 (Claiborne Parkway) to 2,000 feet west of Tournament Parkway

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

147. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment VA Route 7 Business (East Loudoun Street) north and west to VA Route 719 (Woodgrove Road)

Policy Area Town of Round Hill, Round Hill JLMA

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/90 feet

Description U2. Local access undivided urban collector. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and

pedestrian facilities within Town of Round Hill subject to Town review.

148. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment VA Route 719 (Woodgrove Road) west and south to VA Route 7 (Harry Byrd Highway) just west of VA Route 7 Business (West Loudoun Street) intersection

Policy Area Round Hill JLMA, Rural

Existing/Ultimate Condition

Existing Segment VA Route 719 (Woodgrove Road) to VA Route 1319 (Lee Drive); from approximately 500 feet north to approximately 1,000 feet south of VA Route 1311 (Pickett Road)

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass (Harry Byrd Highway)/VA Route 1320 (Evening Star Drive) (west of Round Hill). Location of the western Round Hill interchange to be determined by further study and in consultation with the Town of Round Hill. In JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

149. VA Route 1570 - Countryside Boulevard

Segment VA Route 7 (Harry Byrd Highway) north and west to VA Route 1582 (Algonkian Parkway)

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

150. VA Route 1582 - Algonkian Parkway

Segment VA Route 7 (Harry Byrd Highway) interchange (opposite VA Route 1902 (Atlantic Boulevard)) north and east to VA Route 1825 (Cedarhurst Drive) (opposite Potomac Falls High School entrance)

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

151. VA Route 1582 - Algonkian Parkway

Segment VA Route 1825 (Cedarhurst Drive) (opposite Potomac Falls High School entrance) east and south to Fairfax County Line

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

152. VA Route 1793 - Nokes Boulevard

Segment VA Routes 637/1794 (Cascades Parkway) (opposite VA Route 637 (Potomac View Road)) west to VA Route 1902 (Atlantic Boulevard)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

153. VA Route 1793 - Nokes Boulevard

Segment	VA Route 1902 (Atlantic Boulevard) west to VA Route 28 (Sully Road) interchange
Policy Area	Suburban (Sterling)

Existing/Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and interchange(s)
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s)
Description	U6M. Limited access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

154. VA Route 1794 - Cascades Parkway

Segment	VA Route 637 (Potomac View Road) at VA Route 1793 (Nokes Boulevard) north to VA Route 1582 (Algonkian Parkway)
Policy Area	Suburban (Sterling, Potomac)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

155. VA Route 1795 - Palisade Parkway

Segment	VA Route 7 (Harry Byrd Highway) north and east to VA Route 637 (Potomac View Road)
Policy Area	Suburban (Potomac)

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

156. VA Route 1902 - Atlantic Boulevard (VA Route 28 East Collector Road)

Segment	VA Route 625 (Church Road) north to VA Route 7 (Harry Byrd Highway) interchange (opposite VA Route 1582 (Algonkian Parkway))
Policy Area	Suburban (Sterling)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

157. VA Route 1949 - City Center Boulevard

Segment	VA Route 1793 (Nokes Boulevard) north to VA Route 7 (Harry Byrd Highway) (opposite VA Route 1570 (Countryside Boulevard))
---------	---

Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

158. VA Route 1950 - Smith Switch Road

Segment	VA Route 625 (Waxpool Road/Farmwell Road) north and east to VA Route 2150 (Gloucester Parkway)
Policy Area	Suburban (Ashburn)

Existing Condition

Functional Class	Local/Secondary Road
Lanes/Right of Way	2-4/Varies
Description	R2/U2/U4. Local access undivided rural and urban secondary road. Four-lane (U4) section between Route 625 (Waxpool Road/Farmwell Road) and Hastings Drive. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

159. VA Route 2020 Extended – Ashburn Village Boulevard

Segment	VA Route 2401 (Riverside Parkway) south to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Major Collector
------------------	-----------------

Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

160. VA Route 2020 - Ashburn Village Boulevard

Segment VA Route 7 (Harry Byrd Highway) south to VA Route 625 (Farmwell Road)

Policy Area Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to

VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

161. VA Route 2119 - Waxpool Road

Segment Faulkner Parkway (Ryan Bypass) west to just west of bridge over VA Route 267 (Dulles Greenway)

Policy Area Suburban (Ashburn)

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2-4/Varies

Description R2/U4. Local access undivided rural and urban collector. Four-lane (U4) section west of VA Route 641 (Ashburn Road); two-lane (R2) section elsewhere. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

162. VA Route 2119 - Waxpool Road

Segment Just west of bridge over VA Route 267 (Dulles Greenway) west to VA Route 901 (Claiborne Parkway)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Local access undivided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

163. VA Route 2119 - Waxpool Road / Truro Parish Drive

Segment VA Route 901 (Claiborne Parkway) west to VA Route 659 (Belmont Ridge Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

164. VA Route 2150 - Gloucester Parkway

Segment VA Route 28 (Sully Road) interchange west to VA Route 607 (Loudoun County Parkway)

Policy Area Suburban (Sterling, Ashburn)

Existing/Interim Condition

Existing Segment VA Route 28 (Sully Road) interchange to VA Route 1036 (Pacific Boulevard)

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and interchange(s)

Description U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for turn lanes and interchange(s)

Description U6M. Limited access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

165. VA Route 2150 - Gloucester Parkway

Segment	VA Route 607 (Loudoun County Parkway) west to VA Route 659 (Belmont Ridge Road) (opposite Trailview Boulevard)
Policy Area	Suburban (Sterling, Ashburn)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

166. VA Route 2200 - Tall Cedars Parkway (US Route 50 South Collector Road)

Segment	US Route 50 (John Mosby Highway) (opposite VA Route 639 Relocated (Willard Road)) south and west to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Dulles)

Existing/Interim Condition

Existing Segments	US Route 50 (John Mosby Highway) to Riding Center Drive; Existing VA Route 659 (Gum Spring Road) to VA Route 659 Relocated (Northstar Boulevard)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

167. VA Route 2200 - Tall Cedars Parkway (US Route 50 South Collector Road)

Segment	VA Route 659 Relocated (Northstar Boulevard) west to Lenah Loop Road
Policy Area	Transition
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

168. VA Route 2201 - South Riding Boulevard

Segment	Quarry Road (US Route 50 North Collector Road) south to VA Route 742 Extended (Defender Drive/Poland Road)
Policy Area	Suburban (Dulles)
Existing Condition	
Existing Segment	US Route 50 (John Mosby Highway) to Defender Drive
Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet
Description	U4M. Controlled access median divided urban collector. 40 mph design speed.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing

requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

169. VA Route 2201 - South Riding Boulevard

Segment VA Route 742 Extended (Defender Drive/Poland Road) south to VA Route 2200 (Tall Cedars Parkway)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

170. VA Route 2237 - Edgewater Street

Segment VA Route 2200 (Tall Cedars Parkway) south to VA Route 742 (Poland Road)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

171. VA Route 2237 - Edgewater Street

Segment VA Route 742 (Poland Road) south and west to VA Route 606 (Loudoun County Parkway)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. A short segment just south of VA Route 742 (Poland Road) is built as a two-lane (R2) section and will remain as such. Left and right turn lanes required at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

172. VA Route 2298 (Formerly VA Route 772 Relocated) - Mooreview Parkway

Segment	VA Route 267 (Dulles Greenway) interchange (opposite VA Route 772 (Ashburn Village Boulevard)) west and south to VA Route 607 (Loudoun County Parkway)
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Existing Segments	VA Route 267 (Dulles Greenway) interchange to Amberleigh Farm Drive; Existing VA Route 772 (Old Ryan Road) to VA Route 607 (Loudoun County Parkway)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). To be constructed as a four-lane divided (U4M) section from VA Route 645 (Croson Lane) south to Existing VA Route 772 (Old Ryan Road) to function as a six-lane divided (U6M) facility in tandem with Old Ryan Road. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

173. VA Route 2400 - Lansdowne Boulevard

Segment VA Route 2401 (Riverside Parkway) south to VA Route 7 (Harry Byrd Highway) interchange

Policy Area Suburban (Ashburn)

Existing/Interim Condition

Functional Class Major Collector

Lanes/Right of Way 4-6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U4M/U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

174. VA Route 2401 - Riverside Parkway (VA Route 7 North Collector Road)

Segment ~~VA Route 7 (Harry Byrd Highway) at Lexington Drive~~ VA Route 607 (Loudoun County Parkway) west to VA Route 659 (Belmont Ridge Road/Upper Belmont Place)

Policy Area Suburban (Ashburn)

Existing/Interim Condition

Existing Segments VA Route 7 (Harry Byrd Highway) at VA Route 3000 (Lexington Drive) to west of VA Route 823 (Smith Circle); VA Route 2020 Extended (Ashburn Village Boulevard) west to VA Route 659 (Belmont Ridge Road/Upper Belmont Place)

Functional Class Major Collector

Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Future alignment study to determine location of new road segment in the vicinity of Lexington Drive, with the potential for a revised alignment to divert south across the proposed Lexington Drive bridge over VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

175. VA Route 2401 - Riverside Parkway (VA Route 7 North Collector Road)

Segment	VA Route 659 (Belmont Ridge Road/Upper Belmont Place) west to Fort Evans Road/VA Route 773 (River Creek Parkway)
Policy Area	Suburban (Ashburn), Leesburg JLMA

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban collector. Two-lane (U2) section between Goose Creek bridge and VA Route 773 (River Creek Parkway); four-lane divided (U4M) section elsewhere. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

176. VA Route 2700 - Augusta Drive

Segment VA Route 7 (Harry Byrd Highway) north to Maple Leaf Place (VA Route 7 North Collector Road)

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

~~177. VA Route 3000 - Lexington Drive~~

~~Segment VA Route 1061 (Russell Branch Parkway) (VA Route 7 South Collector Road) north to VA Route 2401 (Riverside Parkway) (VA Route 7 North Collector Road)~~

~~Policy Area Suburban (Ashburn)~~

~~Existing Condition~~

~~Existing Segment Atwater Drive north to VA Route 7 (Harry Byrd Highway)~~

~~Functional Class Minor Collector~~

~~Lanes/Right of Way 4/90 feet~~

~~Description U4M. Controlled access median divided urban collector. 40 mph design speed.~~

~~Ultimate Condition~~

~~Functional Class Minor Collector~~

~~Lanes/Right of Way 4/90 feet Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities~~

~~Description U4M. Controlled access median divided urban collector. Bridge over VA Route 7 (Harry Byrd Highway). Future alignment study to determine location of new road segments and bridge. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.~~

~~Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.~~

178. Airport Area Connector

Segment Battlefield Parkway south to VA Route 653 Relocated (Crosstrail Boulevard) just east of VA Route 267 (Dulles Greenway)

Policy Area Town of Leesburg, Leesburg JLMA

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.

Description U4M. Local access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

179. Arcola Boulevard (VA Route 606 Extended / West Spine Road)

Segment VA Route 606 (Old Ox Road) and VA Route 607 (Loudoun County Parkway) (near existing VA Route 842 (Arcola Road)/VA Route 606 (Old Ox Road) intersection) south and west to US Route 50 (John Mosby Highway)

Policy Area Suburban (Dulles)

Existing Condition

Existing Segment VA Route 842 (Arcola Road) from VA Route 606 (Old Ox Road) south and west to VA Route 621 (Evergreen Mills Road)

Functional Class Local/Secondary Road

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural secondary road. Design speed varies.

Interim Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Intersection with US Route 50 (John Mosby Highway) opposite Gum Spring Road Relocated (approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 intersection). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 607 (Loudoun County Parkway) and at US Route 50 (John Mosby Highway). US Route 50 interchange to be located approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 intersection. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

180. Battlefield Parkway

Segment US Route 15 (Leesburg Bypass) east and south to Fort Evans Road

Policy Area Town of Leesburg

Existing/Ultimate Condition

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Local access median divided urban collector. Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

181. Battlefield Parkway

Segment Fort Evans Road south and west to US Route 15 (South King Street) (opposite Meade Drive)

Policy Area Town of Leesburg

Existing Condition

Existing Segment Fort Evans Road to VA Route 621 (Evergreen Mills Road)

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 2-4/Varies

Description U2/U4M. Local access undivided and median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Two-lane (U2) section between VA Route 267 (Dulles Greenway) interchange and VA Route 621 (Evergreen Mills Road); four-lane divided (U4M) section elsewhere. Design speed varies.

Interim Condition

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 4/ROW determined by Town of Leesburg – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U4M. Local access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

Ultimate Condition

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 6/ROW determined by Town of Leesburg – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U6M. Local access median divided urban collector. Grade-separated interchange at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

182. Claude Moore Avenue

Segment Existing VA Route 772 (Old Ryan Road) to VA Route 607 (Loudoun County Parkway)

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 3-4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U3/U4. U3 section between Existing VA Route 772 (Old Ryan Road) and Centergate Drive; U4 section between Centergate Drive and VA Route 607 (Loudoun County Parkway). Local access undivided urban collector. Left and right turn lanes required at major intersections. 20 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

183. Centergate Drive

Segment Claude Moore Avenue to Moorefield Boulevard

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 3/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U3. Local access undivided urban collector. Left and right turn lanes required at major intersections. 20 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

184. East Gate View Drive

Segment VA Route 609 (Pleasant Valley Road) west to VA Route 2200 (Tall Cedars Parkway)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

185. Foley Branch Boulevard (formerly Dulles South Boulevard)

Segment VA Route 606 (Loudoun County Parkway) (approximately 2,300 feet south of VA Route 620 (Braddock Road)) west to VA Route 659 Relocated (Northstar Boulevard) (approximately 2,000 feet north of the Prince William County Line)

Policy Area Transition

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

186. Fort Evans Road

Segment	VA Route 773 (River Creek Parkway) (opposite VA Route 2401 (Riverside Parkway)) west to Battlefield Parkway
Policy Area	Town of Leesburg, Leesburg JLMA
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and median divided urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Local access median divided urban collector. Left and right turn lanes required at major intersections. Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

187. Glascock Boulevard (US Route 50 North Collector Road)/Dulles South Parkway

Segment	VA Route 606 (Loudoun County Parkway) west to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Dulles)
Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

188. Glascock Boulevard (US Route 50 North Collector Road)/Midnight Run Drive

Segment VA Route 659 Relocated (Northstar Boulevard) west to Lenah Loop Road

Policy Areas Suburban (Dulles), Transition

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

189. Greenway East-West Connector (Wynridge Drive)/Claude Moore Avenue

Segment Wynridge Drive – VA Route 901 (Claiborne Parkway) east to VA Route 2298 (Mooreview Parkway); Claude Moore Avenue – VA Route 2298 (Mooreview Parkway) east to Existing VA Route 772 (Old Ryan Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing

requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

190. Greenway Loop Road (Centergate Drive / Barrister Street)

Segment Moorefield Boulevard east and north to VA Route 643 Extended (Shellhorn Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Existing Segment Approximately 1,000 feet west of VA Route 607 (Loudoun County Parkway) to State Street

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Grade-separated crossing of VA Route 267 (Dulles Greenway). Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

191. Greenway Loop Road (Barrister Street)

Segment VA Route 643 Extended (Shellhorn Road) north to VA Route 789 Extended (Lockridge Road)

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

~~192. Greenway Transit Connector~~

~~Segment Existing VA Route 772 (Old Ryan Road) in Moorefield Station to Meadowgate Drive in Loudoun Station, including Transit Connector Bridge over VA Route 267 (Dulles Greenway)~~

~~Policy Area Suburban (Ashburn)~~

~~Ultimate Condition~~

~~Functional Class Minor Collector~~

~~Lanes/Right of Way 3/70 feet Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities~~

~~Description U3. Local access undivided urban collector. Transit Connector Bridge over VA Route 267 (Dulles Greenway) to be a maximum of 52 feet in width. Left and right turn lanes required at major intersections. 30 mph design speed.~~

~~Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.~~

193. Greenway Transit Connector (Metro Center Drive)

Segment Meadowgate Drive Moorefield Boulevard in Moorefield Station to VA Route 643 (Shellhorn Road) Devin Shafron Drive in Loudoun Station, including Transit Connector Bridge over VA Route 267 (Dulles Greenway)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 2/60 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2U4. Local access undivided urban collector. Transit Connector Bridge over VA Route 267 (Dulles Greenway) to be a maximum of 46 feet in width. Left and right turn lanes required at major intersections. 30 25 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

193a. Greenway Transit Connector (Metro Center Drive)

Segment Devin Shafron Drive in Loudoun Station, north to VA Route 643 (Shellhorn Road)

Policy Area Suburban (Ashburn)

Interim Condition

Functional Class Minor Collector

Lanes/Right of Way 2/40 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2. Local access undivided urban collector. 30 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

<u>Functional Class</u>	<u>Minor Collector</u>
<u>Lanes/Right of Way</u>	<u>4/60 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 30 mph design speed.</u>
<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

194. Greenwood Drive (Round Hill)

Segment	VA Route 719 (Main Street/Woodgrove Road) east to VA Route 1320 (Evening Star Drive)
Policy Area	Round Hill JLMA

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities.
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and OTS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

195. High Street Extended (Round Hill)

Segment	VA Route 719 (Main Street) west and south to VA Route 7 Business (West Loudoun Street)
Policy Area	Town of Round Hill, Round Hill JLMA

Existing Condition

Existing Segment	VA Route 719 (Main Street) to a point approximately 1,000 feet west
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
------------------	-----------------

Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and OTIS <u>DTCI</u> .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

196. Hope Parkway

Segment	Battlefield Parkway north and east to Sycolin Road
Policy Area	Town of Leesburg
Existing/Ultimate Condition	
Functional Class	Determined by Town of Leesburg
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

197. Kincaid Boulevard Extended

Segment	Battlefield Parkway south to VA Route 653 Relocated (Crosstrail Boulevard)
Policy Area	Town of Leesburg, Leesburg JLMA
Existing/Ultimate Condition	
Existing Segment	Battlefield Parkway to Rhonda Place
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

198. Lenah Loop Road

Segment VA Route 621 (Evergreen Mills Road) south to Glascock Boulevard (US Route 50 North Collector Road)

Policy Area Transition

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. May incorporate portions of existing VA Route 616 (Fleetwood Road) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

199. Lenah Loop Road

Segment Glascock Boulevard (US Route 50 North Collector Road) south to VA Route 2200 (Tall Cedars Parkway) (US Route 50 South Collector Road)

Policy Area Transition

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. May incorporate portions of existing VA Route 600 (Lenah Road) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

200. Lenah Loop Road

Segment VA Route 2200 (Tall Cedars Parkway) south and east VA Route 659 Relocated (Northstar Boulevard)

Policy Area Transition

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

201. Maple Leaf Place / Jennings Farm Drive (VA Route 7 North Collector Road)

Segment VA Route 2700 (Augusta Drive) east to VA Route 821 (Lakeland Drive)

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Existing Segments Maple Leaf Place – VA Route 2700 (Augusta Drive) east to just beyond Tamarack Ridge Square; Jennings Farm Drive – VA Route 821 (Cedar Drive) east to VA Route 821 (Lakeland Drive)

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2. Local access undivided urban collector. ROW reservation in place for future connection of existing segments. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

202. Miller Drive

Segment Hope Parkway east and south to Sycolin Road

Policy Area Town of Leesburg

Existing/Ultimate Condition

Existing Segments Hope Parkway to Tolbert Lane; Blue Seal Drive to Sycolin Road

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

~~203. Miller Drive~~

~~Segment VA Route 625 (Sycolin Road) west to Kincaid Boulevard Extended~~

~~Policy Area Town of Leesburg, Leesburg JLMA~~

~~Ultimate Condition~~

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

204. Moorefield Boulevard

Segment	VA Route 772 Relocated (Mooreview Parkway) (opposite Dulles Greenway Eastbound Off-Ramp) southeast to VA Route 607 (Loudoun County Parkway) (opposite VA Route 645 Extended (Westwind Drive))
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	3-4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U3/U4. U3 section between Beth Street and Centergate Drive; U4 section between VA Route 772 Relocated (Mooreview Parkway) and Beth Street, and between Centergate Drive and VA Route 607 (Loudoun County Parkway). Left and right turn lanes required at major intersections. 20 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

205. Purcellville VA Route 7 North Collector Road

Segment	Eastern Purcellville JLMA Boundary (east of VA Route 287 (Berlin Turnpike)) west to VA Route 690 (Hillsboro Road)
Policy Area	Purcellville JLMA, Town of Purcellville

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Purcellville determined by Town.
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.

206. Purcellville South Collector Road (“A” Street)

Segment VA Route 7 Business (East Main Street) (opposite VA Route 287 (Berlin Turnpike)) south and west to VA Route 690 (32nd Street South)

Policy Area Town of Purcellville, Purcellville JLMA

Existing/Ultimate Condition

Existing Segments Approximately 1,800 feet south of VA Route 7 Business (East Main Street) to VA Route 690 (32nd Street South)

Functional Class Minor Collector

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width determined by Town of Purcellville.

Description U2. Local access undivided urban collector. Roundabout at VA Route 7 Business/VA Route 287 (Berlin Turnpike). Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.

207. Quarry Road (US Route 50 North Collector Road)

Segment VA Route 609 (Pleasant Valley Road) west to VA Route 2201 (South Riding Boulevard)

Policy Area Suburban (Dulles)

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Controlled access median divided urban collector. Will follow existing Route 873 (Wade Drive) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

208. Russell Branch Parkway (Leesburg)

Segment VA Route 653 (Cochran Mill Road) west to Trailview Boulevard

Policy Area Leesburg JLMA, Town of Leesburg

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.

Description U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

209. Trailview Boulevard

Segments VA Route 659 (Belmont Ridge Road) (opposite VA Route 2150 (Gloucester Parkway)) west over Goose Creek to future Keystone Drive in the Town of Leesburg; Battlefield Parkway west to Lawson Road

Policy Area Suburban (Ashburn), Leesburg JLMA, Town of Leesburg

Existing/Ultimate Condition

Existing Segment Approximately 800 feet east of Cardinal Park Drive west to Lawson Road

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.



Appendix 2

Corridor Adequacy Analysis

I. Overview

This appendix documents the analysis process and resulting recommendations that were used to inform the update of the County's road network as contained within the 2010 CTP. The focus of this analysis was an extensive assessment of corridor adequacy along the 14 major travel corridors within the road network. These corridors include: Route 7 East, Route 7 West, Route 9, Route 50, the Dulles Greenway, Snickersville Turnpike, Routes 340/671 ("Between the Hills"), Dulles South – Sterling, Route 28, Ashburn/Broadlands, Routes 659/659 Relocated, Route 15, Route 704, and Route 287/690. The analysis performed involved several steps, including:

- Assessment of base year (2005) congestion based on traffic analysis and stakeholder input
- Assessment of future year (2030) congestion with the financially committed future transportation network
- Assessment of future year (2030) congestion with the 2001 CTP full improvements
- Identification of opportunities and constraints to addressing the residual congestion after 2001 CTP improvements, including analysis of the full demand in the major corridors, the amount of capacity needed to address demand, and excess demand after reaching the limits of potential capacity in each corridor. Limits include environmental, community, and policy constraints as well as a number of lanes beyond which a road could not be reasonably expanded.
- Alternatives analysis to identify the impacts of alternative corridor improvements on congestion within the corridor, including impacts to other corridors and induced traffic impacts.
- Identification of recommended corridor solutions, including, transit, land use and travel demand management strategies to reduce the traffic impacts of anticipated growth in the county.

The sections that follow describe relevant background information, information on tools and measures used for analysis, information on growth, land use and travel patterns, and a discussion on baseline conditions. The remainder of the appendix details the results of the corridor analyses for each of the key travel corridors. It should be noted that the recommendations that are included in this Appendix do not necessarily reflect those that were ultimately incorporated into the revised road network upon completion of the adoption process. For adopted network, see Chapter 2 and Appendix 1.

A. Background

In a separate report, the "Task 1b" Technical Memorandum, the initial transportation needs analysis is documented including background on travel patterns, transit service, stakeholder input, and the initial assessment of 2005 and 2030 congestion. A brief summary of the background information is provided in this appendix, and further details can be found in the Task 1b memorandum. As explained in the next section of this appendix, the modeling tools for assessing congestion were refined throughout the development of the CTP update, resulting in some changes to the initial congestion analysis results reported in the Task 1b report. The final congestion analysis for 2005 and each of the 2030 networks that were analyzed (funded improvements, 2001 CTP, and Revised CTP recommendations) are provided in this appendix. A report on *Traffic Abatement Through Land Use and Travel Management Solutions*, dated May, 2007, was also prepared in concert with the corridor adequacy analysis. Relevant portions of the background and recommendations of this document are included in this appendix.



B. Tools and Measures for Analysis

The analysis for the Revised Countywide Transportation Plan was developed using industry-accepted planning tools that forecast travel demand on the County road network. These forecasts are based on observed travel patterns and behaviors, forecasted growth in population, households and employment, and the characteristics of the existing and planned roadway network. The forecasts also draw from the Metropolitan Washington Council of Governments (MWCOC) regional travel model to reflect travel demand from the counties surrounding Loudoun County, including anticipated growth in traffic from adjacent counties in Maryland, West Virginia, and Virginia (Clarke and Fauquier counties) and the planned population growth, employment growth, and planned roadway networks in Fairfax and Prince William Counties.

The transportation needs analysis focuses on measures of travel and congestion as reported by the travel model. These measures include average daily traffic (ADT) on roadways, vehicle miles of travel (VMT) in the County, vehicle hours of travel (VHT) and congested VHT, or delay, in the County, and level of service (LOS). The LOS measurements compare the capacity of each section of roadway to the anticipated traffic level during the peak period of travel demand (such as the morning rush-hours). This provides an indicator of when travel demand is greater than capacity for a given section of roadway, resulting in congestion. As described in Chapter 2, LOS was employed in a manner consistent with the County's adopted standards and was calculated using *Highway Capacity Manual* methodology. LOS is reported in varying conditions from A to F like a report card, with A through C describing excellent to good travel conditions, D as the beginning of delay but still manageable, E as congested with noticeable delay; and F as heavily congested with significant delay. For multi-lane highways, LOS D represents conditions where traffic levels are approximately 90% of capacity, LOS E represents 100% of capacity, and LOS F represents greater than 100% of capacity. Conditions up through LOS D are considered acceptable for planning purposes in Loudoun County, while LOS E and F are considered congested. In the Corridor Adequacy Analysis, "excess demand" is identified as the amount of travel demand that exceeds the LOS D standard on a facility with LOS E or F, while "excess capacity" refers to the amount of additional traffic a facility with good LOS could handle before exceeding the LOS D standard. Note that some facilities may show a LOS E or F that is treated differently, and not necessarily resolved directly by a specific transportation improvement, when other circumstances and/or recommendations may address the condition (such as proposed transit service, travel demand management strategies, or excess capacity on parallel roads).

C. Growth, Land Use and Travel Patterns

The projections for growth used in the CTP update are based on the *Revised General Plan*, adopted July 23, 2001 as amended through January 1, 2007 and the associated forecasts of 2030 population and employment. These forecasts are distributed throughout the County according to the *Revised General Plan* as amended. The amount of forecasted growth from 2000 to 2030 includes an additional 300,000 people, an increase of over 184 percent. Households are expected to grow by a similar percentage, adding over 100,000 households. Employment is expected to increase by about 200 percent, adding over 200,000 jobs.

Employment and population appear to be balanced in Loudoun County. However, about half of all commuters who live in Loudoun work outside the County, and about half of all Loudoun workers live outside the county. Most cross-commuting occurs between Loudoun and Fairfax Counties, but many workers also commute to and through Loudoun County from the west.

Thus, travel patterns in Loudoun County are comprised of a combination of local and through-trips. Overall, nearly 90 percent of trips in Loudoun have the beginning and/or end in Loudoun County, while roughly 10 percent of trips both begin and end outside the county, traveling all the way through. However, the latter "through-trips" account for nearly one-third of travel (VMT) in the County. In general, both types of trips contribute to congestion on County roads. Strategies to reduce the amount of through-trips include providing park-and-ride lots and adding commuter transit services. Strategies to reduce the impact of local trips include providing good networks of local streets that can keep some trips off of main roads, providing bicycle and



pedestrian facilities and providing circulator transit service linking residential and commercial areas. Strategies to reduce the amount of cross-commuting include providing for unmet housing needs in Loudoun County targeting County workers in particular; development of office space that can attract high-paying jobs to Loudoun County; and encouragement of telecommuting.

D. Baseline Conditions

The maps provided at the end of this section show the traffic levels and level of service for the 2005 roadway network and the 2030 roadway network of funded transportation improvements (Constrained Long Range Plan or CLRP). Maps are also provided for the 2030 forecast LOS results of the 2001 CTP improvements, and finally for the revised CTP network. The 2005 data reflects congested areas including Route 15 north of Leesburg, the southern portion of Route 9, portions of Route 7 in the Ashburn area, and Waxpool Road near Route 28. With the CLRP transportation improvements, which constitute a 22 percent increase in lane-miles compared to the 2005 roadway system, the projected growth to the year 2030 would bring over a 200% increase in miles of travel (VMT) and nearly a 200 percent increase in hours of travel (VHT). However, delay would increase dramatically, increasing by over 660 percent compared to 2005. (See Figures 2-5 through 2-8 at the end of the appendix)

The 2001 CTP network would add double the lane-miles of roadway as the funded improvements in the CLRP network, yet travel would increase slightly less for both miles and hours of travel. This indicates that travel would become more efficient as a result of the improvements without inducing travel in aggregate. Most importantly, the increase in delay over 2005 would be reduced to about 550 percent. Nevertheless, this reflects a substantial amount of congestion, as indicated by the maps at the end of the appendix. The percent of roadway lane-miles at LOS E or F would be about 25 percent in 2030 with the CLRP network and about 20% with the 2001 CTP network.

The corridor analysis and recommendations that are described in the remainder of the appendix identify the areas where additional capacity can reduce congestion, while acknowledging that some congestion cannot be fully addressed without also inducing traffic. A balance is sought, taking into account additional strategies such as traffic abatement through land use and transit services; therefore the LOS graphics for the revised CTP network do not show LOS D or better on all parts of the network. At a system-wide level, the revised CTP network adds an additional 12 percent of lane-miles in addition to the 2001 CTP network, for a total of 62 percent more lane-miles than existed in 2005. Increases in VMT are slightly higher for the revised CTP than for the CLRP network, but the increase in vehicle hours of travel falls between the results for the CLRP and 2001 CTP networks (see Figures 2-5 through 2-8 at the end of the appendix). The amount of delay with the revised CTP network is lowest of the 2030 forecasts and the lane-miles of roadway at LOS E or F falls from 20 percent with the 2001 CTP to about 17 percent with the revised CTP; however nearly all of the net improvement is a reduction in LOS F roadways.

II. Corridor Analysis and Recommendations

In 2006 when the update of the Countywide Transportation Plan was commissioned by the Board of Supervisors, 14 distinct corridors were identified for analysis. The adequacy of each corridor for projected 2030 conditions was assessed, assuming the 2001 CTP projects, and recommendations were developed to address transportation needs. The following sections describe the adequacy, constraints, and recommendations for each corridor. Maps providing the projected Level of Service for 2030 with the 2001 CTP and with the recommended additional improvements are provided at the end of Appendix 2.

A. Corridor 1 – Route 7 East

Corridor Description – Route 7 East covers the area from Leesburg to the Fairfax County line that includes all or portions of Route 7, Edwards Ferry Road, River Creek Parkway, Crosstrail Boulevard, Fort Evans Road, Riverside Drive, Algonkian Parkway, Gloucester Parkway, Russell Branch Parkway, Trailview Boulevard, Nokes Boulevard, Palisade Parkway, and the Route 7 North Collector. These roads, as planned



in the CTP provide limited access along Route 7 as far east as Route 28, and controlled access east of Route 28. The corridor includes local access on a dense network of parallel east-west routes and north-south routes, featuring existing or planned interchanges with Route 7 at Algonkian Parkway, Cascades Parkway, Route 28, Loudoun County Parkway, Ashburn Village Boulevard, Claiborne Parkway/Lansdowne Boulevard, and Belmont Ridge Road, as well as River Creek Parkway/Crosstrail Boulevard and Battlefield Parkway in the Town of Leesburg. A corridor management plan has been successful in providing limited access to the Route 7 corridor between Leesburg and Route 28. Adjacent development includes planned communities, office and industrial parks and retail centers. East of Route 28, more direct access is provided to Route 7 and retail/ commercial development is immediately adjacent to the roadway. Older, suburban-density subdivisions are also located along this portion of the corridor which is largely built-out at present.

Corridor Adequacy – From the Leesburg Bypass to Route 28, Route 7 is six lanes and will be upgraded to a limited-access freeway; this portion of the corridor as planned appears to be adequate for projected future demand. However, east of Route 28, corridor demand greatly exceeds the capacity of the planned six-lane major arterial (with traffic signals). Severe congestion is anticipated on this portion of Route 7. Due to regional connections and the direct connection Route 7 provides to the regional core, this route is attractive to through-traffic as well as local traffic. Widening the eastern portion of Route 7 is problematic due to development in the immediate area. The portion of Route 7 west of Route 28 does have adequate right-of-way and/or setbacks for eight lanes, but adding these lanes for general use would stimulate demand, adding to the pressure on the eastern portion of the corridor.

Recommendations:

- Add a fourth lane to Route 7 westbound only between Cedar Drive and Cascades Parkway.
- Improve the flow of traffic through access management and signal coordination east of Route 28, and if redevelopment affords the opportunity, seek to add additional interchanges in place of signalized intersections.
- Develop two additional lanes on the portion of Route 7 west of Route 28; consider utilization of one lane of this portion of Route 7 in each direction for HOVs and express bus service. (These are not necessarily the same lanes as the new lanes would likely be to the outside of existing Route 7 and the HOV lanes would likely be the interior lanes).
- To address local traffic, increase the transit service along the corridor that connects residential areas to commercial areas and improves connections between commercial areas.
- To address through-traffic, support increased commuter bus service, including the provision of additional park-and-ride lots.
- Consider the realignment of Riverside Parkway between Ashburn Village Boulevard/Janelia Farm Boulevard and Loudoun County Parkway to a closer, more parallel route. This would increase use of Riverside Parkway and relieve traffic on Route 7 both parallel to and east of this portion of Riverside Parkway. [\(Now specified in the Countywide Transportation Plan with CPAM 2014-0001\)](#)

B. Corridor 2 – Route 7 West

Corridor Description – From Leesburg west to the West Virginia State line, this corridor includes all or portions of Route 7, Business Route 7, Dry Mill Road, Evening Star Drive, and Purcellville Southern Collector. The Towns of Round Hill, Purcellville and Hamilton are located in this corridor, as well as a wide variety of land uses including small to large subdivisions, retail and other commercial development, agriculture and rural land uses.



Corridor Adequacy – The development of Route 7 Bypass to six lanes, including new interchanges at Route 690 and White Gate Place, will adequately serve 2030 travel demand west of Route 287. East of Route 287, some congestion is anticipated, with severe congestion projected to occur east of the bypass/business route merge. This route hosts substantial through-traffic as well as local traffic, as it serves commuters from Clarke County, Virginia and Jefferson County, West Virginia traveling to Leesburg and points east. Due to the high capacity and limited access of this corridor, it is a better route to serve through-traffic than other corridors such as Route 9.

In the alternatives analysis, it was noted that traffic on Route 7 originating from the north, such as Routes 690 and 287, would likely divert to Route 15 if Route 15 were improved; thus the degree of forecast congestion on Route 7, particularly in the eastern part of this corridor, depends to some degree on Route 15 improvements north of Leesburg. The White Gate interchange is critical to traffic flow in the eastern portion of this corridor; this improvement includes a set of frontage roads to maintain parcel access. It also appears that the traffic on the Leesburg Bypass on the west side of town is higher if the Route 7 capacity is increased and Route 15 north capacity is limited, and the reverse is also true. This is discussed further under the Route 15 corridor.

Some congestion also is projected in portions of Purcellville and Hamilton, much of which is localized in nature and not an indication of a regional bottleneck.

Recommendations:

- Adding turning lanes where possible on developed portions of Business Route 7 to improve through-put and improve safety; encourage access management for future development
- Widening Route 7 to eight lanes east of the bypass/business route merge
- To address through-traffic, support increased commuter bus service, including the provision of additional park-and-ride lots.

C. Corridor 3 – Route 9

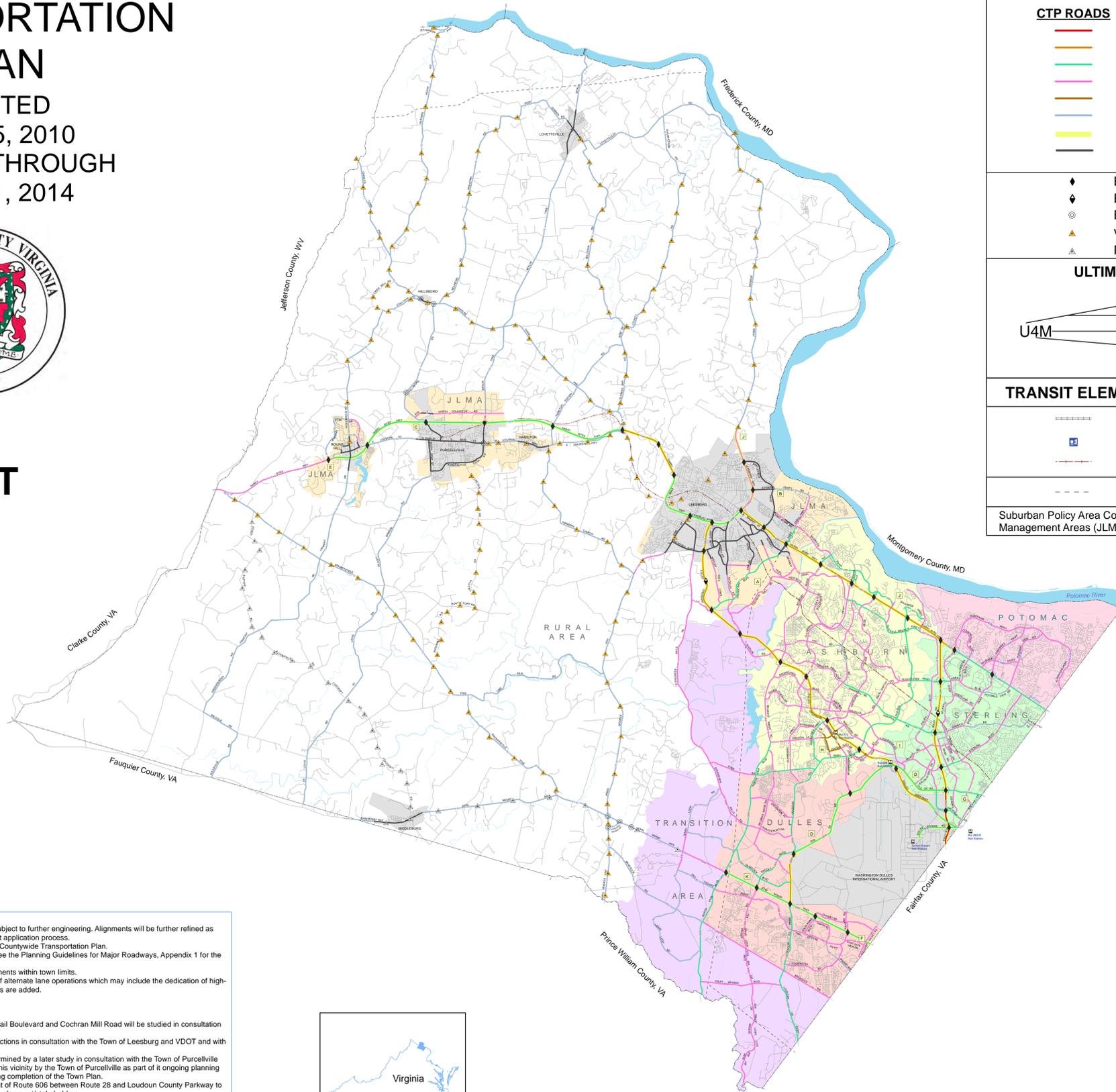
Corridor Description – The Route 9 corridor extends from the West Virginia state line to the

REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
JUNE 11, 2014



DRAFT



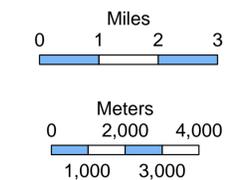
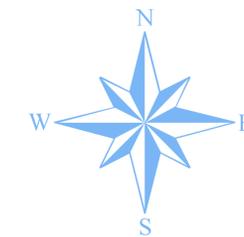
LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2030 PLANNED # OF LANES
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY (See Note 5)
	REFER TO TOWN PLAN (See Note 4)
	EXISTING/PLANNED INTERCHANGE
	EXISTING/PLANNED PARTIAL INTERCHANGE
	EXISTING/PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
ULTIMATE ROADWAY GEOMETRY	
	U = URBAN (Curb & Gutter) R = RURAL (Shoulder & Ditch) M = MEDIAN DIVIDED 2 3 4 6 8 10 = TOTAL # OF LANES Refer to Appendix 1 for Right-of-Way Widths
TRANSIT ELEMENTS	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.	

GENERAL NOTES:

- Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
- For information on specific transportation policies, see the Countywide Transportation Plan.
- For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
- Reference Town Plans for specific roadways and their elements within town limits.
- The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- An alignment study will need to be performed to determine the ultimate alignment of Lockridge Road.
- Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.



This map reflects CPAM revisions CPAM 2009-0001, CPAM 2010-0001, CPAM 2012-0001, CPAM 2013-0001, and CPAM 2014-0001.



BOARD OF SUPERVISORS PUBLIC HEARING

SUBJECT: CPAM 2014-0003, George Washington Boulevard/Route 7 Overpass

ELECTION DISTRICTS: Algonkian and Broad Run

CRITICAL ACTION DATE: August 17, 2015

STAFF CONTACTS: Kelly Williams, Planner III, Planning & Zoning
Ricky Barker, AICP, Director, Planning & Zoning

PURPOSE: On November 5, 2014, the Board of Supervisors voted to initiate a Comprehensive Plan Amendment (CPAM) to the 2010 Countywide Transportation Plan to relocate the Route 7 overpass at Riverside Parkway to George Washington Boulevard and Richfield Way. The CPAM proposes to revise Chapter 2, Appendix 1, and the *Revised 2030 Countywide Transportation Plan Map* of the 2010 Countywide Transportation Plan (See Attachment 1). The proposed amendment changes text and maps in order to relocate the planned overpass at Route 7 and Riverside Parkway to Route 7 and George Washington Boulevard; eliminate the portion of Riverside Parkway north of Route 7 to Broad Vista Terrace from the CTP as a Planned U4 roadway; add traffic calming language for George Washington Boulevard and a clerical edit to designate the segment of Cascades Parkway located between Church Road and Nokes Boulevard as a Major Collector roadway.

RECOMMENDATIONS: At the May 19, 2015 Public Hearing, the **Planning Commission** voted 8-0-1 (Salmon – absent) to forward CPAM 2014-0003, George Washington Boulevard/Route 7 Overpass as depicted in Attachment 1 to the Board of Supervisors with a recommendation of approval.

Staff concurs with the Planning Commission’s recommendation.

CONTENTS OF THIS STAFF REPORT					
Section	Page	Section	Page	Section	Page
Motions	2	Proposal	3	Analysis	4
PC Review	3	Background	3	Attachments	5

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors forward CPAM 2014-0003, George Washington Boulevard/Route 7 Overpass, to the July 1 2015, Board of Supervisors **Business Meeting** for action

OR

- 2a. I move that the Board of Supervisors **suspend the rules.**

AND

- 2b. I move that the Board of Supervisors **approve** CPAM 2014-0003, George Washington Boulevard/Route 7 Overpass amending the 2010 Countywide Transportation Plan as set forth in **Attachment 1** to the June 10, 2015, Board of Supervisors Public Hearing Staff Report.

.

OR

3. I move an alternate motion.

I. PLANNING COMMISSION REVIEW AND RECOMMENDATION

The Planning Commission held a public hearing on the George Washington Boulevard/Route 7 Overpass Comprehensive Plan Amendment (CPAM) on May 19, 2015; there was no discussion and no public speakers. The Planning Commission voted 8-0-1 (Salmon-absent) to forward the application to the Board of Supervisors as provided in Attachment 1, to the Board of Supervisors with a recommendation of approval.

II. PROPOSAL

The CPAM proposes to revise Chapter 2, Appendix 1, and the *Revised 2030 Countywide Transportation Plan Map* of the 2010 Countywide Transportation Plan (CTP) to relocate the planned overpass at Route 7 and Riverside Parkway to Route 7 and George Washington Boulevard; eliminate the portion of Riverside Parkway north of Route 7 to Broad Vista Terrace from the CTP as a Planned U4 roadway; add traffic calming language for George Washington Boulevard and a clerical edit to designate the segment of Cascades Parkway located between Church Road and Nokes Boulevard as a Major Collector roadway.

III. BACKGROUND

This proposed amendment was in response to the Board of Supervisors' Action Item dated June 19, 2013 which discusses the planned Lexington Drive overpass and the alignment of Riverside Parkway as outlined below.

The Countywide Transportation Plan (CTP) previously included a proposed overpass to extend Lexington Drive (Route 3000) over Route 7 (Harry Byrd Highway) to provide connectivity and access for the land uses north and south of Route 7. The overpass was needed in this location primarily due to land areas north of Route 7 that did not have access to Loudoun County Parkway or Ashburn Village Boulevard and would otherwise be landlocked when Route 7 is completely converted to a limited access highway.

At their June 5, 2013 Business Meeting, the Board of Supervisors initiated a process to utilize proffer funds for the design and construction of a missing section of Riverside Parkway between Lexington Drive and Loudoun County Parkway. Given the Board's direction to proceed with the Riverside Parkway segment, it was determined that it was not necessary to complete the Lexington Drive overpass project, as the Riverside Parkway link will provide the needed access and CPAM 2014-0001, was approved to remove Lexington Drive from the CTP on June 11, 2014.

Subsequently, the Board of Supervisors directed Staff to work with VDOT to move the design work initiated for the Lexington Drive overpass project to the overpass planned in the location of University Center. Per Board Direction, VDOT is proceeding with the design of the overpass in the location of George Washington Boulevard instead of at the

Lexington Drive location. As a result, a CPAM is required to relocate the Route 7 Overpass currently planned at Riverside Parkway to the George Washington Boulevard.

IV. ANALYSIS

On April 16, 2015 an Open House was held from 6:15 p.m. to 8:30 p.m. at the Steuart Weller Elementary School to provide information to the community about the proposed changes to the CTP. Over 25 persons representing both the business and residential communities in the area attended the outreach meeting. Below is a summary of the comments received at the meeting and provided in subsequent emails to Staff (see Attachment 3):

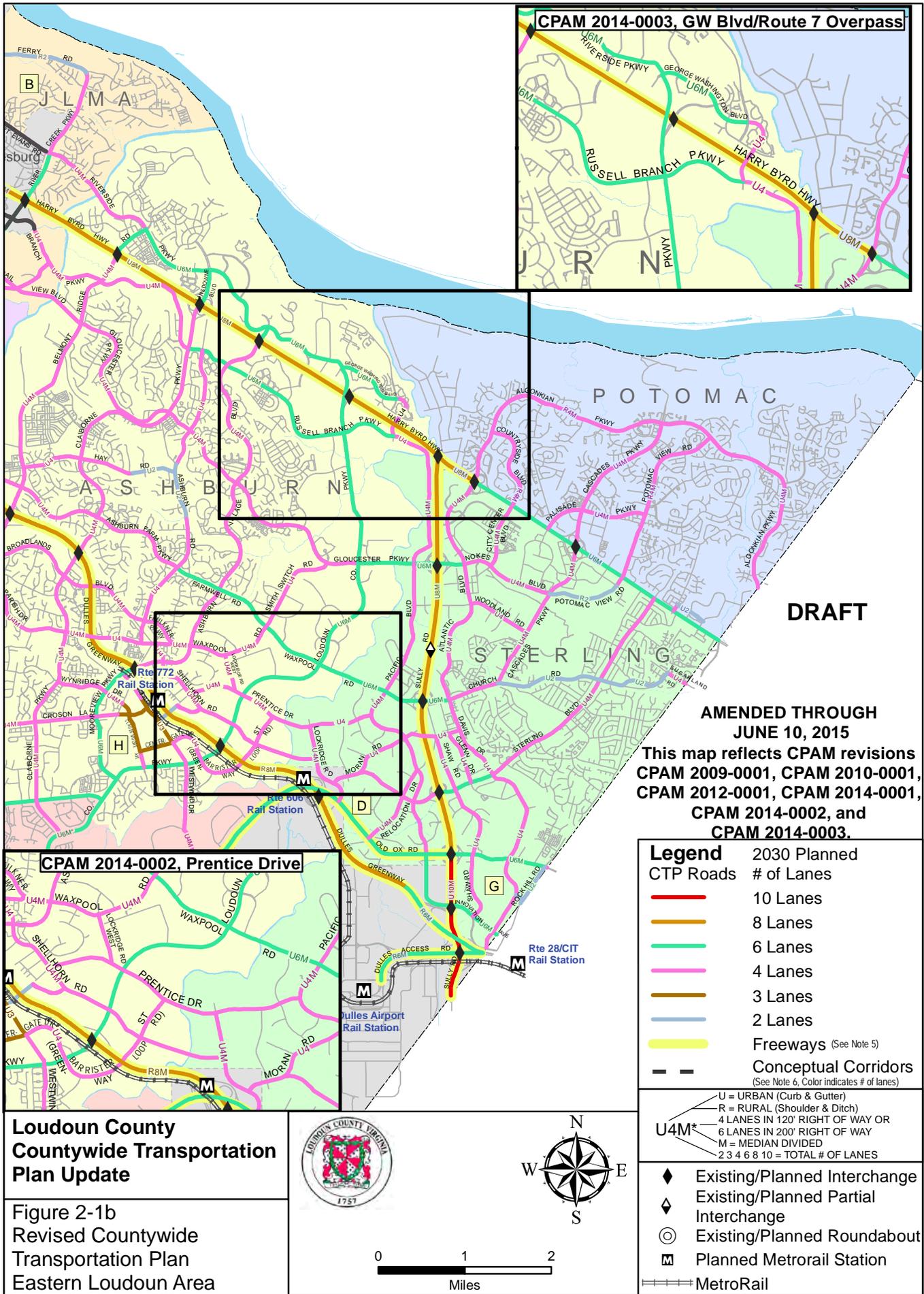
- It was questioned why the overpass was being relocated when the existing location currently includes the grading for an overpass and the right-of way secured on the north side of Route 7.
- It was felt that the cost to the County would be less if the County keeps the overpass in its current location.
- There are safety concerns over the number of traffic accidents at the three-way intersection of Loudoun County Parkway, George Washington Parkway and Riverside Parkway, the east bound off ramp from Loudoun County Parkway onto Route 7 and the four-way intersection of George Washington Parkway and Riverside Parkway in the vicinity of the proposed overpass.
- Comments regarding safety concerns from routing traffic through the neighborhood between two multi-family communities, with multiple bus stops, pedestrian activity and the existing Goddard School.
- Several comments were made related to the actual design of the overpass. It was requested that it be similar to the overpass at River Creek Parkway, with pedestrian facilities, decorative lighting, etc.
- Comments related to the timing of the overpass and the timing of the Riverside Parkway extension between Lexington Drive and Loudoun County Parkway. It was expressed that the overpass should be constructed following the Riverside Parkway connection.
- Some of the business owners noted that the access to Route 7 from Richfield Drive had been closed for approximately 6 years by VDOT and after all that time the overpass was going to be relocated to that exact location. They indicated that they purchased their property based on the access to Route 7, only to have it closed too soon. It was suggested that it be reopened until such time as the overpass is constructed.
- There were concerns related to the actual construction of the overpass with respect to noise, dust, dirt and inconvenience.

The Department of Transportation and Capital Infrastructure (DTCI), reviewed the proposed CPAM amendments and determined that the proposed relocation of the University Center overpass across VA Route 7 from Riverside Parkway to George Washington Boulevard would result in no change in the capacity of the planned overpass

or to the overall number of planned access points to University Center as compared to the currently adopted CTP. In addition to relocating the overpass, it was recommended that language regarding traffic calming along the existing six-lane segment of George Washington Boulevard between Loudoun County Parkway and Riverside Parkway within University Center be added to the CTP.

The Virginia Department of Transportation (VDOT) provided comments to Staff indicating that they are proceeding with the design of the overpass at the George Washington Boulevard location. The scoping meeting was held on March 11, 2015 for project 0007-053-086-P101 which will construct this bridge and approaches. They noted that the four-lane undivided overpass and approaches are intended to accommodate the traffic from the six-lane divided segment of George Washington Boulevard and would replace two other planned overpasses at Lexington Drive and at Riverside Parkway extended, both of which are four-lane divided roadways approaching Route 7. The construction of this facility will require right-of-way dedication from both the existing child care center on the west side of George Washington Boulevard (parcel 039-17-8435) and the existing office building on the east side (parcel 039-18-2610). In addition, right-of-way dedication will be required from the vacant site zoned PD-IP on the south side of Route 7 (parcel 040-47-9351).

V. ATTACHMENTS		PAGE NUMBER
1	2010 Countywide Transportation Plan Proposed Changes	A-1
2	Review Agency Comments	
2a	Department of Transportation and Capital Infrastructure	A-10
2b	Virginia Department of Transportation	A-14
3	Public Comments	A-15
*This Staff Report with attachments (CPAM 2014-0003 BOSPH STAFF REPORT 06-10-15.PDF) can be viewed online on the Loudoun Online Land Applications System (LOLA) at www.loudoun.gov . Paper copies are also available in the Department of Planning.		



CPAM 2014-0003, GW Blvd/Route 7 Overpass

CPAM 2014-0002, Prentice Drive

DRAFT

**AMENDED THROUGH
JUNE 10, 2015**
This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2014-0001,
CPAM 2014-0002, and
CPAM 2014-0003.

Legend	
2030 Planned CTP Roads	# of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	Conceptual Corridors (See Note 6, Color indicates # of lanes)

U	URBAN (Curb & Gutter)
R	RURAL (Shoulder & Ditch)
U4M*	4 LANES IN 120' RIGHT OF WAY OR 6 LANES IN 200' RIGHT OF WAY
M	MEDIAN DIVIDED
2 3 4 6 8 10	TOTAL # OF LANES

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1b
Revised Countywide
Transportation Plan
Eastern Loudoun Area





description of each community is provided below, and each community's boundaries are provided in the maps contained in Figures 2-1a-g. Discussion of the most significant roadways and planned improvements within each Community is provided in the following sections.

a. Ashburn Community

The Ashburn Community stretches from the Potomac River north of Lansdowne south to Ryan Road, and from the Broad Run on the east to the Goose Creek and Beaverdam Reservoir on the west. Major roads within the Ashburn Community include **Harry Byrd Highway (VA Route 7), the VA Route 7 Parallel Roads (Riverside Parkway and Russell Branch Parkway), the Dulles Greenway (VA Route 267), Ashburn Road (VA Route 641), Belmont Ridge Road (VA Route 659), Broadlands Boulevard/Faulkner Parkway (VA Route 640), Croson Lane (VA Route 645), the Greenway East-West Connector (Wynridge Drive/Claude Moore Avenue), Gloucester Parkway (VA Route 2150), the Greenway Loop Road (Centergate Drive/Barrister Street), the Greenway Transit Connector, Hay Road (VA Route 642), Ashburn Village Boulevard (VA Route 2020/VA Route 772)/Mooreview Parkway (VA Route 2298), Lansdowne Boulevard (VA Route 2400)/Claiborne Parkway (VA Route 901), Lockridge Road (VA Route 789 Extended), Loudoun County Parkway (VA Route 607), Moorefield Boulevard/Westwind Drive (VA Route 645 Extended), Ryan Road (VA Route 772), Shellhorn Road (VA Route 643/VA Route 643 Extended), Smith Switch Road (VA Route 1950), Sycolin Road/Ashburn Farm Parkway/Farmwell Road/Waxpool Road (VA Route 625), and Waxpool Road (VA Route 640/VA Route 2119)/Truro Parish Drive (VA Route 2119).**

Although much of the CTP road network within the Ashburn Community has been constructed, several key projects remain yet to be completed. These planned improvements are intended to improve traffic flow on existing roadways such as Harry Byrd Highway (VA Route 7) and Belmont Ridge Road (VA Route 659) as well as complete missing roadway links, particularly those across the Broad Run and in the vicinity of planned Metrorail stations in the Dulles Greenway (VA Route 267) corridor. Significant planned roadway connections and improvements within the Ashburn Community include:

- **VA Route 7 (Harry Byrd Highway)** traverses the northern portion of the Ashburn Community between the Broad Run (at VA Route 28) and the Goose Creek, just east of the Town of Leesburg. This segment of VA Route 7 is part of the larger east-west corridor that traverses the entire County. Between VA Route 28 and the Goose Creek, VA Route 7 is currently a six-lane divided facility, and is gradually being converted to a limited access highway (the limited access segment is planned to extend westward to the Leesburg Bypass in the Town of Leesburg). The entire segment of VA Route 7 between VA Route 28 and the Leesburg Bypass is planned to be widened to eight lanes, and HOV operations will be considered for the new lanes. Within the Ashburn Community, grade-separated interchanges are currently in place at VA Route 28, Loudoun County Parkway (VA Route 607), and Claiborne Parkway (VA Route 901)/Lansdowne Boulevard (VA Route 2400). Additional interchanges are planned at Ashburn Village Boulevard (VA Route 2020) and Belmont Ridge Road (VA Route 659). Construction funding for the Loudoun County Parkway (VA Route 607) interchange and design funding for the planned Belmont Ridge Road (VA Route 659) interchange was approved by County voters as part of a Local Road Bond Referendum in November 2006. Private sector developers constructed the Claiborne Parkway (VA Route 901)/Lansdowne Boulevard (VA Route 2400) interchange as part of nearby development approvals; the Ashburn Village Boulevard (VA Route 2020) interchange is anticipated to be constructed in the same manner. An overpass across VA Route 7 (with no access) is planned at ~~Riverside Parkway~~ George Washington Boulevard (between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges).
- **The VA Route 7 Parallel Roads (Riverside Parkway (VA Route 2401) & Russell Branch Parkway (VA Route 1061))** will provide long-term access to developments along the VA Route 7 corridor once all interchanges have been completed and the main road becomes a limited access facility. Each parallel road is planned to be a minimum of four lanes (some segments are planned to be six lanes where forecasted volumes warrant additional capacity). Presently, gaps remain in each of these roadways, though construction is underway and/or programmed on some of these missing links.



Currently, **Riverside Parkway (VA Route 2401)** (the VA Route 7 North Collector Road) has been completed from west of Goose Creek east through Lansdowne to Ashburn Village Boulevard (VA Route 2020 Extended). East of this point, Riverside Parkway (VA Route 2401) is planned to follow a new alignment from Smith Circle (VA ~~Route~~ Route 823) east to existing Loudoun County Parkway (VA Route 607) in the vicinity of George Washington Boulevard (VA Route 1050). Further to the east, within the University Center development, existing **George Washington Boulevard (VA Route 1050)** also serves as a segment of the VA Route 7 North Collector Road between Loudoun County Parkway (VA Route 607) and existing Riverside Parkway (VA Route 1052); George Washington Boulevard will ultimately extend south over VA Route 7 via a new overpass and connect with Russell Branch Parkway. Regarding **Russell Branch Parkway (VA Route 1061)** (the VA Route 7 South Collector Road), the roadway is currently constructed from within the Belmont development east to Ashburn Road (VA Route 641) (Belmont is anticipated to construct the roadway from its current western terminus west to Belmont Ridge Road in conjunction with future development). The County is currently undertaking a project to construct the segment of Russell Branch Parkway from Ashburn Road (VA Route 641) east to Ashburn Village Boulevard (VA Route 2020), where the roadway is in place through the Ashbrook development. The One Loudoun development has constructed the road from Ashbrook east to Loudoun County Parkway (VA Route 607). East of Loudoun County Parkway (VA Route 607), a gap remains to be constructed from east of Richfield Way across Broad Run to connect with the planned alignment of Pacific Boulevard (VA Route 1036) (the VA Route 28 West Parallel Road) in the Sterling Community. This segment is anticipated to be constructed as part of the approved Kincora development.

- **Belmont Ridge Road (VA Route 659)** is a critical north-south corridor along the western boundary of the Ashburn Community. Currently, Belmont Ridge Road (VA Route 659) is largely a two-lane rural road from VA Route 7 south to the future intersection with Croson Lane (VA Route 645), just north of the Brambleton development. The roadway is planned to ultimately be widened to four lanes. Funding is anticipated through a combination of public sector funds and private sector development proffers; some segments of four-lane divided roadway have already been constructed just north and south of the Dulles Greenway (VA Route 267) interchange in conjunction with adjacent developments.
- **Waxpool Road (VA Route 625)** is currently a six-lane divided roadway from VA Route 28 (in the Sterling Community) west to Loudoun County Parkway (VA Route 607), and a four-lane divided facility west to Smith Switch Road (VA Route 1950) (the corridor continues west from this point as **Farmwell Road (VA Route 625)**, which is also a four-lane divided roadway). Waxpool Road/Farmwell Road (VA Route 625) are ultimately planned to be widened to six lanes as far west as Ashburn Road (VA Route 641), though no funding for this future widening has been identified.
- **Loudoun County Parkway (VA Route 607)** is currently a four- to six-lane divided facility throughout the Ashburn Community, from George Washington Boulevard (VA Route 1050) south to Ryan Road (VA Route 772), with the exception of a short two-lane segment just north of the W & OD Trail. Ultimately Loudoun County Parkway (VA Route 607) is planned to be widened to six lanes from George Washington Boulevard (VA Route 1050) south to Old Ox Road (VA Route 606) (in the Dulles Community).
- **Gloucester Parkway (VA Route 2150)** between Loudoun County Parkway (VA Route 607) and VA Route 28, is another critical east-west roadway link across Broad Run to the Sterling Community. Completion of this segment, ultimately to be six lanes, is anticipated to be constructed in conjunction with future development and would provide the last missing link in the Gloucester Boulevard (VA Route 2150) corridor. The remainder of Gloucester Parkway (VA Route 2150), from Belmont Ridge Road (VA Route 659) east to Loudoun County Parkway (VA Route 607), has already been constructed to its ultimate four-lane condition.
- **Ashburn Village Boulevard (VA Route 2020/VA Route 772)**, another north-south connection through the Ashburn Community, is currently built to its ultimate a four-lane divided condition from VA Route 7 south to the Dulles Greenway (VA Route 267), with the exception of a short two-lane

41. VA Route 606 - Old Ox Road

Segment	VA Route 267 (Dulles Greenway) interchange south to VA Route 607 (Loudoun County Parkway)
Policy Area	Suburban (Dulles)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Design speed varies.
Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet – Additional ROW may be needed for interchange(s)
Description	U6M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing and Interim Conditions at VA Route 645 Extended (Westwind Drive) and at VA Route 607 (Loudoun County Parkway). Local access, interchange locations and ultimate alignment to be determined by a later study with consideration of adjacent development/stakeholders. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and .
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

42. VA Route 607 - Loudoun County Parkway

Segment	VA Route 7 North Collector Road (VA Route 1050 (George Washington Boulevard) (Potential Future Riverside Parkway) south to VA Route 625 (Waxpool Road)
Policy Area	Suburban (Ashburn)

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

65. VA Route 636 - Shaw Road

Segment VA Route 606 (Old Ox Road) north to VA Route 634 Extended (Moran Road/Belfort Park Drive)

Policy Area Suburban (Sterling)

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2-4/Varies

Description R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

66. VA Route 637 - Cascades Parkway

Segment VA Route 625 (Church Road) north to VA Route 1793 (Nokes Boulevard)/VA Route 637 (Potomac View Road)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Functional Class ~~Minor~~ Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

141. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	Broad Run west to VA Route 1061 (Russell Branch Parkway)
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

142. VA Route 1050 - George Washington Boulevard

<u>Segment</u>	<u>VA Route 1061 (Russell Branch Parkway) north and west to VA Route 1052 (Riverside Parkway) in University Center</u>
<u>Policy Area</u>	<u>Suburban (Ashburn)</u>

Existing Condition

<u>Existing Segment</u>	<u>Research Place to Riverside Parkway</u>
<u>Functional Class</u>	<u>Minor Collector</u>
<u>Lanes/Right of Way</u>	<u>4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4. Local access undivided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed.</u>

Ultimate Condition

<u>Functional Class</u>	<u>Minor Collector</u>
<u>Lanes/Right of Way</u>	<u>4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4. Local access undivided urban collector. Bridge over VA Route 7 (Harry Byrd Highway) between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges. Left and right turn lanes required at all intersections. 40 mph design speed.</u>

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

142.143. VA Route 1050 - George Washington Boulevard (VA Route 7 North Collector Road) (Potential Future Riverside Parkway)

Segment VA Route 1052 (Riverside Parkway) west to VA Route 607 (Loudoun County Parkway) in University Center

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban collector. Traffic calming to be considered along this segment of roadway. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

~~143. VA Route 1052 – Riverside Parkway (Existing Alignment)~~

~~Segment VA Route 1061 (Russell Branch Parkway) north and west to Broad Vista Terrace~~

~~Policy Area Suburban (Ashburn)~~

~~Existing/Interim Condition~~

~~Existing Segment Bridgefield Way/Research Place to Broad Vista Terrace~~

~~Functional Class Minor Collector~~

~~Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities~~

~~Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.~~

~~Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.~~

~~Ultimate Condition~~

~~Functional Class Minor Collector~~

~~Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities~~

Description	U4. Local access undivided urban collector. Bridge over VA Route 7 (Harry Byrd Highway) between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

144. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment	VA Route 1036 (Pacific Boulevard) west to VA Route 901 (Claiborne Parkway)
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Existing Segments	Approximately 700 feet east of VA Route 1060 (Richfield Way / Waverly Court) to VA Route 2020 (Ashburn Village Boulevard); VA Route 641 (Ashburn Road) to VA Route 901 (Claiborne Parkway)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

145. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment	VA Route 901 (Claiborne Parkway) west over Goose Creek to VA Route 653 (Cochran Mill Road)
Policy Area	Suburban (Ashburn), Leesburg JLMA

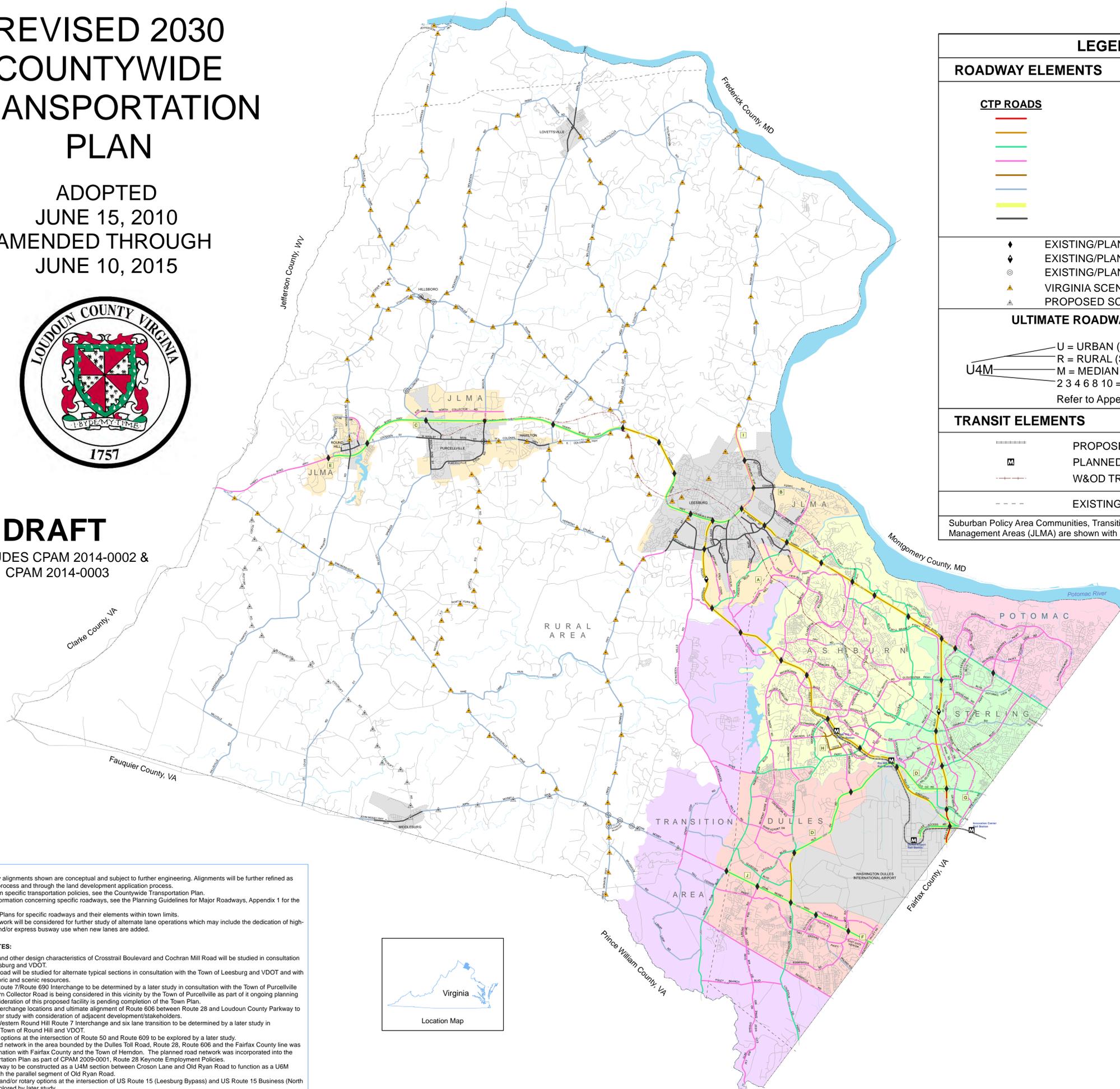
REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
JUNE 10, 2015



DRAFT

INCLUDES CPAM 2014-0002 &
CPAM 2014-0003



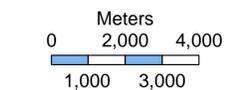
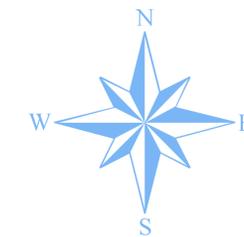
LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2030 PLANNED # OF LANES
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY (See Note 5)
	REFER TO TOWN PLAN (See Note 4)
	EXISTING/PLANNED INTERCHANGE
	EXISTING/PLANNED PARTIAL INTERCHANGE
	EXISTING/PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
ULTIMATE ROADWAY GEOMETRY	
	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths
TRANSIT ELEMENTS	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.	

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- J. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.



County of Loudoun

Department of Transportation and Capital Infrastructure

MEMORANDUM

DATE: April 24, 2015

TO: Kelly S. Williams, Project Manager
Department of Planning and Zoning

FROM: Lou Mosurak, AICP, Senior Transportation Coordinator *LM*
DTCI, Transportation Planning & Operations Division

**SUBJECT: CPAM 2014-0003 — George Washington Boulevard / Route 7 Overpass
First Referral**

Background

This Comprehensive Plan Amendment (CPAM) proposes to amend the Revised Countywide Transportation Plan (2010 CTP) to shift the location of a planned overpass (flyover) across Harry Byrd Highway (VA Route 7) from Riverside Parkway (VA Route 1052) to a point approximately 625 feet east to align with existing George Washington Boulevard (VA Route 1050) on the north and Richfield Way (VA Route 1060) on the south. VDOT is currently in the preliminary stages of the design of the overpass at this location. As with the overpass location at Riverside Parkway currently shown in the 2010 CTP, the relocated overpass would intersect with existing Russell Branch Parkway (VA Route 1061) on the south and provide a second point of access to the University Center development (currently, the only access to University Center is via George Washington Boulevard and Loudoun County Parkway). The Board of Supervisors (Board) directed staff to initiate this CPAM on November 5, 2014 (see **Attachment 1**) in order to clarify the location of the planned overpass per earlier Board action on June 19, 2013. A map showing the proposed changes to the CTP with CPAM 2014-0003 is provided as **Attachment 2**.

Department of Transportation and Capital Infrastructure (DTCI) review of this CPAM is based on materials received from the Department of Planning and Zoning on April 1, 2015, including (1) an information sheet, dated April 1, 2015; (2) Map of Proposed Changes to the CTP (undated), (3) Board of Supervisors Action Item dated June 19, 2013, (4) Administrative Items Report, Item #2j, dated November 5, 2014, and (5) Board Member Initiative (BMI) Business Meeting Action Item (regarding interim improvements to the Loudoun County Parkway / George Washington Boulevard intersection), dated November 5, 2014.

Proposed CTP Amendments

This proposed CTP amendment would relocate the planned University Center overpass (flyover) across VA Route 7 from Riverside Parkway east to align with George Washington Boulevard and Richfield Way. With this change in the location of the overpass, the existing segment of George Washington Boulevard (between Riverside Parkway and Research

Place) and the planned overpass would be added to the CTP, and all of Riverside Parkway (VA Route 1052) would be removed from the CTP network. Further, language regarding traffic calming would be added to the CTP for the existing six-lane segment of George Washington Boulevard between Loudoun County Parkway and Riverside Parkway, and the planned ultimate six-lane condition of Russell Branch Parkway would be extended east to the Russell Branch Parkway / George Washington Boulevard intersection.

Recommended Transportation Facilities / CTP Amendments

1. The amendment proposes to relocate the planned urban four-lane undivided (U4) overpass (flyover) across Harry Byrd Highway (VA Route 7) from the existing terminus of Riverside Parkway (VA Route 1052) approximately 625 feet to the east to George Washington Boulevard (VA Route 1050) and Richfield Way (VA Route 1060). The ultimate configuration of the overpass and adjacent segments of George Washington Boulevard (i.e., between Riverside Parkway and Russell Branch Parkway) is recommended to be an urban four-lane undivided (U4) urban collector within a 70-foot right-of-way (ROW) with a 40 MPH design speed.
2. The amendment proposes to remove from the CTP network the entire segment of Riverside Parkway (VA Route 1052) within University Center.
3. Language regarding traffic calming along the existing six-lane segment of George Washington Boulevard (VA Route 1050) between Loudoun County Parkway and Riverside Parkway within University Center is recommended to be added to the CTP.
4. The ultimate six-lane median divided (U6M) configuration of Russell Branch Parkway (VA Route 1061) is recommended to be extended eastward from the point where the roadway would have intersected Riverside Parkway to the intersection with George Washington Boulevard at the southern end of the relocated overpass.

Conclusion

The proposed relocation of the University Center overpass across VA Route 7 from Riverside Parkway to George Washington Boulevard would result in no change in the capacity of the planned overpass or to the overall number of planned access points to University Center as compared to the currently adopted CTP. As such, DTCI recommends approval of the CTP amendments as outlined in the numbered list above.

ATTACHMENTS

1. Board Administrative Items Report Item 2j (November 5, 2014)
2. Map of Proposed Changes to CTP with CPAM 2014-0003

cc: Kathleen Leidich, AICP, Assistant Director, DTCI
Shweta Dixit, Senior Transportation Planner, DTCI

j. **INITIATION OF A COMPREHENSIVE PLAN AMENDMENT TO AMEND THE COUNTYWIDE TRANSPORTION PLAN TO RELOCATE THE OVERPASS AT ROUTE 7 TO GEORGE WASHINGTON BOULEVARD AND RICHFIELD WAY**

ELECTION DISTRICT: Algonkian

STAFF CONTACT: Charles Yudd, County Administration

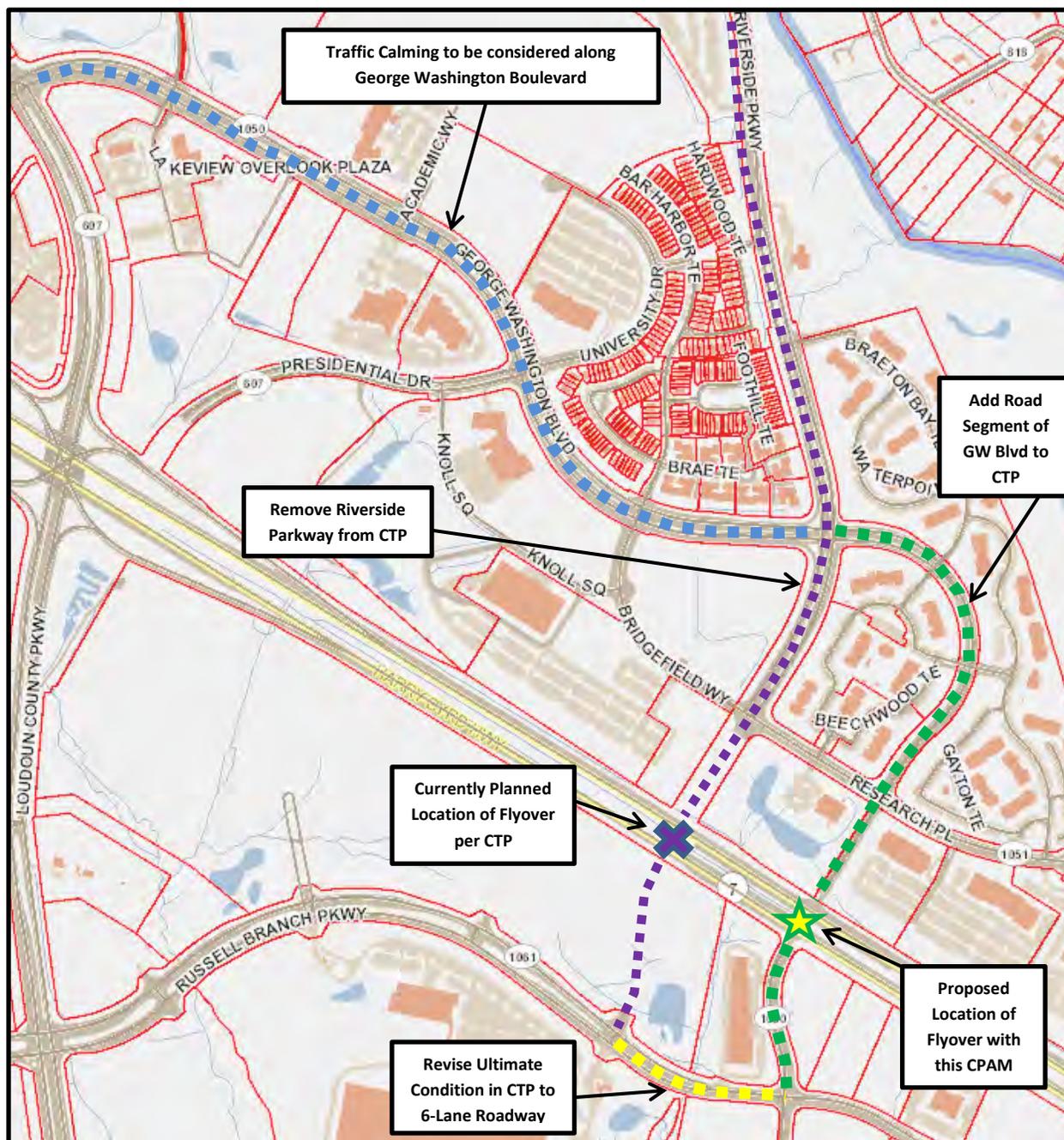
BACKGROUND: After considering other planned roadway improvements, including the construction of Riverside Parkway between Lexington Drive and Loudoun County Parkway, the Board of Supervisors (Board) determined the overpass proposed for Lexington Drive and Route 7 would not offer the connectivity value that was originally envisioned. As such, at the June 19, 2013 business meeting, the Board unanimously approved directing staff to work with the Virginia Department of Transportation (VDOT) to move the design work initiated for the Lexington Drive overpass project to the George Washington Boulevard/Richfield Way overpass project listed in the Countywide Transportation Plan (CTP) (Attachment 1). This direction was memorialized in a letter from the County Administrator to VDOT on July 7, 2013 (Attachment 1).

An overpass is necessary primarily due to the land areas north of Route 7, which do not have access to Loudoun County Parkway or Ashburn Village Boulevard and would otherwise be landlocked once Route 7 is completely converted to a limited access highway. The construction of the segment of Riverside Parkway between Lexington Drive and Loudoun County Parkway allows for east/west connectivity in this area and eliminates the need for an overpass at the Lexington Drive location because of the connectivity with the proposed George Washington Boulevard/Richfield Way overpass. As a parallel road to Route 7, Riverside Parkway will ultimately provide long-term access to development along the Route 7 corridor, once all interchanges have been completed.

DRAFT MOTION: I move the Board of Supervisors initiate a Comprehensive Plan Amendment (CPAM) to amend the Countywide Transportation Plan (CTP) to reflect the relocation of the overpass over Route 7 to the Board desired location at George Washington Boulevard and Richfield Way, and include in current CTP amendments already underway.

ATTACHMENTS:

1. GW Blvd-Richfield Blvd BOS Action & CA Letter
2. GW BLVD-Richfield Way Amendment to CTP Map



Source: Loudoun County DTCl, April 2015

CPAM 2014-0003 – George Washington Boulevard / Route 7 Overpass

Recommended Changes to Countywide Transportation Plan (CTP)

ATTACHMENT 2



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

April 27, 2015

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

Ms. Kelly Williams
County of Loudoun
Department of Planning MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: George Washington Boulevard Route 7 Overpass
Loudoun County Application Number CPAM 2014-0003

Dear Ms. Williams:

We have reviewed the above application as requested in your March 30, 2015 transmittal. We offer the following comments:

1. A scoping meeting was held on March 11, 2015 for project 0007-053-086-P101 which will construct this bridge and approaches.
2. We note that this four-lane undivided overpass and approaches are intended accommodate the traffic from the six-lane divided segment of George Washington Boulevard and to replace two other planned overpasses at Lexington Drive and at Riverside Parkway extended, both of which are four-lane divided roadways approaching Route 7.
3. We note that construction of this facility will need right of way dedication from both the existing child care center on the westerly side (parcel 039-17-8435) and the existing office building on the easterly side (parcel 039-18-2610) as well as the vacant site zoned PD-IP on the southerly side of Route 7 (parcel 040-47-9351).

If you have any questions, please call me at (703) 259-2422.

Sincerely,

A handwritten signature in black ink, appearing to read "T. B. VanPoole".

Thomas B. VanPoole, P.E.
Area Land Use Engineer

cc: Tony Estafanous, P.E.

VirginiaDot.org
WE KEEP VIRGINIA MOVING

Williams, Kelly S.

From: Margaret Halseth <margarethalseth@gmail.com>
Sent: Thursday, April 16, 2015 11:32 PM
To: Williams, Kelly S.; DEPT-PZ-PLANNING_ZONING;
Keegan, Cynthia; Margaret Halseth; Lily Lombardo;
Genevieve Johnson
Subject: Re: George Washington Overpass/CTP GW Blvd
Overpass/CPAm-2014-0003

Hello Kelly and Cynthia,

I appreciate everyone's work this evening. I got the impression that you might not have actually driven the routes yourselves. I recommend driving it. My concerns are that the work be done in order to make the best impact for 7 traffic and the least inconvenience for owners/businesses within this construction area.

There were several really good comments this evening. Lights installed at the various intersections to regulate traffic. You stated that this summer there will be one installed at the Loudoun County Parkway and George Washington Blvd. **What other lights are proposed?**

1. I think that they need to look at the Riverside vs George Washington Overpass again. There was a plan for the overpass at Riverside and there is indeed a bank elevated for one to be built. Would this save the county funds?
2. It is my belief that the U6M extension of Riverside Parkway must be done prior to the start of construction on the GW Overpass or Riverside.
3. There was no rendering but a lot of discussion on what the overpass will look like. My preference would be something more similar to River Creek Parkway with lamps/walkways and less like the Sycolin overpass which is much more commercial. Since this will be an extension of the Pacific Blvd and Russell Branch Parkway, which is also along the W& OD trail this would be attractive and could be a great walking/biking path to get to the W& OD. **I believe that it would also be better for the home values of the home owners.**
4. Once they get started you stated that this will be a 2 year project. That is 2 years of noise, dust, dirt and inconvenience. Entrances to communities will be closed to access. The most affected community will be the one at South Glen, especially those buildings on the side that the overpass will be built. (Riverside or George Washington). Will they also be working on the weekends? South Glen at University Center was constructed in 1994 with wooden decks and siding. The dirt will greatly affect the buildings. **Will there be some type of factoring for helping this association with some maintenance costs to do some clean up through these 2 years?**

I would appreciate it if you would add me to your contact list for the scheduled meetings in May and June.

Thank you,



MARGARET L. HALSETH, ABR®, SRES®, SFR®
"GETTING YOU HOME"
KELLER WILLIAMS REALTY DULLES
46169 WESTLAKE DRIVE, SUITE #200
STERLING, VA 20165
703.474.5526 CELL
MargaretHalseth@gmail.com
MargaretGetsYouHome.com
Director, Dulles Area Association of Realtors, DAAR®
DAAR® 2013 Realtor® of the Year

On Fri, Apr 10, 2015 at 12:16 PM, Williams, Kelly S. <Kelly.S.Williams@loudoun.gov> wrote:

Hi Margaret,

Thank you for reaching out to me. At this time there are no other maps or graphics available as the overpass has not yet been designed. As part of the Revised 2010 Countywide Transportation Plan an overpass is already planned in the study area and is shown on the map you have as a solid pink line. The overpass will not have access to Route 7 (no on or off ramp) like Route 28 or Loudoun County Parkway, but will just carry traffic from University Center to Russell Branch Parkway. The purpose of this revision to relocate the overpass from Riverside Parkway to George Washington Boulevard (shown as a pink dashed line on the map) in order to provide a more direct traffic pattern over Route 7 to connect with Russell Branch Parkway and to improve traffic conditions in the area.

I hope I have answered your question. Please let me know if I can further assist you.

Kelly

Kelly S. Williams, Planner III

County of Loudoun

Department of Planning and Zoning

1 Harrison Street, 3rd Floor

Leesburg, VA 20177

703-777-0246

From: Margaret Halseth [<mailto:margarethalseth@gmail.com>]

Sent: Friday, April 10, 2015 11:18 AM

To: Williams, Kelly S.

Cc: margarethalseth@gmail.com

Subject: George Washington Overpass

Hello Kelly,

Do you have graphics other than what was sent to illustrate this overpass? Please also explain why this is so close to the 28 ramp to 7? It looks to me like it will back this up further?

Thank you,

Margaret L. Halseth, Realtor®

“Getting You Home”

Experience Integrity Service

Keller Williams Realty Dulles

46169 Westlake Drive, Suite #200

Sterling, VA 20165

Cell: 703.474.5526

MargaretHalseth@gmail.com

www.MargaretGetsYouHome.com

DAAR®, 2013 REALTOR OF THE YEAR

DIRECTOR, DULLES AREA ASSOCIATION OF REALTORS, DAAR ®

Williams, Kelly S.

From: DEPT-PZ-PLANNING_ZONING
Sent: Monday, April 20, 2015 1:20 PM
To: Williams, Kelly S.
Subject: FW: CTP Amendment/GW Overpass/CPAM-2014-0003
ATTN: Kelly Williams
Attachments: Response_to_CPAM-2014-0003.pdf

From: Mike Uhing [mailto:mikeuhing@yahoo.com]
Sent: Saturday, April 18, 2015 12:40 PM
To: DEPT-PZ-PLANNING_ZONING
Cc: Mike Uhing
Subject: CTP Amendment/GW Overpass/CPAM-2014-0003 ATTN: Kelly Williams

To Kelly Williams or to whom it may concern,

I attended the open forum held on April 16th on CPAM 2014-0003 and wanted to submit my comments to the record. I'm a resident of one of the communities that will be most impacted by the the proposed change, South Glen at University Center. **I formally oppose the proposal to relocate the Route 7 Overpass at Riverside Parkway to George Washington Boulevard for the following reasons:**

1.) Safety. Relocating the overpass to GW is placing a main road, one that will no doubt be used by drivers in a hurry to get to work or school, between two multi-family communities with four entrances, multiple school and bus stops along the route, and a curving road that prevents drivers from seeing too far ahead, all that which is increasing the potential for accidents. The building located on Research Place and Bridgefield would obstruct the view of drivers coming over the proposed overpass of the road to the right which is used by police cruisers who may need to rush to the scene of an emergency, further increasing the potential for an accident. I observe that in the mornings, school buses will often park and wait in our community, South Glen, until it's time to begin their route. Also around this time, I observe a lot of foot-traffic, children rushing to their bus stops and crossing the GW Blvd to get to them. The location of the Goddard School on Bridgefield Way and GW Blvd, which would end up right beside the proposed relocated overpass, also poses a safety risk for the employees and children in that structure.

2.) Increase in Vehicular Traffic. Contrary to the purpose stated in the letter I received, I believe the proposed relocation of the overpass to GW Blvd would NOT be as effective in providing a more direct traffic pattern over Route 7 or improving traffic conditions in the area as it would with the original plan to locate it on Riverside Pkwy. With 4 entrances to multi-family communities connected to GW Blvd and multiple commuter and school bus stops, it will surely create a bottleneck where traffic, rush

hour or otherwise, would be impeded. It wouldn't be as bad a case on Riverside Pkwy which threads a huge parking lot, a currently vacant lot with enough room for expansion later where the entrances would not be directed onto the Pkwy, and only one multi-family community on one side with no entrances or bus stops on that side. The curve in the road on GW Blvd partially obstructs the view of motorists or prevents them from seeing too far ahead. The current speed limit already requires drivers to stay under 30 but many go slower because of all the foot-traffic in the area and children and people crossing the street. If the number of vehicles travelling this route increases, the line will surely back-up to the intersection of Riverside Pkwy and GW Blvd if travelling south.

3.) The original plan was at some point thought up, evaluated, and is partially complete. Changing it now would be costly and would be relocating the overpass to a road that just wasn't set up to handle it or could be made to accommodate such a change. I drove by both embankments of the original plan to locate the overpass on Riverside Pkwy and was surprised to see that the embankments were already graded several feet in preparation for its construction on either side. I observed a wide and large intersection already built on the Riverside Pkwy side with wide turning lanes already painted, unobstructed views down all roads that intersect, walking paths and trees lining the road, all that which would result in a more enjoyable and safe drive for all and would enhance the home values and appeal of the entire area as supposed to creating a frustrating and unsafe vehicular bottleneck which deviating from the original plan would create. I observed that on the other side of route 7, there is also a stub of where the corner was going to be which would link up with Riverside Pkwy. It also has an embankment already graded for the overpass and is located far enough away from the Golf/Driving range currently being constructed so as not to impact their business.

Please find the attached screenshot from Google Maps with my comments listed, for your review and consideration. I hope the County acts with the best interests and safety of its residents in mind and does not amend the original plan.

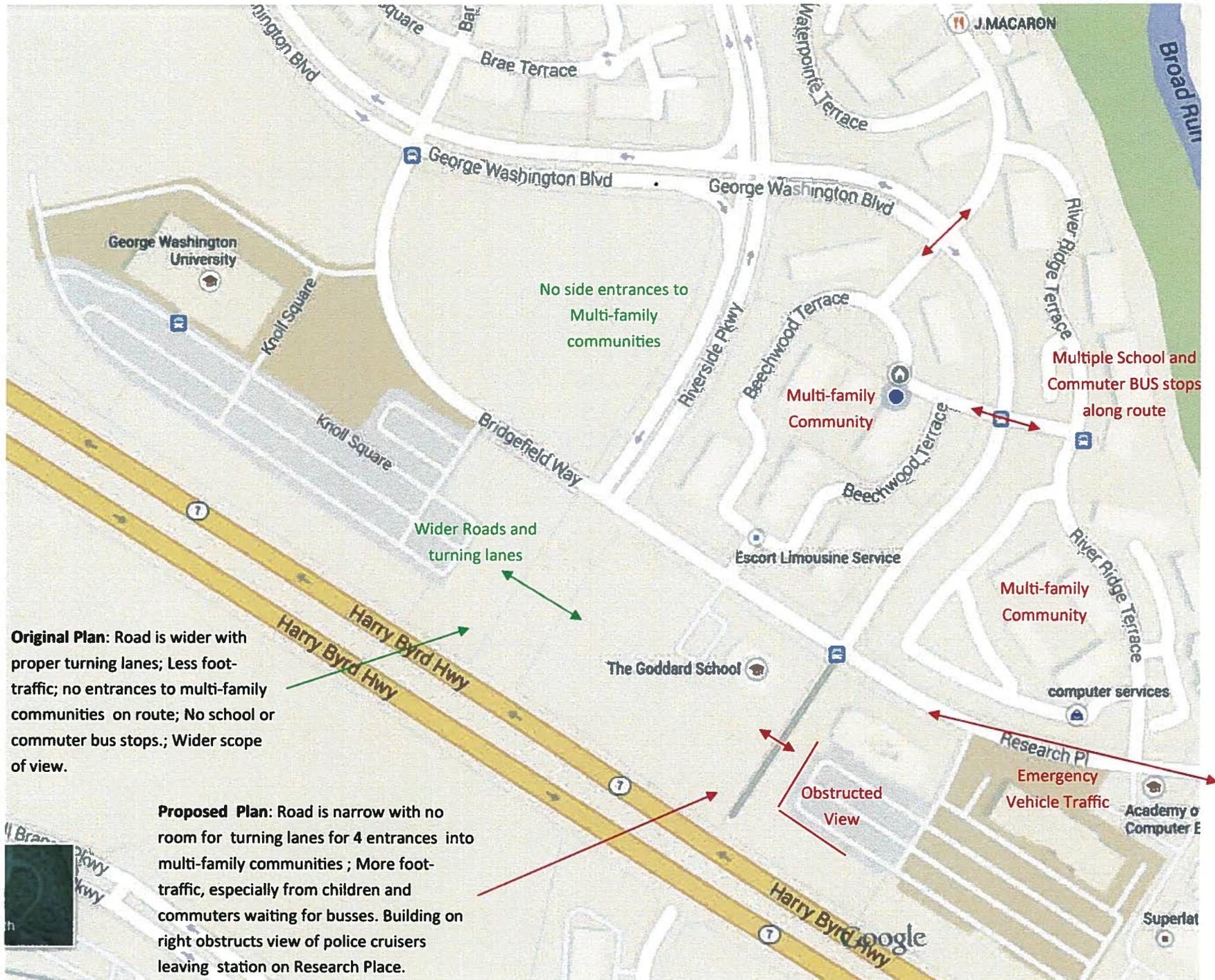
Thank you,

Michael Uhing

571.225.2068

mikeuhing@yahoo.com

Owner/Resident @ South Glen at University Center



**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: CPAM 2014-0002, Prentice Drive

ELECTION DISTRICT: Broad Run

CRITICAL ACTION DATE: August 17, 2015

STAFF CONTACTS: Marie Genovese, AICP, Project Manager, Planning & Zoning
Ricky Barker, AICP, Director, Planning & Zoning
Lou Mosurak, AICP, Senior Coordinator, DTCI
Joe Kroboth III, P.E., L.S., Director, DTCI

PURPOSE: The Comprehensive Plan Amendment (CPAM) proposes to revise Chapter 2, Appendix 1, and the *Revised 2030 Countywide Transportation Plan Map* of the 2010 Countywide Transportation Plan (CTP) to reflect an altered alignment for existing Route 789 Extended (Lockridge Road) connecting Prentice Drive (Route 1071/Route 1071 Extended/Route 789 Extended) from Pacific Boulevard to the Greenway Transit Connector (Metro Center Drive) and Lockridge Road West (Route 789 Extended) from Prentice Drive to Waxpool Road. The CPAM also proposes to amend the Greenway Transit Connector (Metro Center Drive) north of Devin Shafron Drive to Shellhorn Road and add the existing segment of Devin Shafron Drive from the Greenway Transit Connector (Metro Center Drive) to Shellhorn Road (Route 643) as a CTP roadway.

RECOMMENDATIONS:

Planning Commission: The Planning Commission voted 7-1-1 (Syska opposed, Salmon absent) at their May 19, 2015 Public Hearing to forward CPAM 2014-0002, Prentice Drive Alternative 1 to the Board of Supervisors (Board) as depicted in Attachment 1 with a recommendation of approval.

Staff: Staff concurs with the Planning Commission recommendation of approval.

BACKGROUND: The Board initiated the Prentice Drive CPAM on April 2, 2015 based on the recommendation from the Kimley-Horn Associates, Inc. (KHA) Study, *Loudoun County Transportation Prioritization Study for the Area Surrounding the New Metrorail Stations* dated July 2013. The KHA Study, recommended completion or implementation of several transportation system improvements prior to the opening of Metrorail in the 2018-2019

timeframe, one of which was the need for an additional direct road connection between the Ashburn and Loudoun Gateway Metrorail Stations.

The consulting firm, Burgess & Niple (B&N) assisted the County in analyzing three alternative alignments derived from property owner and Staff feedback. Alternative 1 (KHA recommended alternative) was found to provide better traffic circulation than the other two alternatives because it retained two east-west roadways crossing Broad Run, which leads to less traffic congestion, improved property access, more efficient and redundant emergency service routes, and route alternatives during maintenance operations and during potential incidents that close one of the two roadways. Alternatives 2 and 3 both suggested removing the Shellhorn Road stream crossing.

The Board held a public hearing on June 10, 2015. Two members of the public spoke on the application. The two speakers had concerns with the CTP road network as it traverses their property and recommended the Board send the item to the Transportation and Land Use Committee (TLUC) for further analysis of the alternatives. The Board discussed the proposed Prentice Drive alignment as well as the existing CTP alignment for Shellhorn Road. The Shellhorn Road discussion revolved around looking at the alignment to see if it could be moved further south, lining up with the Route 606 Metro Station and connecting to Sterling Boulevard.

The Board voted 6-3 (Delgaudio, Higgins, Reid opposed) to forward the Prentice Drive CPAM Alternative 1 to the July 1, 2015 Board Business Meeting for action. Without objection the Board also moved a discussion of the Shellhorn Road alignment to the July 17, 2015 Transportation and Land Use Committee.

ISSUES: Staff has no issues with the proposed CPAM. The property owner, during the public hearing input focused on the impact of Shellhorn Road on future development of their property. Removing or realigning Shellhorn was not part of the direction to staff with this CPAM. The Board will discuss the Shellhorn Road alignment at the July TLUC meeting.

The Department of Building and Development (B&D) is currently processing a site plan (STPL 2015-0011—Loudoun Metro Data Centers LM5 – LM8). The site plan appears to adequately accommodate planned Lockridge Road (Route 789 Extended) as it is currently shown on the 2010 CTP (last revised June 11, 2014). Should the Board take action on CPAM 2014-0002, Prentice Drive on July 1, 2015, the CPAM would amend the planned location of Lockridge Road (Route 789 Extended) through the subject property and add a new planned road segment, Prentice Drive, as a planned four lane, controlled access median divided urban collector within a 90-foot right-of-way extending through the subject property to Shellhorn Road at Metro Center Drive. Based on LSDO §1245.05 and FSM §4.200, it appears the site plan may need to be redesigned so as to ensure coordination with this new CTP planned road segment, if approved by the Board. Should the Board not approve CPAM 2014-0002 on July 1, 2015, B&D staff will be required to act on the site plan per the current regulations when all requirements have been met.

FISCAL IMPACT: At the April 2, 2014 Business Meeting the Board adopted the FY 2015-2020 Capital Improvement Program (CIP) funding the Prentice Drive alignment. The total project cost is estimated at \$64,330,000 funded through the use of local tax funding, State

Revenue Sharing funds, Northern Virginia Transportation Authority (NVTA) 30 percent local funds, and NVTA 70 percent regional funds. Funding is planned to begin in FY 2018 through FY 2020.

ALTERNATIVES: The Board may approve the CPAM, forward it to committee for further discussion or choose to not adopt the proposal.

DRAFT MOTIONS:

1. I move that the Board of Supervisors **approve** CPAM 2014-0002, Prentice Drive Alternative 1, amending the 2010 Countywide Transportation Plan as set forth in **Attachment 1** of the July 1, 2015, Board of Supervisors Business Meeting Action Item.

OR

2. I move that the Board of Supervisors **forward** CPAM 2014-0002, Prentice Drive to a future Transportation and Land Use Committee meeting for further discussion.

OR

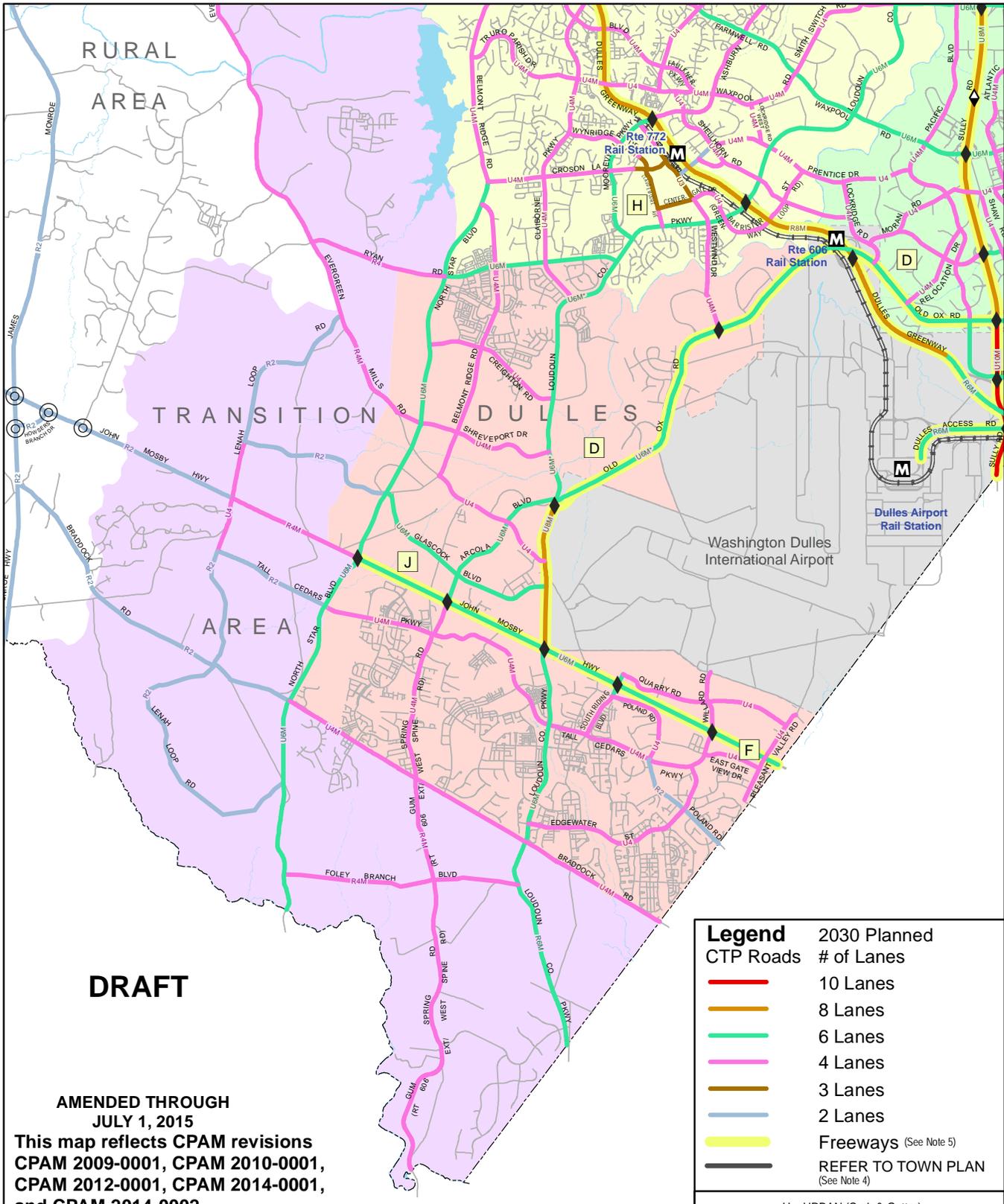
3. I move that the Board of Supervisors **not adopt** CPAM 2014-0002, Prentice Drive and retain the current 2010 Countywide Transportation Plan.

OR

4. I move an alternate motion.

ATTACHMENT:

1. 2010 Countywide Transportation Plan Proposed Changes – Alternative 1



DRAFT

AMENDED THROUGH
JULY 1, 2015

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2014-0001,
and CPAM 2014-0002.

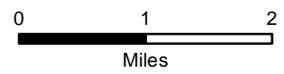
Legend	
2030 Planned CTP Roads	# of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

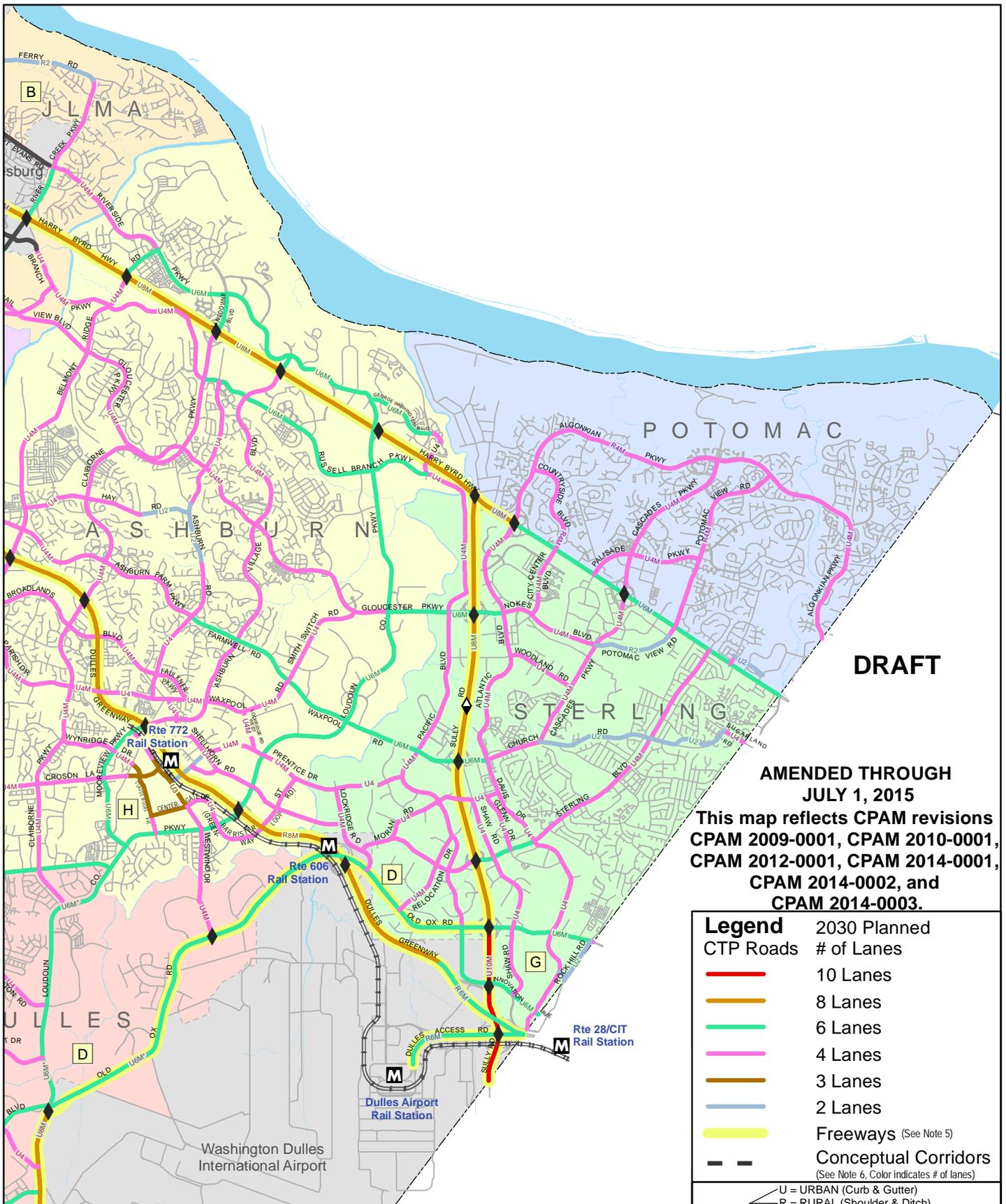
	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1a
Revised Countywide
Transportation Plan
Dulles South Area





DRAFT

**AMENDED THROUGH
JULY 1, 2015**

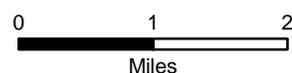
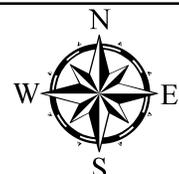
**This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2014-0001,
CPAM 2014-0002, and
CPAM 2014-0003.**

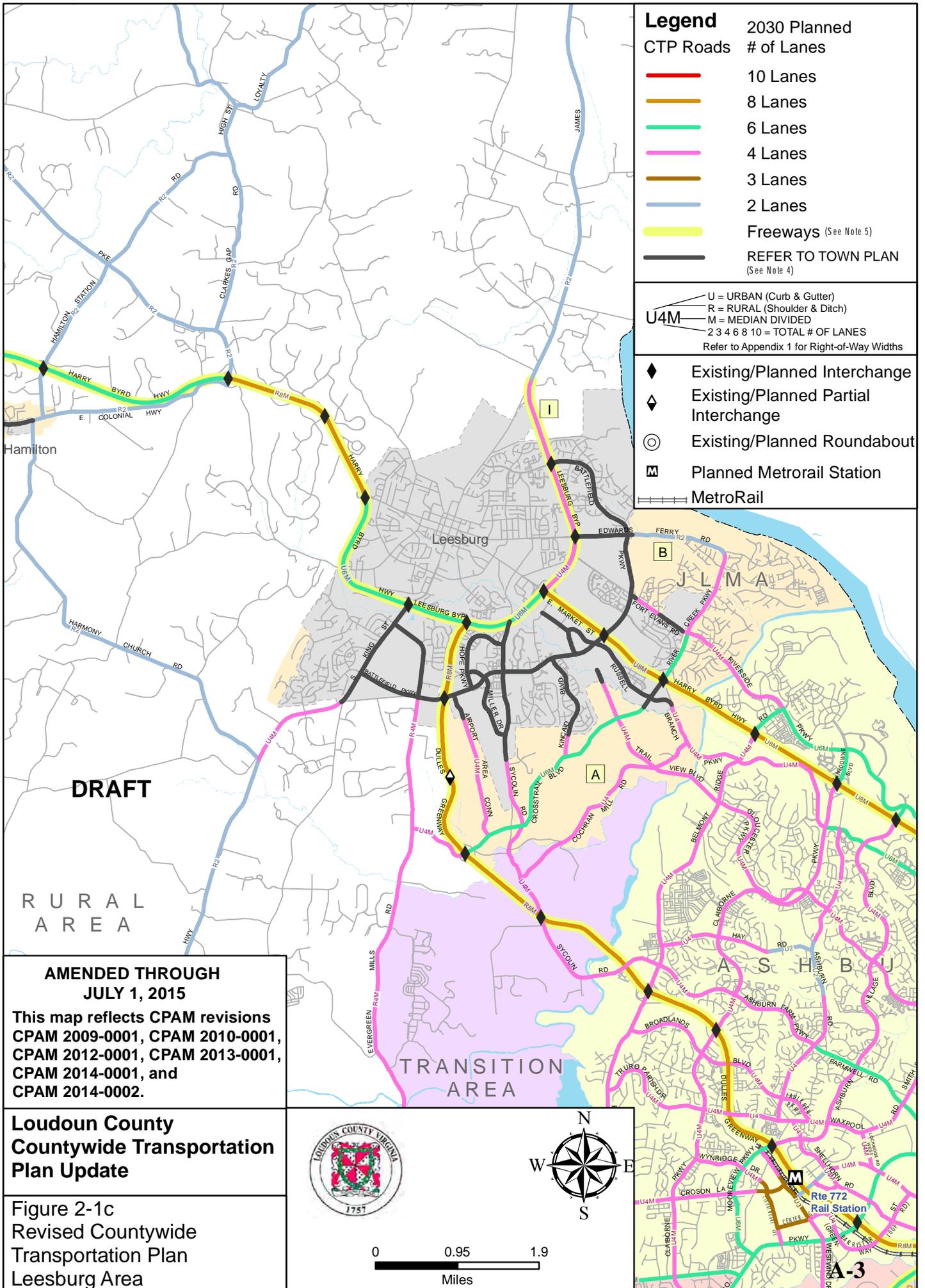
Legend	
2030 Planned CTP Roads	# of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	Conceptual Corridors (See Note 6, Color indicates # of lanes)

U	= URBAN (Curb & Gutter)
R	= RURAL (Shoulder & Ditch)
U4M*	4 LANES IN 120' RIGHT OF WAY OR 6 LANES IN 200' RIGHT OF WAY
M	= MEDIAN DIVIDED
2 3 4 6 8 10	= TOTAL # OF LANES
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1b
Revised Countywide
Transportation Plan
Eastern Loudoun Area





Legend

CTP Roads	2030 Planned # of Lanes
—	10 Lanes
—	8 Lanes
—	6 Lanes
—	4 Lanes
—	3 Lanes
—	2 Lanes
—	Freeways (See Note 5)
—	REFER TO TOWN PLAN (See Note 4)

U = URBAN (Curb & Gutter)
 R = RURAL (Shoulder & Ditch)
 M = MEDIAN DIVIDED
 2 3 4 6 8 10 = TOTAL # OF LANES
 Refer to Appendix 1 for Right-of-Way Widths

- ◆ Existing/Planned Interchange
- ◊ Existing/Planned Partial Interchange
- ⊙ Existing/Planned Roundabout
- Ⓜ Planned Metrorail Station
- MetroRail

DRAFT

RURAL AREA

TRANSITION AREA

**AMENDED THROUGH
JULY 1, 2015**

This map reflects CPAM revisions CPAM 2009-0001, CPAM 2010-0001, CPAM 2012-0001, CPAM 2013-0001, CPAM 2014-0001, and CPAM 2014-0002.

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1c
Revised Countywide
Transportation Plan
Leesburg Area



A-3
 Rte 772 Rail Station
 M

NOTES

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- J. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.

DRAFT

AMENDED THROUGH JULY 1, 2015

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2014-0001,
and CPAM 2014-0002.



**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1g
Revised Countywide
Transportation Plan
Map 4
Notes



description of each community is provided below, and each community's boundaries are provided in the maps contained in Figures 2-1a-g. Discussion of the most significant roadways and planned improvements within each Community is provided in the following sections.

a. Ashburn Community

The Ashburn Community stretches from the Potomac River north of Lansdowne south to Ryan Road, and from the Broad Run on the east to the Goose Creek and Beaverdam Reservoir on the west. Major roads within the Ashburn Community include **Harry Byrd Highway (VA Route 7)**, **the VA Route 7 Parallel Roads (Riverside Parkway and Russell Branch Parkway)**, **the Dulles Greenway (VA Route 267)**, **Ashburn Road (VA Route 641)**, **Belmont Ridge Road (VA Route 659)**, **Broadlands Boulevard/Faulkner Parkway (VA Route 640)**, **Croson Lane (VA Route 645)**, **Devin Shafron Drive**, **the Greenway East-West Connector (Wynridge Drive/Claude Moore Avenue)**, **Gloucester Parkway (VA Route 2150)**, **the Greenway Loop Road (Centergate Drive/Barrister Street)**, **the Greenway Transit Connector**, **Hay Road (VA Route 642)**, **Ashburn Village Boulevard (VA Route 2020/VA Route 772)/Mooreview Parkway (VA Route 2298)**, **Lansdowne Boulevard (VA Route 2400)/Claiborne Parkway (VA Route 901)**, **Lockridge Road West (VA Route 789 Extended)**, **~~Loekridge Road (VA Route 789 Extended)~~**, **Loudoun County Parkway (VA Route 607)**, **Moorefield Boulevard/Westwind Drive (VA Route 645 Extended)**, **Prentice Drive (VA Route 1071/VA Route 1071 Extended/VA Route 789 Extended)**, **Ryan Road (VA Route 772)**, **Shellhorn Road (VA Route 643/VA Route 643 Extended)**, **Smith Switch Road (VA Route 1950)**, **Sycolin Road/Ashburn Farm Parkway/Farmwell Road/Waxpool Road (VA Route 625)**, and **Waxpool Road (VA Route 640/VA Route 2119)/Truro Parish Drive (VA Route 2119)**.

Although much of the CTP road network within the Ashburn Community has been constructed, several key projects remain yet to be completed. These planned improvements are intended to improve traffic flow on existing roadways such as Harry Byrd Highway (VA Route 7) and Belmont Ridge Road (VA Route 659) as well as complete missing roadway links, particularly those across the Broad Run and in the vicinity of planned Metrorail stations in the Dulles Greenway (VA Route 267) corridor. Significant planned roadway connections and improvements within the Ashburn Community include:

- **VA Route 7 (Harry Byrd Highway)** traverses the northern portion of the Ashburn Community between the Broad Run (at VA Route 28) and the Goose Creek, just east of the Town of Leesburg. This segment of VA Route 7 is part of the larger east-west corridor that traverses the entire County. Between VA Route 28 and the Goose Creek, VA Route 7 is currently a six-lane divided facility, and is gradually being converted to a limited access highway (the limited access segment is planned to extend westward to the Leesburg Bypass in the Town of Leesburg). The entire segment of VA Route 7 between VA Route 28 and the Leesburg Bypass is planned to be widened to eight lanes, and HOV operations will be considered for the new lanes. Within the Ashburn Community, grade-separated interchanges are currently in place at VA Route 28, Loudoun County Parkway (VA Route 607), and Claiborne Parkway (VA Route 901)/Lansdowne Boulevard (VA Route 2400). Additional interchanges are planned at Ashburn Village Boulevard (VA Route 2020) and Belmont Ridge Road (VA Route 659). Construction funding for the Loudoun County Parkway (VA Route 607) interchange and design funding for the planned Belmont Ridge Road (VA Route 659) interchange was approved by County voters as part of a Local Road Bond Referendum in November 2006. Private sector developers constructed the Claiborne Parkway (VA Route 901)/Lansdowne Boulevard (VA Route 2400) interchange as part of nearby development approvals; the Ashburn Village Boulevard (VA Route 2020) interchange is anticipated to be constructed in the same manner. An overpass across VA Route 7 (with no access) is planned at George Washington Boulevard (between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges).
- **The VA Route 7 Parallel Roads (Riverside Parkway (VA Route 2401) & Russell Branch Parkway (VA Route 1061))** will provide long-term access to developments along the VA Route 7 corridor once all interchanges have been completed and the main road becomes a limited access facility. Each parallel road is planned to be a minimum of four lanes (some segments are planned to be six lanes



segment just north of Waxpool Road (VA Route 625). Widening of this remaining segment to four lanes is anticipated to be completed in conjunction with adjacent development.

- **Claiborne Parkway (VA Route 901)**, another north-south connection through the Ashburn Community, has been completed to its ultimate four-lane divided condition from the VA Route 7 interchange south to Croson Lane (VA Route 645), and an additional segment of the roadway from Ryan Road (VA Route 772) south to Loudoun County Parkway (VA Route 607) (in the Dulles Community) has also been completed. The only remaining gap in the Claiborne Parkway (VA Route 901) corridor is from Croson Lane (VA Route 645) south to Ryan Road (VA Route 772). Funding for construction of this roadway segment has not been identified.
- **Lockridge Road West (VA Route 789 Extended) will provide an additional north-south connection between Prentice Drive (VA Route 1071 Extended/VA Route 789 Extended) and Waxpool Road (VA Route 640).**
- A number of **Metrorail-Related Road Improvements** in the **Dulles Greenway (VA Route 267) Corridor** are contemplated by this Plan. These improvements would complete the planned road network between and proximate to the two planned Metrorail stations along the Dulles Greenway at Route 606 and at Route 772 (the planned Metrorail extension into Loudoun County is discussed in greater detail in Chapter 3). Among the planned road improvements in this area are (1) widening of the **Dulles Greenway (VA Route 267)** to eight lanes from the main toll plaza westward; (2) construction of **Prentice Drive (VA Route 1071/VA Route 1071 Extended/VA Route 789 Extended)Lockridge Road (VA Route 789 Extended)** from **its existing terminus at Pacific Boulevard (VA Route 1036) to Metro Center Drive, providing a connection between the sites of the future Route 606 and Route 772 Metrorail stations; the vicinity of the current Dulles North Transit Center at the intersection of Lockridge Road (VA Route 789) and Moran Road (VA Route 634) (site of the future Route 606 Metrorail station) northwest across Broad Run and Loudoun County Parkway (VA Route 607) to Waxpool Road (VA Route 625)/Faulkner Parkway/Broadlands Boulevard (VA Route 640)**; (3) completion of **Croson Lane** (VA Route 645) as a continuous roadway between Belmont Ridge Road (VA Route 659) and the Moorefield Station development; (4) construction of the **Greenway Transit Connector** within the Moorefield Station and Loudoun Station developments (site of the future Route 772 Metrorail station) between Moorefield Boulevard and Shellhorn Road (VA Route 643), including a bridge over the Dulles Greenway (VA Route 267); (5) construction of **Moorefield Boulevard** within the Broadlands South and Moorefield Station developments between Mooreview Parkway (VA Route 2298) and Loudoun County Parkway (VA Route 607) (opposite Westwind Drive (VA Route 645 Extended)); (6) completion of **Claude Moore Avenue** within the Moorefield Station development from Old Ryan Road (VA Route 772) (opposite the **Greenway East-West Connector (Wynridge Drive)**) to Loudoun County Parkway (VA Route 607); and (7) construction of the **Greenway Loop Road** from Lockridge Road (VA Route 789 Extended) over the Dulles Greenway (VA Route 267) and across Loudoun County Parkway (VA Route 607) through the Dulles Parkway Center development to Moorefield Boulevard in the Moorefield Station development. It is anticipated that these roadways will be constructed in conjunction with future development in the area.

b. Dulles Community

The Dulles Community is bounded on the north by the Broad Run watershed boundary, on the south by Braddock Road (VA Route 620), on the east by the Fairfax County line, and on the west by Northstar Boulevard (VA Route 659 Relocated). Major roads within the Dulles Community include **John Mosby Highway (US Route 50)**, the **US Route 50 Parallel Roads (Quarry Road/Glascock Boulevard and Tall Cedars Parkway (VA Route 2200))**, **Arcola Boulevard (VA Route 606 Extended/West Spine Road)**, **Belmont Ridge Road (Existing VA Route 659)**, **Braddock Road (VA Route 620)**, **Claiborne Parkway (VA Route 901)**, **Creighton Road (VA Route 774)**, **East Gate View Drive**, **Edgewater Street (VA Route 2237)**, **Evergreen Mills Road (VA Route 621)**, **Gum Spring Road Relocated/Gum Spring Road (West Spine Road/Existing VA Route 659/VA Route 606 Extended)**, **Loudoun County Parkway (VA Route 607/VA Route 606)**, **Northstar Boulevard (VA Route 659 Relocated)**, **Old Ox Road (VA**



conducted a corridor study to more effectively move traffic through this area, including potential changes to signage along the corridor and feeder sections of VA Route 28, physical changes to intersections at Pacific Boulevard (VA Route 1036), Broderick Drive, and Loudoun County Parkway (VA Route 607), and alteration of signal timing. As of this writing, improvements to the Waxpool Road (VA Route 625)/Loudoun County Parkway (VA Route 607) intersection are being implemented by VDOT.

- **Gloucester Parkway (VA Route 2150)** between VA Route 28 at Nokes Boulevard (VA Route 1793) and Loudoun County Parkway (VA Route 607)) is another critical roadway link across Broad Run to the Ashburn Community. This segment of roadway, planned to be a six-lane divided facility, is anticipated to be constructed in conjunction with future development in the area.
- **Lockridge Road (VA Route 789-Extended)** is another critical roadway link connecting the future Route 606 and Route 772 Metrorail stations in the vicinity of Moran Road (VA Route 634) via the Shellhorn Road (VA Route 643/VA Route 643 Extended) and the Prentice Drive (VA Route 1071/VA Route 1071 Extended/VA Route 789 Extended) corridors. will provide an additional east-west connection across Broad Run. The roadway is planned as a four lane divided section from existing Lockridge Road (VA Route 789) in the vicinity of Moran Road (VA Route 634) to the Waxpool Road (VA Route 625) corridor (in the Ashburn Community). This roadway will provide access to the future Route 606 Metrorail station to and from the west. A future alignment study will determine the ultimate location of Lockridge Road (VA Route 789 Extended).
- **Old Ox Road (VA Route 606)** in the Sterling Community connects the Dulles Greenway (VA Route 267) and VA Route 28 and continues east to the Fairfax County/Town of Herndon line at Rock Hill Road (VA Route 605). The entirety of Old Ox Road (VA Route 606) within the Sterling Community is currently a four-lane divided roadway. West of VA Route 28, Old Ox Road (VA Route 606) is planned to be widened to six lanes and will form part of a planned limited access loop around the perimeter of Dulles Airport; opportunities for parallel or frontage roads and access consolidation will be considered along this section of Old Ox Road (VA Route 606) in order to facilitate local access when the roadway is converted to a limited access facility. HOV operations will also be considered for the final two lanes of this roadway when the six-lane facility is constructed. East of VA Route 28, Old Ox Road (VA Route 606) is planned to be widened to six lanes. Coordination with the Town of Herndon will be necessary regarding this widening as it approaches the Rock Hill Road (VA Route 605) intersection at the Town/County line.
- **Prentice Drive (VA Route 1071/VA Route 1071 Extended/Route 789 Extended)** will provide an additional east-west connection across Broad Run. The roadway is planned as a four-lane divided section from Pacific Boulevard (VA Route 1036) to the Shellhorn Road (Route VA Route 643) corridor at Metro Center Drive (in the Ashburn Community). This roadway will provide access between the future Route 606 and Route 772 Metrorail stations.
- **Rock Hill Road (VA Route 605)** is planned as two lanes from Old Ox Road (VA Route 606) south to the Fairfax County line. Rock Hill Road (VA Route 605) is planned to be extended west to intersect with future Davis Drive (VA Route 868).
- **Shaw Road (VA Route 636)** is planned to be widened to a continuous four-lane section from Sterling Boulevard (VA Route 846) south to Old Ox Road (VA Route 606), and be constructed as a new four-lane roadway from Old Ox Road (VA Route 606) south to Innovation Avenue (VA Route 209).
- **Relocation Drive (VA Route 775)** is planned to be widened from two lanes to four lanes from Old Ox Road (VA Route 606) northwest to Pacific Boulevard (VA Route 1036).

Suburban Area Road Policies

1. It is a priority of this plan that safety concerns, gaps in the existing road system, and connections to

Policy Area	Suburban (Sterling)
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet
Description	R2. Local access undivided rural secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

130. VA Route 789 ~~Extended~~ - Lockridge Road

Segment	VA Route 606 (Old Ox Road) north west over Broad Run to VA Route 1071 (Prentice Drive) 640 (Waxpool Road)
Policy Area	Suburban (Sterling, Ashburn)
Existing Condition	
Existing Segment	VA Route 606 (Old Ox Road) north west to VA Route 1071 (Prentice Drive)
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Access road for Provides access to the planned Route 606 Metrorail station. Future alignment study to determine location of new road segment. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

131. VA Route 789 Extended – Lockridge Road West

Segment VA Route 1071 Extended/Route 789 Extended (Prentice Drive) north to VA Route 640 (Waxpool Road)

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

132. VA Route 846 Extended - Sterling Boulevard

Segment VA Route 634 (Moran Road) east to VA Route 28 (Sully Road) interchange

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Existing Segment VA Route 1036 (Pacific Boulevard) east to VA Route 28 (Sully Road) interchange

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes

Description U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

133. VA Route 846 - Sterling Boulevard

Segment VA Route 28 (Sully Road) interchange northeast to VA Route 868 (Davis Drive)

Policy Area Suburban (Sterling)

Existing Condition

Functional Class Minor Arterial

Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

147. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment	VA Route 901 (Claiborne Parkway) west over Goose Creek to VA Route 653 (Cochran Mill Road)
Policy Area	Suburban (Ashburn), Leesburg JLMA

Existing/Ultimate Condition

Existing Segment	VA Route 901 (Claiborne Parkway) to 2,000 feet west of Tournament Parkway
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

148. VA Route 1071 – Prentice Drive

<u>Segment</u>	<u>VA Route 1036 (Pacific Boulevard) west to VA Route 789 (Lockridge Road)</u>
<u>Policy Area</u>	<u>Suburban (Sterling)</u>

Existing/Ultimate Condition

<u>Existing Segment</u>	<u>VA Route 1036 (Pacific Boulevard) west to VA Route 789 (Lockridge Road)</u>
<u>Functional Class</u>	<u>Major Collector</u>
<u>Lanes/Right of Way</u>	<u>4/Varies</u>
<u>Description</u>	<u>U4. Local access undivided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed.</u>
<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

149. VA Route 1071 Extended/VA Route 789 Extended – Prentice Drive

<u>Segment</u>	<u>VA Route 789 (Lockridge Road) west over Broad Run to VA Route 789 Extended (Lockridge Road West)</u>
<u>Policy Area</u>	<u>Suburban (Ashburn, Sterling)</u>

Ultimate Condition

<u>Functional Class</u>	<u>Major Collector</u>
<u>Lanes/Right of Way</u>	<u>4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.</u>
<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

150. VA Route 1071 Extended – Prentice Drive

<u>Segment</u>	<u>VA Route 789 Extended (Lockridge Road West) southwest to Greenway Transit Connector (Metro Center Drive)</u>
<u>Policy Area</u>	<u>Suburban (Ashburn)</u>

Ultimate Condition

<u>Functional Class</u>	<u>Major Collector</u>
<u>Lanes/Right of Way</u>	<u>4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing</u>

requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

151. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment VA Route 7 Business (East Loudoun Street) north and west to VA Route 719 (Woodgrove Road)

Policy Area Town of Round Hill, Round Hill JLMA

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2/90 feet

Description U2. Local access undivided urban collector. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

152. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment VA Route 719 (Woodgrove Road) west and south to VA Route 7 (Harry Byrd Highway) just west of VA Route 7 Business (West Loudoun Street) intersection

Policy Area Round Hill JLMA, Rural

Existing/Ultimate Condition

Existing Segment VA Route 719 (Woodgrove Road) to VA Route 1319 (Lee Drive); from approximately 500 feet north to approximately 1,000 feet south of VA Route 1311 (Pickett Road)

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Route 607 (Loudoun County Parkway). Local access undivided urban collector. Left and right turn lanes required at major intersections. 20 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

186. Centergate Drive

Segment Claude Moore Avenue to Moorefield Boulevard

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 3/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U3. Local access undivided urban collector. Left and right turn lanes required at major intersections. 20 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

187. Devin Shafron Drive

Segment Greenway Transit Connector (Metro Center Drive) east to VA Route 643 (Shellhorn Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet

Description U4. Local access undivided urban collector. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

188. East Gate View Drive

Segment VA Route 609 (Pleasant Valley Road) west to VA Route 2200 (Tall Cedars Parkway)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

193. Greenway East-West Connector (Wynridge Drive)/Claude Moore Avenue

Segment Wynridge Drive – VA Route 901 (Claiborne Parkway) east to VA Route 2298 (Mooreview Parkway); Claude Moore Avenue – VA Route 2298 (Mooreview Parkway) east to Existing VA Route 772 (Old Ryan Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

194. Greenway Loop Road (Centergate Drive / Barrister Street)

Segment Moorefield Boulevard east and north to VA Route 643 Extended (Shellhorn Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Existing Segment Approximately 1,000 feet west of VA Route 607 (Loudoun County Parkway) to State Street

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Grade-separated crossing of VA Route 267 (Dulles Greenway). Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

195. Greenway Loop Road (Barrister Street)

Segment VA Route 643 Extended (Shellhorn Road) north to VA Route ~~1071 Extended/789 Extended (Prentice Drive)~~ ~~789 Extended (Loekridge Road)~~

Policy Area	Suburban (Ashburn)
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

196. Greenway Transit Connector (Metro Center Drive)

Segment Moorefield Boulevard in Moorefield Station to VA Route 643 (Shellhorn Road) ~~Devin Shafron Drive in Loudoun Station~~, including Transit Connector Bridge over VA Route 267 (Dulles Greenway)

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/60 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. Transit Connector Bridge over VA Route 267 (Dulles Greenway) to be a maximum of 46 feet in width. Left and right turn lanes required at major intersections. 25 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

~~**197. Greenway Transit Connector (Metro Center Drive)**~~

~~Segment Devin Shafron Drive in Loudoun Station, north to VA Route 643 (Shellhorn Road)~~

~~Policy Area Suburban (Ashburn)~~

~~**Interim Condition**~~

Functional Class	Minor Collector
Lanes/Right of Way	2/40 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. 30 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

~~Ultimate Condition~~

~~Functional Class~~ ~~Minor Collector~~

~~Lanes/Right of Way~~ ~~4/60 feet~~ ~~Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities~~

~~Description~~ ~~U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 30 mph design speed.~~

~~Bicycle/Pedestrian Facilities~~ ~~Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.~~

198. Greenwood Drive (Round Hill)

Segment VA Route 719 (Main Street/Woodgrove Road) east to VA Route 1320 (Evening Star Drive)

Policy Area Round Hill JLMA

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities.

Description R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and DTCl.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

199. High Street Extended (Round Hill)

Segment VA Route 719 (Main Street) west and south to VA Route 7 Business (West Loudoun Street)

Policy Area Town of Round Hill, Round Hill JLMA

Existing Condition

Existing Segment VA Route 719 (Main Street) to a point approximately 1,000 feet west

Functional Class Local/Secondary Road

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

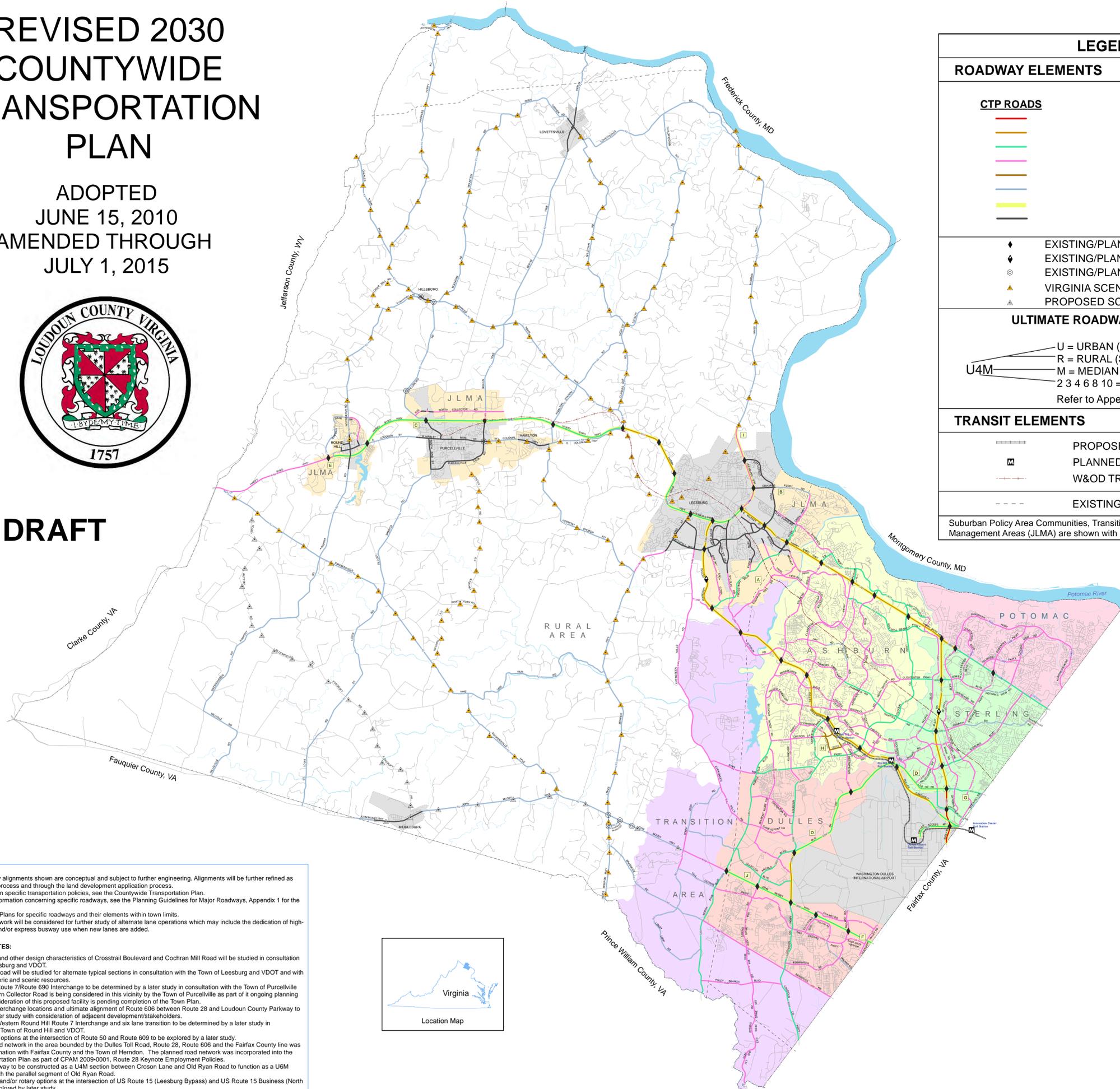
Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.

REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
JULY 1, 2015



DRAFT



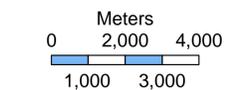
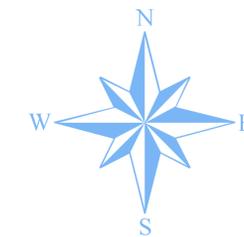
LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2030 PLANNED # OF LANES
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY (See Note 5)
	REFER TO TOWN PLAN (See Note 4)
	EXISTING/PLANNED INTERCHANGE
	EXISTING/PLANNED PARTIAL INTERCHANGE
	EXISTING/PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
ULTIMATE ROADWAY GEOMETRY	
	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths
TRANSIT ELEMENTS	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.	

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- J. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.





BOARD OF SUPERVISORS PUBLIC HEARING

SUBJECT: CPAM 2015-0001, Evergreen Mills Road

ELECTION DISTRICT: Blue Ridge and Dulles

CRITICAL ACTION DATE: January 18, 2016

STAFF CONTACTS: Marie Genovese, AICP, Project Manager, Planning & Zoning
Ricky Barker, AICP, Director, Planning & Zoning
Lou Mosurak, AICP, Senior Coordinator, DTCI
Joe Kroboth III, P.E., L.S., Director, DTCI

PURPOSE: On May 20, 2015, the Board unanimously directed Staff to initiate a Comprehensive Plan Amendment (CPAM) to amend the *Revised 2030 Countywide Transportation Plan Map* as well as text and figures in Chapter 2 and Appendix 1 of the 2010 Countywide Transportation Plan (CTP) to add the segment of Evergreen Mills Road from Belmont Ridge Road to Northstar Boulevard. On July 1, 2015, the Board unanimously voted to also amend the *Revised 2030 Countywide Transportation Plan Map* as well as text and figures in Chapter 2 and Appendix 1 of the 2010 Countywide Transportation Plan (CTP) to revise the planned conditions for the segment of Evergreen Mills Road from Belmont Ridge Road to Loudoun County Parkway and a portion of Edgewater Street.

PROPOSED AMENDMENTS:

- Add the segment of Evergreen Mills Road from Belmont Ridge Road to Northstar Boulevard as a CTP roadway, with a planned ultimate condition of four lanes (local access median divided urban collector) within a 90-foot right-of-way;
- Widen Evergreen Mills Road from Loudoun County Parkway to Belmont Ridge Road from an ultimate condition of four lanes (local access undivided urban collector) within a 70-foot right-of-way to a planned ultimate condition of four lanes (local access median divided urban collector) within a 90-foot right-of-way; and
- Amend the description for Edgewater Street (South Riding) removing the language referring to the segment just south of Poland Road as being “built as a two-lane (R2) section and will remain as such”.

RECOMMENDATIONS: At the October 20, 2015 Public Hearing, the **Planning Commission** voted 9-0 to forward CPAM 2015-0001, Evergreen Mills Road as depicted in Attachment 1 to the Board of Supervisors with a recommendation of approval.

Staff concurs with the Planning Commission recommendation of approval.

Section	Page
Motions	2
PC Review	3
Proposal	3
Background	3
Analysis	4
Comments	5
Attachments	5

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors forward CPAM 2015-0001, Evergreen Mills Road, to the December 2, 2015, Board of Supervisors **Business Meeting** for action.

OR

2a. I move that the Board of Supervisors **suspend the rules**.

AND

2b. I move that the Board of Supervisors **approve** CPAM 2015-0001, Evergreen Mills Road amending the 2010 Countywide Transportation Plan as set forth in **Attachment 1** to the November 12, 2015, Board of Supervisors Public Hearing Staff Report.

OR

3. I move an alternate motion.

I. PLANNING COMMISSION REVIEW AND RECOMMENDATION

The Planning Commission held a public hearing on the Evergreen Mills Road CPAM on October 20, 2015. One member of the public, representing three development projects along Evergreen Mills Road, spoke in favor of the proposed CPAM. However, the speaker was concerned with the impacts associated with the additional building setbacks that would be required with the proposed amendments to Evergreen Mills Road. Currently, Evergreen Mills Road from Loudoun County Parkway to Belmont Ridge Road is planned to function as a minor collector in its ultimate condition; the proposed extension to Northstar Boulevard and projected traffic volumes change the road functional classification to a major collector. Section 5-900 of the Zoning Ordinance calls for a minimum 75-foot building and 35-foot parking setback for major collector roads. All other roads in nonresidential districts have a building setback as specified in the applicable district regulations and a 25-foot parking setback unless otherwise specified. The three developments referenced by the speaker (Arcola Center, Dulles Trade Center West, and Evergreen Commerce Center) currently require a 35-foot building setback. The speaker is concerned that the additional 10 feet of right-of-way required to widen the roadway from a four-lane undivided roadway within a 70-foot right-of-way to a four-lane median divided roadway within a 90-foot right-of-way and the additional 40 feet of setback required, which would be measured from the new right-of-way, will be detrimental to the adjacent property.

The Planning Commission discussed whether the Zoning Ordinance could be amended with regards to setbacks from specific roadways. Property owners have the option of modifying the required setback or if unable to request a modification a variance could be sought if a reduced setback is desired. This option is preferred over attempting to have different setbacks for similar roadways. The Planning Commission voted 9-0 to forward CPAM 2015-0001, Evergreen Mills Road as provided in Attachment 1 to the Board of Supervisors with a recommendation of approval.

II. PROPOSAL

The CPAM proposes to revise Chapter 2, Appendix 1, and the *Revised 2030 Countywide Transportation Plan Map* of the CTP to reflect a new alignment for Evergreen Mills Road (Route 621) from Belmont Ridge Road (Route 659) to future Northstar Boulevard (Route 659 Relocated), amend the segment of Evergreen Mills Road from Loudoun County Parkway (Route 606) to Belmont Ridge Road and the segment of Edgewater Street (Route 2237) from Poland Road (Route 742) to Loudoun County Parkway.

III. BACKGROUND

On June 18, 2014, the Board unanimously directed Staff to engage the services of a consultant to model alternatives for a Western Dulles Access Road to provide an independent evaluation of the need and alternatives studied by the Virginia Department of Transportation (VDOT) in the Dulles Air Cargo, Passenger and Metro Access Highway Environmental Assessment dated April 2014. The consulting firm, Kimley-Horn Associates, Inc. (KHA) in coordination with the Department of Transportation and Capital Infrastructure (DTCI) completed the *Western Dulles Access Study* (WDAS) in April 2015.

The study evaluated the roadway network needed to accommodate the transportation needs of the Washington Dulles International Airport and the area west of the airport by 2040 in a manner consistent with the Revised General Plan and CTP. The study and its findings were presented to the Board at the May 20, 2015 Business Meeting.

The WDAS concluded that the currently planned CTP road network can accommodate the projected development in the “Western Lands” at Washington Dulles International Airport. One of the scenarios in the WDAS explored maintaining an Evergreen Mills Road connection between Northstar Boulevard and Belmont Ridge Road as well as extending east beyond Loudoun County Parkway to provide airport property access. Currently the CTP calls for the widening of Evergreen Mills Road to a four-lane undivided (U4) facility from Loudoun County Parkway to Belmont Ridge Road, terminating Evergreen Mills Road between Shreveport Drive and Belmont Ridge Road when Shreveport Drive is open from Evergreen Mills Road to Loudoun County Parkway. The WDAS concluded that adding the Evergreen Mills Road connection between Belmont Ridge Road and future Northstar Boulevard would improve conditions on Braddock Road, Tall Cedars Parkway, and Route 50; although, these facilities are shown to perform adequately without the connection in place.

The CPAM also proposes amending the description for Edgewater Street removing the language referring to the segment just south of Poland Road as being “built as a two-lane (R2) section and will remain as such” in order to clarify that Edgewater Street is planned as a four-lane undivided (U4) roadway for its entire length. This action is unrelated to the WDAS and is solely intended as a clarification.

IV. ANALYSIS

Staff held an Open House for the Evergreen Mills Road CPAM on September 10, 2015 from 6:30 p.m. to 8:00 p.m. at Creighton’s Corner Elementary School in the Blue Ridge District. Approximately 66 members of the public attended the Open House in which Staff presented the proposed amendments and addressed participants questions and concerns. Questions and concerns raised at the Open House related primarily to the timing of completion of the road network in the area, specifically Evergreen Mills Road; Belmont Ridge Road; Loudoun County Parkway; Shreveport Drive; and Northstar Boulevard. Concerns were also expressed regarding property access at the intersection of Shreveport Drive and Evergreen Mills Road and the property needed to widen the right-of-way for Evergreen Mills Road through Old Arcola. Most answers to these questions will be discussed further and answered during the project design stage. Currently there is no schedule or funding for the Evergreen Mills Road extension and widening. Participants also expressed their support of the CPAM. Attachment 2c provides an overview of the questions and concerns raised at the September 10th Open House.

The concept of extending and connecting Evergreen Mills Road to future Northstar Boulevard and widening the entire segment from Loudoun County Parkway to Northstar Boulevard from a planned four-lane undivided (U4) to a four-lane divided (U4M) would provide direct benefits to other CTP roads by diverting east-west traffic to Evergreen Mills

Road via the proposed connection with Northstar Boulevard. There is also high demand in Eastern Loudoun County for additional east-west roads that provide a direct connection to Route 606, providing access to the Dulles Greenway, Route 28, and the future Loudoun Gateway Metrorail Station.

DTCI reviewed the proposed amendments and determined that the proposed addition of Evergreen Mills Road from Belmont Ridge Road to Northstar Boulevard as well as amending the ultimate condition for Evergreen Mills Road from Loudoun County Parkway to Northstar Boulevard to a four-lane divided (U4M) facility would improve connectivity to Loudoun County Parkway/Old Ox Road (Attachment 2a).

V. COMMENTS

Staff has received comments on the proposed CPAM from the Virginia Department of Transportation (Attachment 2b) and two e-mails, one recommending access to Dulles Airport at the Route 606/Evergreen Mills Road intersection and the other recommending future improvements to Evergreen Mills Road consider ingress and egress from Briarfield Lane (Attachment 2d).

VI. ATTACHMENTS		PAGE NUMBER
1	2010 Countywide Transportation Plan Proposed Changes	
1a	Chapter 2	A-1
1b	Appendix 1	A-5
1c	Revised 2030 Countywide Transportation Plan Map	A-7
2	Referral/Comments	
2a	DTCI Referral	A-8
2b	VDOT Referral	A-16
2c	Summary of September 10, 2015 Open House	A-17
2d	Public Comment	A-20
*This Staff Report with attachments (CPAM 2015-0001 BOSPH STAFF REPORT 11-12-15.PDF) can be viewed online on the Loudoun Online Land Applications System (LOLA) at www.loudoun.gov . Paper copies are also available in the Department of Planning and Zoning.		

**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: CPAM-2016-0003/ Plan Amendment to Establish Small Area Planning Areas and to Modify Proffer Policies and Guidelines

ZOAM-2016-0012/ Zoning Ordinance Amendment to Implement Section 15.2-2303.4 of the Code of Virginia Related to Rezonings

ELECTION DISTRICT: Countywide

CRITICAL ACTION DATE: At the pleasure of the Board

STAFF CONTACTS: John Merrithew, Assistant Director, Planning and Zoning
Mark Stultz, Zoning Administrator, Planning and Zoning
Ricky Barker, AICP, Director, Planning and Zoning

PURPOSE: The purpose of Comprehensive Plan Amendment (CPAM) 2016-0003 and Zoning Ordinance Amendment (ZOAM) 2016-0012 is to implement policies in the General Plan, establishing Small Area Planning Areas (SAPA) for portions of the County and to adopt new Zoning standards and procedures necessary to implement Code of Virginia Section 15.2-2303.4, which effects the County's ability to accept proffered conditions with residential rezoning applications.

RECOMMENDATIONS:

Planning Commission voted (9-0) to recommend approval to the Board for these items. There was no public comment at the hearing. The Commission discussed the specific impacts on its review and the issues associated with the Virginia State Code changes.

Staff supports the Board's approval of CPAM 2016-0003 and ZOAM 2016-0012 because the proposed amendments:

1. Will best ensure compliance with the Virginia State Code;
2. Position the County to ensure continued mitigation of the impacts associated with new development;
3. Will be consistent with Section 15.2-2303.4 of the Code of Virginia; and

4. Should minimize or eliminate the need to modify long-standing capital and fiscal planning tools.

BACKGROUND: The Board of Supervisors (Board) heard this item at its November 9, 2016 Public Hearing. One Speaker expressed concern about possible expansion of mixed use projects. The Board discussed the boundary of the Small Area Planning Areas (SAPA) relative to the Transition and Suburban Policy Areas and elected to send the amendments to the December 6, 2016 Business Meeting so staff could report on how much of the Transition Area was included in the SAPA boundaries.

Senate Bill 549, introduced during the 2016 General Assembly Session, amends Title 15.2 of the Code of Virginia and adds section 15.2-2303.4 that is applicable to residential rezonings or proffer condition amendments for new residential development filed after July 1, 2016. The new section limits the acceptance of cash proffers and off-site proffered improvements and substantially reduces the ability of County staff and officials to engage in discussion of residential rezoning applications with applicants and their representatives. Accepting or suggesting any proffer deemed to be unreasonable is prohibited by the new section and could be deemed illegal. This new law could cause a substantial curtailment of funds collected through cash proffers to offset the cost of capital facilities and services necessary to serve new residential development.

The new Section does provide exemptions from the legislation and the amendments propose to use the exemption for those areas included in an approved small area comprehensive plan that encompasses an existing or planned Metrorail station, or is adjacent to a Metrorail station located in a neighboring locality, and allows additional density within the vicinity of such existing or planned station, as well as, the exemption for an approved service district created pursuant to §15.2-2400 that encompasses an existing or planned Metrorail Station. The Metrorail Service District created by the County on December 5, 2012 is exempt from the legislation. For all residential rezoning applications outside the exempted areas filed after July 1, significant changes are required to effectively address the new proffer legislation.

SUMMARY OF PROPOSED TEXT CHANGES: The proposed amendments are included in Attachments 1 and 2 and are summarized below:

CPAM 2016-0003 proposes amendments to the following Chapters of the Revised General Plan and the Countywide Transportation Plan:

Revised General Plan:

- Chapter 2, Planning Approach
- Chapter 3, Fiscal Planning and Public Facilities
- Chapter 5, Green Infrastructure
- Chapter 6, Suburban Policy Area
- Chapter 9, The Towns, and
- Chapter 11, Implementation.

Countywide Transportation Plan:
Chapter 8, Funding, Proffers

1. Revisions to General Plan Chapter 3 and Chapter 11 (proffer policies and guidelines), direct that the County will accept proffers under two Code of Virginia sections depending on whether or not an application is subject to Section 15.2-2303.4, the new proffer legislation, or is exempt from the legislation. In all cases, proffers must meet the definition of reasonable proffer set out in 15.2-2303.4. In areas subject to the new proffer legislation, the County will accept proffers consistent with Code of Virginia Section 15.2-2297, which stipulates that no cash or off-site proffers will be accepted. This approach eliminates the need to adjust the capital intensity factor or capital needs assessment and other supporting documents, which staff will continue to use to measure the impact of residential development rather than seek proffer contributions. The prohibition on cash and off-site proffers will apply to residential rezonings in the Transitional and Rural Policy Areas and the Joint Land Management Areas around certain towns.
2. Revisions to General Plan Chapter 6 include establishing SAPA boundaries (Attachment 3) as a component of the Revised General Plan, add maps depicting the SAPA areas and add references to the Small Area Plans where the Plan currently calls out Community Plans. This action would exempt the Suburban Policy Area from the new legislation.
3. Revisions to General Plan Chapters 2, 5, 6, and 9 delete or revise references to proffers that may be inconsistent with the new proffer legislation and to specify all proffers must comply with 15.2-2303.4. For example, policies related to off-site or regional transportation improvements, regional trails, affordable housing and open space are removed or revised.
4. Revisions to Chapter 8 of the Countywide Transportation Plan refer back to the Revised General Plan Chapters 3 and 11 for proffer policies and guidelines to ensure consistency between the documents.

ZOAM 2016-0012 proposes changes to Article VI of the Revised 1993 Zoning Ordinance:

1. 6-600, Required Notice, to provide the flexibility to allow staff to provide the public notice for applicant-initiated development proposals;
2. 6-1205, Amendment to Application, to clarify the Board's option of returning an application to the Planning Commission should new data be submitted after the Planning Commission has completed its review;
3. 6-1208, Conditional Zoning, recommended changes in the Section establish that for applications subject to 15.2-2303.4, reasonable proffers will be defined by and in accordance with Virginia Code Section 15.2-2297 and only if they are not be deemed unreasonable as defined in Section 15.2-2303.4.;

4. 6-1210, Report by Planning Commission, lists the issues the Commission should consider during its review of applications. The amendment adds the stipulation that applications subject to 15.2-2303.4 will be reviewed primarily for onsite impacts and mitigation and its relationship to the Revised General Plan policies.
5. 6-1215, Contents of a Concept Development Plan, to condition the information to comply with 15.2-2303.4.

Other provisions within 6-1200 have been modified to limit any noted review, data requirements, proffers or similar standards or requirements to only those subjects and only to the extent such standards or requirements are deemed reasonable by Code of Virginia Section 15.2-2303.4.

ISSUES: During the Board's discussion at the November 9, 2016, Public Hearing questions arose about the extent the SAPA extend into the Transition Policy Area. The concern expressed was that such insertions would be interpreted in the future that suburban-style development might be appropriate.

It is staff's proposal that the SAPA boundaries follow the Suburban/Transition Policy Area boundary as closely as possible but also follow Traffic Analysis Zone (TAZ) boundaries to maintain the integrity of the County's traffic impact analysis and capital facilities analysis. The TAZ geography is the foundation or building block for all demographic forecast geographies used in the County's land use and fiscal planning processes.

Maps included as Attachment 4 show the proposed boundary of the small area plans and highlight the parcels within the Transition and Suburban Policy Areas of the Revised General Plan that do not align with the proposed boundary. Attachment 5 explains the use of TAZ boundaries and demographic forecasts for planning processes. The Plan Amendment proposes no changes to the current land use policies for the Transition or Suburban areas notwithstanding the SAPA boundary. Policies will continue to oppose rezonings to Suburban densities within the Transition Policy area.

The TAZ boundaries do not consistently align with the Revised General Plan Policy Areas, which has led to approximately 270 acres of Transition Policy Area inside the SAPA. These properties have been developed as parts of the Willowsford, Stratshire Crossing, Stone Ridge and Westridge communities, and the John Champe High School complex. Vacant land is under control of Homeowners Associations (HOA) associated with Stone Ridge and Willowsford, or is owned by the County, Loudoun County Public Schools and Loudoun Water.

Approximately 616 acres of the Suburban Policy Area lies outside the SAPA. The bulk of the Suburban area outside the SAPA boundary is controlled by the County or other public entity, is already developed, or is HOA-controlled property as part of an existing subdivision. Approximately 103 acres are privately owned and have development potential. All of the privately-held property has suburban development potential approved with previous rezonings and is zoned Planned Development-Housing (PDH-4) (four (4) units per acre), Planned Development-

Commercial Center- Community Center (PD-CC-CC) or Planned Development-Industrial Park (PD-IP).

Future applications in the Suburban Policy Area outside the SAPA may not be able to mitigate all associated capital and off-site impacts. However, current zoning entitlements already provide for suburban uses on the vacant land and staff believes the small area boundaries should remain as proposed.

Most of the 270 acres of Transition Policy properties located within the SAPA are already developed or owned by public entities and the boundaries are based upon TAZ, staff believes the small area boundaries should remain as proposed.

FISCAL IMPACT: The amendment process should have minimal fiscal impact. Should the amendment be approved, land use applications within the SAPA will continue to be reviewed under General Plan proffer guidelines. Applications in the Transition and Rural Policy Areas may not be able to mitigate all associated capital and off-site impacts

ALTERNATIVES: The Board is under no deadline and may approve or reject the proposed amendments or study them further.

DRAFT MOTIONS:

I move that the Board of Supervisors approve CPAM-2016-0003, Plan Amendment to Modify Proffer Policies and Guidelines, included as Attachment 1 of the December 6, 2016 Business Meeting Action Item and to establish the boundaries of Small Area Planning Areas as depicted in Attachment 3.

AND

I further move that the Board of Supervisors approve ZOAM-2016-0012, Zoning Ordinance Amendment to Implement Section 15.2-2303.4 of the Code of Virginia Related to Rezonings, included as Attachment 2 of the December 6, 2016, Business Meeting Action Item.

OR

1. I move an alternate motion.

ATTACHMENTS:

1. CPAM-2016-0003 Draft Text
2. ZOAM 2016-0004 Draft Text
3. Maps of the Ashburn, Dulles and Potomac/Sterling SAPA
4. Detail Maps of the Transition Policy Areas within the SAPA and Suburban Areas outside the SAPA
5. Use of TAZs and Demographic Forecasts in Planning

Chapter 2

Planning Approach

Housing

The County's primary housing objective is to assure that existing and future County residents and the workforce are served by a range of housing opportunities. An adequate supply of varied types of housing, both rental and for-sale, in locations throughout the County is a fundamental ingredient of an enduring community. The creation of sustainable housing—its design, density, location, and performance—requires that the pattern of residential development benefit the user now and over time. To accomplish this objective, a diversity of housing types in a broad range of prices should be provided. Housing opportunities should be available in all areas of the County. Housing for special needs populations incorporating a programmatic approach also should be furnished.

The supply of single-family detached, attached and multi-family housing and their pricing is largely a function of market dynamics. The market determines the type of housing to be constructed, based upon demands for specific housing types and the potential return on investment for the developer. Loudoun's experience is that the market alone cannot meet all areas of housing need given current and projected job growth for the regional economy. Unmet housing needs occur across a broad segment of the County's income spectrum. The County defines unmet housing needs as the lack of housing options for households that are unable to rent or purchase due to insufficient incomes to meet current market prices. Housing diversity in type and price to address unmet needs will enhance Loudoun's economic vitality and the health of the community now and over time.

As total demand for housing in Loudoun has increased over the past fifteen years, single-family attached and multi-family units have gained a greater share of the for-sale market, while single-family detached homes and lots have accounted for a decreasing share. In 1990, single-family detached units represented 65% of the County's housing stock, whereas single-family attached units constituted 19% and multi-family units constituted 14%. By 2005, single-family detached units represented 54% of all homes; single-family attached units 27%, and multi-family units, 19%. By 2005, single-family detached units and lots accounted for only 49% of sales, compared to 58% of sales in 1990. Although the types of housing offered in the market are diversifying, housing costs are high and the shortage of affordable housing for residents and the workforce is growing.

The County can influence housing options and affordability by encouraging or requiring a clustered pattern of development and mixed-use communities with a diversity of housing types. To achieve this, the County should allow higher residential densities that are close to employment opportunities, schools, community centers, transit routes and other amenities where adequate water, sewer, roads, schools, open space, and recreation are, or will be in place. In and of themselves, increased densities are not the only answer to influencing the market. Flexibility in lot sizes and setback requirements, and relaxation of use restrictions are also necessary to achieve the desired product mix. The County can permit accessory and second-story apartments in existing villages and rural clusters and provide for a variety of unit types to be developed in designated Joint Land Management Areas (JLMAs) around the towns that have them. The County can form public-private partnerships to implement programs, providing incentives to influence the market.

A. Housing Affordability

B. Unmet Housing Needs

Funding Policies

1. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, developers of residential and mixed-use projects are encouraged to include funding commitments and proffers to fulfill unmet housing needs in their development proposals.
2. The County may maintain a dedicated revenue stream to fund the housing trust fund to address unmet housing needs. The fund will be evaluated annually to determine its effectiveness and efficiency.

Programs and Incentives Policies

...

5. The County may establish additional incentives, such as density bonuses; expedited application review; reductions or waiver of permit, development, and infrastructure fees or where otherwise anticipated in accordance with the County's Proffer Policies or Proffer Guidelines, capital facilities contributions; tax credit programs; and zoning modifications to meet housing goals and objectives.
6. The County may maintain an inventory of County-owned real property. The Board of Supervisors may consider the use of inventoried property by nonprofit, public and private sector entities as an incentive for residential development to fulfill unmet housing needs when it is consistent with other Plan policies. In using County-owned real property, the development goal is to provide 1) special needs housing and/or 2) a mix of housing types and sizes suitable for a range of households having less than 70% of Area Median Income (AMI).
7. The County promotes the recognition of good design and innovation in affordable housing by the Design Cabinet, County programs, and other channels.

Infrastructure

The community's infrastructure, including water and sanitation, solid waste management, roads, energy and telecommunications must complement its land use strategy. Loudoun County does not, however, completely control the provision of these vital systems. Water and wastewater are the responsibilities of the Loudoun County Sanitation Authority (LCSA), the Towns or individual property owners. Delivery of solid waste management services is in large part provided by the private sector and regulated by the state. Primary and secondary roads are primarily the Commonwealth's responsibility to build and maintain through the Virginia Department of Transportation (VDOT). Private developers provide for and maintain, through homeowner associations, private roads in their developments and in the past have typically proffered additional funding toward improvements of the regional road network, a practice which may continue for non-residential rezonings and for rezonings on property exempt from Virginia Code §15.2-2303.4 enacted in 2016. Electric, gas and telecommunication services are provided by the private sector. Nevertheless, the Plan policies provide necessary guidance to these entities to ensure their expansion.

Chapter 3

Fiscal Planning and Public Facilities

Fiscal Planning and Budgeting Policies

1. The County is best served by seeking to meet the goals of an effective fiscal policy as stipulated in the Board of Supervisors' Fiscal Policy originally adopted December 17, 1984, and as subsequently amended.
2. The County seeks to maintain an affordable real-property tax rate by balancing, on a timely basis, residential and non-residential development in conformance with the overall policies of the *Revised General Plan*.
3. The County will seek further revenue diversification, which will increase fiscal stability and thereby, mitigate tax burdens on Loudoun County taxpayers.
4. The County will seek the provision of necessary public facilities, utilities, and infrastructure concurrent with development through a variety of mechanisms such as proffers, user fees, impact fees, and special taxing districts.
5. Local funding sources, either as "pay-as-you-go" funding or bonded indebtedness, will continue to be a major funding source for County public facilities and services.
6. The County will direct the majority of public investments into currently developed communities, towns and areas of the County where development is planned according to the Comprehensive Plan and in observance of standards and levels as approved in the Board of Supervisors' Adopted Service Plans and Levels and as subsequently amended.
- ~~7. The County will consider proposals of the timely dedication of land, cash, and in-kind assistance from the development community in the provision of needed and/or mandated (by federal or state government) public facilities identified in the adopted Comprehensive Plan, Agency Service Plans, area management plans, the Capital Improvement Program or the Capital Needs Assessment Document.~~
87. Consistent with the Va. Code Sec. 15.2-2283 and 15.2-2284, the County will consider the adequacy of public facilities and services when reviewing any zoning application for more intensive use or density. To fairly implement and apply this policy, the County will consider the following:
 - a. existing facilities;
 - b. facilities included in the capital improvements program;
 - c. the ability of the County to finance facilities under debt standards established by its fiscal policies;
 - d. service level standards established by approved service plans and the effect of existing and approved development, and the proposed development, on those standards;
 - e. service levels ~~on~~ of the existing transportation system; the effect of existing and approved development and the proposed development ~~of~~ on those service levels and the effect of proposed roads which are funded for construction;
 - f. commitments to phase the proposed development to the availability of adequate services and facilities; and

Revised July 22, 2016

- g. other mechanisms or analyses as the County may employ that measure the adequacy of such services and facilities for various areas or that measure the County's ability to establish adequate services and facilities.

8. Subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4, the County will consider proposals of the timely dedication of land, cash, and in-kind assistance from the development community through proffered conditions submitted in accord with Virginia Code of Virginia Sections 15.2-2303 and 15.2-2297, as applicable, in the provision of needed and/or mandated (by federal or state government) public facilities identified in the adopted Comprehensive Plan, Agency Service Plans, area management plans, the Capital Improvement Program or the Capital Needs Assessment Document.

- a. ~~9.~~—The County expects that such proposals of public facility and utility assistance by residential developers would be in conjunction with any rezoning request seeking approval of densities above existing zoning.
- b. ~~10.~~—The County will seek to ensure that an equitable and a proportionate share of public capital facility and infrastructure development costs that are directly attributable to a particular development project will be financed by the users or beneficiaries.

~~11~~9. The County will fund the balance of capital facilities expenditures and operational service expenditures which are not financed through other mechanisms, according to existing Countywide Fiscal Policies adopted by the Board of Supervisors on December 17, 1984, or as subsequently amended.

B. Proffers

Proffers are voluntary commitments that a developer makes to the County to offset the impacts of a proposed development and which assist, among other things, in improving the public infrastructure needed to serve new residents or users of his/her development. The County applies the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4 to evaluate the reasonableness of proffered conditions and infor those areas applications subject to Section 15.2-2303.4, the County chooses shall to accept only those proffers permitted or deemed reasonable under Virginia Code Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4. The proffer system is one of the tools used by the County to secure the public infrastructure needed to support new development.

Subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4, Pproffers may include monetary contributions toward capital facilities such as schools, parks, libraries, roads and other public facilities, and .Proffers also may include dedication of property for the future siting of schools, parks, trails, roads, and other facilities, and/or agreements to construct public facilities and to have them in place to serve future development. The developer submits the proffers in writing when applying for the rezoning. Once the County approves the rezoning request, the proffers agreement becomes an enforceable zoning regulations and runs with the land until a subsequent rezoning. The County holds the signed agreement-proffer statement and reviews it for implementation during and after the site plan and subdivision processes preceding actual development of the property.

The proffer system has advantages and disadvantages. The key advantages are that it is voluntary and flexible, which allows contributions to be tailored to specific capital needs at the time. Using the proffer system as a means of partially financing and planning for public improvements has

[Revised July 22, 2016](#)

serious drawbacks. The proffer system is a reactive system based on the market and on development decisions made by individual landowners. There is uncertainty about which or when land development proposals, particularly non-residential projects, actually will be built. Since some major capital improvements proffers are tied to a threshold level of development, there is a risk that capital facility improvements will not be made in a timely fashion. In addition, because of the zoning map amendment process, proffers are negotiated on an application-by-application basis, and the resulting proffers may be limited in their flexibility and applicability due to the specific context of the individual zoning map amendment. Major capital improvements proffers in addition to roads often are tied to a threshold level of development, and proffered public facilities such as school sites may be needed by the County before they are built.

The voluntary nature of the system makes it unreliable as a guaranteed source of significant levels of capital funding. Historically, Loudoun County proffers have offset only a minimal percentage of projected capital expenditures. In addition, multiple goals and the unique conditions of each project make it difficult for the County to negotiate proffers consistently from case to case and to strategically fund the Capital Improvements Program. The County will continue to use the proffer system [in accordance and in compliance with the applicable authorizations and limitations set forth in the Virginia Code](#), but must seek alternative methods of funding needed public improvements.

Proffer Policies

(Also see Chapter Eleven, Proffer Guidelines, pg. 11-1)

1. Until such time as the General Assembly grants authority for other options, the County will continue to use the proffer system to assist in funding capital facilities costs associated with new development. [All of the Proffer Policies set forth in this and all of the following paragraphs of this Chapter 3, including the General Public Facilities Policies and Fire and Rescue Services Policies, and all of the Proffer Guidelines of Chapter 11, shall apply and be applied by the County only subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4 as applicable. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions, and in for those areas applications subject to Section 15.2-2303.4, the County will shall accept only accept residential those proffers permitted or deemed reasonable under Virginia Code Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4. Where and to the extent permitted by law, the County will structure residential proffer guidelines on a per-unit basis, based upon the respective levels of public cost of capital facilities generated by the various types of dwelling units \(i.e., single-family detached, single-family attached, or multi-family land development pattern\). Non-residential costs will be structured on a per-square-foot basis based upon the public cost of capital facilities appropriately attributable to such use \(as defined in the Zoning Ordinance\).](#)
2. [The County will consider the provision availability and/or capacity of suitable new public facilities, timely site dedications, and upgrading existing facilities in order to mitigate evaluate the service impacts of a development proposal, and, when permitted, shall consider the proposed provision of suitable new public facilities, timely site dedications, and upgrading of existing facilities in making its decision to approve or deny the proposal.](#)
23. The County will use the Capital Intensity Factor (CIF) to determine capital costs in evaluating [proffers development proposals](#). The County's CIF will be reviewed and updated on a biennial basis.

Revised July 22, 2016

34. To assist the County in an equitable and uniform evaluation of proffers, the County anticipates that developers will assist in providing capital facilities and transportation improvements according to the capital facilities contribution guidelines established in the implementation section of this Plan, and the transportation proffer policies contained in the *Revised Countywide Transportation Plan* (Revised CTP). To achieve the maximum permitted densities in residential communities, the Board of Supervisors anticipates evidence of participation in an open-space preservation program. (Specific capital facilities and open-space proffer guidelines are contained in Chapter Eleven of this Plan.)
45. Specific proffer guidelines may be amended through the area plan process.
56. In addition to capital facilities improvements, where permitted, the County anticipates that transportation proffers will be sufficient to mitigate the impact of traffic generated by the development throughout the road system.
67. Proffers involving cash contributions will provide for annual adjustments based on the Consumer Price Index (CPI).
- 7
8. Proffers may be phased.
89. For the purposes of evaluating proffers for public use sites, the per-acre value for land that does not require any improvements to be completed by the developer will be determined by appraisal of the market values of the site based upon comparison of properties with similar densities suggested by the Planned Land Use Designation in the *Revised General Plan*. The appraisal shall be paid for by the developer and provided to the County. For improved sites, the following shall be taken into consideration during proffer evaluation as applicable:
- a. Site-preparation improvements such as clearing and grubbing, grading, stormwater management, erosion control, and related engineering and permitting costs.
 - b. A proportional share of improvements directly related to providing access to the site (pedestrian underpasses, construction of adjacent streets, trails, and sidewalks).
 - c. A proportional share of project infrastructure such as stormwater management ponds, sanitary sewer lines and major off-site and on-site roadways serving the site.
910. Proffers may include additional specifically proffered improvements, as consistent with adopted service plans and levels, the Capital Needs Assessment and the Capital Improvements Plan.
1011. Proffers related to adult/retirement communities will be evaluated based on *Revised General Plan* proffer guidelines. The Board of Supervisors may consider differences between such uses and conventional residential development (e.g., reduced numbers of school children, increased human services demand) in estimating the capital facilities needs associated with the development.
1112. The County will develop a comprehensive approach to the review, approval and management of proffers that will implement the policies of this Plan. Such approach will recognize and seek to minimize adverse impacts and to maximize positive benefits to ultimate end-users and to the County as a service-provider.

General Public Facilities Policies

1. The Board of Supervisors' Adopted Service Plans and Levels identify the type and level of services to be provided to the community. All public facilities will be developed in observance

Revised July 22, 2016

of these Plans and Levels.

2. The County will determine the need for new public facilities and will identify suitable sites based on the *Revised General Plan*, appropriate area plans, land use and growth policies. The standards and levels of service for these public facilities are as prescribed in the Board of Supervisors' Adopted Service Plans and Levels.
3. The County recognizes the importance of civic buildings as gathering places and for establishing community identity. Because of their importance to the community, the County will set a positive example in terms of design and development of these facilities.
4. All public facilities will observe the location and design criteria as outlined in the comprehensive plan.

~~5. The County will consider the provision of suitable new public facilities, timely site dedications, upgrading existing facilities and operational assistance in order to mitigate the service impacts of a development proposal in making its decision to approve or deny the proposal.~~

~~65. Where permitted, the County will continue to seek private sector support for improvements or provision of current and future public facilities and sites.~~

~~76. Where permitted, the County will consider development community proposals of cash and in-kind assistance for public facilities in addition to the timely provision of dedicated sites provided such proffers are consistent with the standards of the applicable (Code of Virginia section 15.2-2303 or 15.2-2297).~~

~~87. The County encourages the co-location of County facilities where they are feasible and can function effectively as multi-purpose community facilities (e.g., community meeting space, shared parking, athletic fields, and integrated design).~~

Fire and Rescue Services Policies

1. Fire and rescue facilities will be sited in accordance with the standards and facility needs identified in the Board of Supervisors adopted Fire and Rescue Services Plan and station location/service area maps contained in the *Revised General Plan* and area plans.
- ~~2. Where permitted, As part of a rezoning, the County anticipates that developers will require provide sprinklers to be installed in all new residential construction that is located in excess of the travel distance requirements in the Fire and Rescue Services Plan.~~
3. The County will require dry hydrants or tanks to be included in all new rural subdivisions of more than five dwelling units when no alternative water source is available on site.

Chapter 5

The Green Infrastructure: Environmental, Natural, and Heritage Resources

B. Scenic Rivers and the Potomac River

The Catoctin Creek from Waterford to the Potomac River, and Goose Creek from the Fauquier and Loudoun County lines to the Potomac River, are “Scenic Rivers” as designated by the Commonwealth of Virginia. The Scenic Rivers Program provides these rivers special status through legislative designation and aids in establishing appropriate protection and management standards to maintain their scenic value. The Goose Creek and Catoctin Creek Scenic River Advisory Boards, appointed by the Governor of Virginia, actively seek to preserve the integrity of these rivers and their surroundings.

As an important part of the County’s river and stream corridor system, protection of these Scenic Rivers will also be coordinated with the County’s River and Stream Corridor Overlay District (RSCOD) policies and regulations. The County will also work to preserve the scenic character of its Potomac River shoreline by creating Loudoun’s portion of the Potomac Heritage Trail. Open space easements have already been placed on much of the Potomac River shoreline east of Route 28 as part of this effort.

Scenic Rivers and Potomac River Policies

1. The County will protect Scenic Rivers and the Potomac River by defining a protection area as a 300-foot no-build buffer or the RSCOD, whichever is greater. Development potential may be transferred from the no-build buffer according to density transfer guidelines provided by this Plan. The RSCOD performance standards, best management practice requirements and list of permitted uses will apply to the no-build buffer.
2. The County will define and identify the viewsheds along these waterways and establish policies to guide development in these areas in order to protect their environmental and scenic quality.
3. The County will complete and execute a plan for acquiring and managing open space corridors along the County’s officially designated Scenic Rivers.
4. The County will not permit diversion of Scenic Rivers under any circumstances.
5. The County will prepare and implement corridor management plans for the County’s Scenic Rivers.
6. The Zoning Ordinance will be amended so that docks will be Special Exception uses, designed and built to maintain the existing natural and scenic character of the shoreline of Scenic Rivers.
7. The County will develop and implement a Potomac River shoreline management plan, and seek to coordinate this effort with adjacent jurisdictions (local, state, regional organizations, advisory boards, and citizen groups). This Plan should include:
 - a. The boundaries of the study area;
 - b. A comprehensive natural resources inventory;

- c. Policy recommendations for river corridor management and protection;
 - d. A process for integrating the participating groups; and
 - e. A plan for acquiring and managing open space corridors along the Potomac River with a preference given to mechanisms such as proffers, to the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, other donations, and purchase in efforts to acquire land and/or easements.
8. The County will establish a strategy to expand passive recreational use of Scenic Rivers and the Potomac River. This strategy will be consistent with the overall Green Infrastructure policies and will prohibit ground-disturbing activities such as paved road and structure construction.
 9. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, the County will seek proffers from developers for public access trails along the Potomac River and designated sections of Goose ~~and Catoctin~~ Creeks.
 10. The County will seek to complete its portion of the Potomac Heritage Trail through public and private efforts as proactively coordinated with County resources.

Step Slope and Moderately Step Slope Policies

5. The County will encourage development rights to be sold, donated or to the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, proffered from land with a 15-to-25 percent grade.

Greenways and Trails Policies

4. The County will seek through public purchase, proffer, to the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, density transfer, donation or open-space easement, the preservation of greenways and the development of trails. Priorities for acquisition and/or development are:

Airport Noise Policies

7. For areas between the Ldn 60-65 aircraft noise contours, the County will require:
 - c. Avigation Easements – For all new residential dwelling units to be constructed between the Ldn 60-65 aircraft noise contours. Prior to or in conjunction with the approval of a rezoning application, and to the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, the applicant of a parcel or parcels contained within the Ldn 60-65 aircraft noise impact area associated with Washington Dulles International Airport, should proffer the dedication of avigation easements to the Metropolitan Washington Airports Authority, indicating the right of flights to pass over the property, as a means to securing the long-term economic viability of Washington Dulles International Airport.

Chapter 6

Suburban Policy Area

Land Use Pattern and Design

As the primary location for suburban-scale residential and nonresidential development, the manner of growth and redevelopment in the Suburban Policy Area is of vital importance. The Plan anticipates that there will be four distinct communities within the Suburban Policy Area, separated from one another by associated Green Infrastructure components and major roads. The Plan introduces the concept of Community Plans that will guide the remaining build-out of Ashburn, Dulles, Potomac, and Sterling. To initiate the community plans, the County has adopted identified three sSmall Aarea Ccomprehensive Pplans (Small Area Plans)-areas as defined in Virginia Code Section 15.2-2303.4 enacted in 2016, and designated the boundaries of such Small Area Plans to coincide-coinciding generally with the community boundaries. Each sSmall aArea pPlan-area encompasses a range of development opportunities including higher density development adjacent to the vicinity of each of the three Silver Line Metrorail stopsstations in the County. These may be further refined as part of future planning processes. The County's goal is that the principles of Smart Growth and revitalization will guide the build-out and revitalization of the Suburban Policy Area through the detailed planning of the four communities. All future development applications in the policy area will be reviewed in the context of the four large communities: Ashburn, Dulles, Potomac, and Sterling. The four communities' boundaries are as follows (see [Suburban Community Boundaries Map](#)):

- The **Ashburn Community** stretches from the Potomac River north of Lansdowne and south of the Broad Run watershed boundary near Red Hill Road, and to the west extends along the Goose Creek and Beaverdam Reservoir.
- The **Dulles Community** is bounded on the north by the Broad Run watershed boundary, on the south by Braddock Road, on the east by the Fairfax County line, and on the west by the relocated Route 659.
- The **Potomac Community** includes the area north of Route 7 to the Potomac River between the Fairfax County line and the Broad Run.
- The **Sterling Community** includes the area from the Washington Dulles International Airport north to Route 7 between the Fairfax County line and the Broad Run.

As each new development is absorbed into the Suburban Policy Area's built environment, it is important that it is viewed in the context of its larger community. New residential and non-residential projects should have a mix of complementary land uses and project designs that ensure the long-term sustainability, or environmental and economic health, of both the individual development and the broader community. In addition, the County seeks to answer the transit needs of the Suburban Policy Area along with its growing need for revitalization and redevelopment.

The County's vision for the Suburban Policy Area is that the four large communities increase in quality and become more distinct places. Policies below address ways to improve livability through (1) protecting and enhancing elements of the Green Infrastructure, including open space; (2) ensuring compatible and complementary infill development; and (3) revitalizing existing neighborhoods in a way that protects and

enhances our existing communities.

All development and redevelopment, both residential and non-residential, will implement a conservation design approach. Conservation design places a priority on preserving both sensitive environmental and man-made elements of a site. Site development will take place around these elements, incorporating them into the design.

Land Use Pattern and Design Policies

1. The County's vision for the Suburban Policy Area is self-sustaining communities that offer a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities that support a high quality of life; and a design that conforms to the County's Green Infrastructure and incorporates Conservation Design.
2. Suburban Policy Area communities will be developed as efficient, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan, will provide a measurable standard open space (active, passive, and natural) as specified in the land use matrix, and will fully integrate the County's Green Infrastructure.
3. The County, in collaboration with other government agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are pedestrian friendly. These measures may include the construction, improvement, and maintenance of public squares, parks, and pedestrian malls, and the attention to street design details such as landscaping, lighting, and provision of attractive street furniture.
4. The County ~~will develop~~has adopted four-three Small Area Plans encompassing the suburban Community Plans and the three Silver Line Metrorail Stations within the County. These plans, which may be redefined in the future-that will provide for the development of the Suburban Policy Area. The ~~four~~ communities are Sterling, Potomac, Dulles, and Ashburn, as shown on the Suburban Community Boundaries Map.
5. All new development proposals in the Suburban Policy Area will be designed using the "conservation design" approach as detailed in the *Revised General Plan*.
6. The development phasing plan for a mixed-use project will establish a build-out relationship between the residential and non-residential components of the project that is consistent with the County's goals for the project area.
7. Alterations to approved land use projects will conform to the land use and design goals and policies of the *Revised General Plan*.
8. For properties up to 50 acres outside of Keynote Employment designations, the land use mix attributed to the various land uses may not be achievable due to the small size of the parcel. In such cases, an applicant for rezoning may vary from the land use mix specified in the Plan by showing that an alternative is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,500-foot radius of the site.
9. Development proposals proceeding through the legislative and site planning process will conform to the County's community design guidelines. The design guidelines will be implemented as a part of legislative applications (e.g., rezonings and special exceptions) and incorporated into regulatory documents such as the Zoning Ordinance, Facilities Standards Manual (FSM), and Land Subdivision and Development Ordinance (LSDO) where applicable.

10. To protect and enhance the historic character and cultural importance of the historically significant areas in the Suburban Area, the County shall work with the local communities towards the designation of County Historic and Cultural Conservation Districts. Other historically significant areas within the Suburban Area shall be identified and protected/enhanced. Pedestrian access to and from existing and future neighboring residential communities also shall be encouraged for any new development.
11. The County will discourage strip development of any type and accordingly will develop zoning performance standards to discourage this pattern of development.
12. The County will pursue state enabling legislation for the establishment of a Transfer of Development Rights (TDR) Program within suburban communities to assist in the development of open space.
13. There will be one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), one (1) Urban Center in the Suburban Policy Area, and up to three (3) Mixed-Use Office Center areas in the Route 28 Corridor. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.
14. Undeveloped or minimally developed parcels shown on the Land Use Map for non-residential uses but zoned residential will be remapped to a corresponding non-residential district. Likewise, undeveloped or minimally developed parcels shown on the Land Use Map for residential uses, will be remapped to a density of 1.0 dwelling units per acre, if not currently zoned at a higher density. (Also see Economic Development Policy 15, page 4-10.)

Open Space Policies

1. In Residential Areas, a mix of open space will be provided. This mix will include active and passive and/or natural open space areas as appropriate to the scale and location of the site. Types of active recreation open space include ballfields, tennis or basketball courts, swimming pools, tot lots, golf courses, dog parks, and other areas for recreational sports or games. Types of passive open space include trails (hiking, biking, walking, or equestrian), picnic, camping, hunting, or fishing areas. Natural open space is land left in a mostly undeveloped state including forests, meadows, hedgerows, and wetlands.
2. Business and Industrial land use areas will provide open space of the following types: open space in its “natural” state, such as forests, wetlands, or meadows; trails and trail connections; water features or amenities. The placement of certain active recreational facilities such as lighted ballfields in Business and Industrial land use areas will be encouraged. Business and Industrial land use areas will provide public and civic space of the following types: plazas, public art, entrance features. The required open space and public & civic space will conform to the percentages required for each category of suburban area development as established in the relevant matrix.
3. Interior open space will account for at least 75 percent of the required open space in residential areas. Thus, neither the required buffer areas nor “leftover spaces” and parking and street landscaping can account for more than 25 percent of the open space requirement.
4. All dwelling units will have an open space area (active, passive, or natural) located within 1,500 feet.
5. All active recreation open space will be readily accessible to pedestrians and cyclists by sidewalk, path, trail, and/or bike lane.
6. Fifty percent (50%) of the open space requirement may be satisfied by the area of River and Stream

Corridor Overlay District (RSCOD).

7. The entire area of the RSCOD on a given parcel will be protected in accordance with River and Stream Corridor Resource policies, regardless of the amount applied to the open space requirement of the land use mix.
8. Residential developments in the Suburban Policy Area must have 30 percent of the land designated as open space. Up to 50 percent of the required open space, excluding RSCOD, may be obtained offsite within the same suburban community. Offsite open space can include priority open space areas, greenbelts, and components of the green infrastructure.
9. Areas included on the following list will fulfill the open-space ratio requirement of the land use mix defined for residential communities:
 - a. Community parks that are at least three acres in size;
 - b. Neighborhood parks that are at least 20,000 square feet in size;
 - c. Pocket parks, landscaped gardens, and greens that are at least 2,500 square feet in size;
 - d. Linear path systems that connect to off-site path systems. Multi-modal path systems will conform to American Association of State Highway and Transportation Officials (AASHTO) standards;
 - e. Required perimeter buffers (not to comprise more than 25 percent of the open space);
 - f. Community gardens at least 2,500 square feet in size;
 - g. Tot lots that are a minimum of 5,000 square feet in size; and
 - h. The RSCOD that does not comprise more than 50 percent of the required open space in a community;
 - i. Equestrian trails;
 - j. Water features such as ponds and lakes that are wet year-round. Storm water management facilities will not be included unless they are developed as year-round amenities. (e.g., with gazebos, picnic areas, or walking paths added).
10. No buffer standard reductions will be permitted without substitution for other open space on an acre-to-acre basis.
11. Development will be clustered away from the Beaverdam and Goose Creek reservoirs to help establish the primary greenbelt area and to help create a contiguous network of open space as part of the Green Infrastructure.
12. The County will support and encourage private contractual exchanges of density within each of the four Suburban Communities to assist with the development of open space.
13. Density transfer, both by voluntary action and through the Open Space Preservation Program, will be promoted within each of the four communities. All To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11 ~~Where consistent with County proffer policies,~~ residential rezonings will be considered for voluntary participation in an open space preservation program.

Infill, Redevelopment, and Revitalization Development Policies

1. The County will evaluate proposed infill development applications during the legislative and/or regulatory process based on how the proposed use functions on the site relative to the established

development pattern, rather than simply based on the use itself. Evaluation criteria established to determine the relationship of surrounding uses with the proposed infill use will include the following:

- a. Size of the infill parcel relative to surrounding parcels,
 - b. Residential densities established on adjacent parcels,
 - c. Ability of the infill parcel to provide a compatible site design with or without buffering from the existing development pattern,
 - d. Amount of open space and impervious surface,
 - e. Use intensity,
 - f. Development pattern and scale,
 - g. Road and pedestrian network, and
 - h. Impact of noise and light generated on the site.
2. Redevelopment of existing uses will be based on the availability of adequate public facilities, transportation facilities, and infrastructure. The County desires the assemblage of small, adjacent under-utilized sites to achieve a consistent and compatible development pattern. Established residential communities will be protected and enhanced through revitalization plans.
 3. Infill projects that propose substantially different uses from one or more of the adjoining properties will provide for an adequate transition through buffering, fencing, and setbacks to mitigate any negative impact.
 4. The Zoning Ordinance will promote the development of interim uses on vacant infill properties (i.e., which are initially interim but may become permanent such as community gardens, playgrounds, park-and-ride lots, and farmer’s markets), provided that these uses are compatible with the surrounding neighborhood.
 5. The County will ensure that new development projects provide inter-parcel vehicular and pedestrian access opportunities to adjacent vacant parcels so that future infill projects may be efficiently connected and served.
 6. The County will work actively with residential development applicants to facilitate the integration of proposed homeowner’s associations (HOAs) into an adjoining HOA to maintain economies of scale and to augment the availability of amenities.
 7. Higher density development as defined in the *Revised General Plan* will occur in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, in the Town Centers, or “community cores”, of the communities west of Route 28 or south of Route 606, and the Mixed-Use Office Center areas in the Route 28 Corridor. These areas will have the highest densities in the Suburban Policy Area. Town Centers should be identified through a community planning process.
 8. ~~The The four~~ Community Plans will identify the needs of each specific community such as where and what type of traffic calming is needed, and target specific areas for revitalization and redevelopment.
 9. Redevelopment and revitalization plans will include the recapture of the Green Infrastructure through methods such as the PDR program; the strategic purchase of infill sites for parks, athletic fields, and open space; and assisting homeowners’ associations to purchase open space.
 10. To provide for the sensitive redevelopment of existing areas to new uses, the County desires that small lots and tracts be consolidated into larger parcels that can support a more comprehensive design and

servicing approach.

11. The County will direct public investment and resources and give priority to the redevelopment and enhancement of existing infrastructure, capital facilities, and services. The County also will implement an incentive program for redevelopment of the above.
12. The County will provide incentives and resources for the revitalization of established neighborhoods to preserve the quality of life in these areas through the provision of community amenities, such as, but not limited to, pedestrian/bicycle facilities, traffic calming, street lighting, sidewalks, and improved retail and commercial establishments.
13. The County will direct public investment and resources toward completing and recapturing the Green Infrastructure in the developed areas of the four communities and providing alternative transportation modes within the four communities.
14. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.

Land Use Categories

The Suburban Policy Area has four primary land uses: Residential, Business, Industrial, and Retail (see [Planned Land Use Map](#)). Retail policies are established in the *Countywide Retail Policy Plan* amendment. Within these primary land uses are subcategories. The County's overall land-development strategy is to encourage compact, mixed-use developments that provide people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment. The exceptions are for Keynote Employment areas and General Industrial areas in the County. Because much of the Suburban Policy Area is already developed, this Plan envisions that new projects will be modest in scope and therefore will be evaluated based on their compatibility with the larger community of which they will be a part. The land use categories and policies guiding their development are described below and summarized in the matrix on pg. 6-33.

A. Residential

Residential land uses include Residential Neighborhoods and High-Density Residential uses. Town Centers, the key commercial component of the four Suburban Communities, also are detailed in this section. Housing is the principal function in Residential Neighborhoods, but business and light/flex industrial uses also are permitted to provide support services and local employment opportunities to residents. The mix of uses at the core of larger Residential Neighborhoods should include retail and personal services, public and civic uses, and elements of the Green Infrastructure. Smaller neighborhoods will focus on a public green or park, civic buildings such as a church or community center, or a small neighborhood commercial center.

Residential design features must include efficient and compact site and roadway layout with adequate open space (active, passive, and natural), streetscapes that include sidewalks, street trees, pedestrian-scale lighting, pedestrian and roadway linkages to other neighborhoods and communities, and the full protection and incorporation of the Green Infrastructure. Such neighborhoods will incorporate a mix of housing types and lot sizes to provide options for a range of lifestyles and incomes, as well as a mix of land uses to allow residents the opportunity to work and shop nearby.

In larger Residential Communities made up of several neighborhoods, the focus will be a compact Town Center comprising residential uses, a commercial component larger than one that would serve a single neighborhood, plus public and civic uses, parks and greens.

General Residential Policies

1. The *Revised General Plan* indicates the preferred location for Residential Areas on the Land Use Map. These locations may be modified when Community Plans are developed.
2. The County may permit residential rezonings at densities up to 4.0 dwelling units per acre in Residential Neighborhoods and densities between 8.0 and 24.0 dwelling units per acre in High-Density Residential Areas, in accordance with the policies specific to each type of Residential land use.
3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (day/night average noise level) noise zone for Washington Dulles International Airport and the Leesburg Executive Airport. Residential development within the Route 28 Highway Improvement Transportation District will be limited to three (3) specific locations. These areas include the Old Sterling planning area, the Oak Grove area, the Eden Tract and Loudoun Village properties, and areas designated as high density residential on the Planned Land Use Map. Areas designated high density residential within the Route 28 HITD will be compatible with the densities and unit types of surrounding neighborhoods. Specific densities for the high density residential areas are as follows:
 - a. Victoria Station-up to 10 dwelling units per acre
 - b. Pearson Reserve-up to 8 dwelling units per acre

Furthermore, the identification of specific properties precludes the use of other *Revised General Plan* policies, which would permit the consideration of residential development on a case-by-case basis.

1. Residential Neighborhoods

Residential Neighborhoods are the largest land use component of the Sterling, Potomac, Ashburn, and Dulles Communities. The long-term livability of neighborhoods requires a systematic approach to incorporating them into the overall design of the larger communities, while retaining their distinct neighborhood identities.

Residential Neighborhoods should have a variety of housing types and lot sizes, and they are to be developed in accordance with design guidelines and performance standards for efficient site layout, a pedestrian-friendly scale, adequate open space (active, passive, and natural), and the protection and incorporation of the Green Infrastructure. Design guidelines included in the implementation section of this Plan outline key design features and opportunities to be addressed in these developments (See Chapter Eleven).

Residential Neighborhoods Policies

1. New Residential Neighborhoods will develop at densities up to 4.0 dwelling units per acre, depending on the availability of adequate roads, utilities, and the provision of a full complement of public services and facilities.
2. The land use mix (measured as a percentage of the land area) in a Residential Neighborhood generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. Residential	30%	60%
b. Office & Light Industrial	0%	20%
c. Public & Civic	10%	No Maximum
d. Public Parks & Open Space	30%	No Maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

3. Residential Neighborhoods will incorporate fully open space at a minimum of 30 percent of the gross

acreage of the property. In both residential areas, no more than 50 percent of the required open space may be located in the RSCOD.

4. Residential Neighborhoods will exhibit the following design characteristics desired by the County:
 - a. Compact site layout to reduce trips within the neighborhood, facilitate alternative forms of transportation, preserve the Green Infrastructure, and result in reduced transportation and utilities infrastructure costs;
 - b. Pedestrian-scale streetscape including such features as street trees, sidewalks along all street frontage, and street lighting;
 - c. A predominantly interconnected street pattern with inter-parcel connections;
 - d. A combination of neighborhood parks, squares, and greens located throughout the neighborhood within 1500 feet of all residences, and a formal civic square or other public space located in conjunction with a civic facility, Neighborhood Center, or other use, to create a focal point for the community;
 - e. The location of public and civic uses such as churches and community centers in prominent sites to act as landmarks within the neighborhood;
 - f. Off-street parking lots located to the rear of civic and business uses to ensure the building is the prominent sight from the street;
 - g. On-street parking that may be credited toward meeting residential parking requirements; and
 - h. A variety of lot sizes.

2. High-Density Residential Uses

High-Density Residential uses accommodate a scale of human activity that is needed to develop viable, mixed-use communities and to implement key County objectives including the development of mass transit, provision of affordable housing, preservation of open space, and efficient use of public facilities and services. High-Density Residential uses will develop only in a limited number of locations that include designated areas along the Dulles Greenway, within the County's Urban Center, in Town Centers, and as a component of mixed-use Business land use areas. Densities will be highest in the Dulles Greenway corridor, where transit is anticipated. Development within Transit-Oriented Developments (TODs) along the Dulles Greenway is governed by the policies in the TOD section of this Plan. The Dulles Greenway corridor is defined as 1.5 miles on either side of the Dulles Greenway.

High-Density Residential Use Policies

1. High-Density Residential uses will include residential densities between 8.0 and 24.0 dwelling units per acre in mixed-use areas of the Dulles Greenway corridor, in the Urban Center, and densities between 8.0 and 16.0 units per acre in other mixed-use Business developments based upon the availability of utilities, transportation facilities, public facilities, participation in open-space preservation efforts, and conformance to the community design and growth management policies of this Plan.
2. Properties proposed for a rezoning to High-Density Residential uses may be located only in the following areas:
 - a. Areas designated as High-Density Residential uses on the Land Use Map.
 - b. In conjunction with an Urban Center or Town Center in accordance with policies applicable to each center;

- c. As part of a Regional Office or Light Industrial use in accordance with policies applicable to each use; and
 - d. In other areas specifically identified in the *Revised General Plan*, Small Area Plans, or Community Plans.
3. The land use mix (measured as a percentage of the project land area) in a High-Density Residential area generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. High Density Residential	40%	60%
b. Office, Light Industrial	0%	20%
c. Public & Civic	10%	No Maximum
d. Public Parks & Open Space	30%	No Maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

4. High-Density Residential policies will be updated by Small Area and Community Plan policies.

3. Town Centers

The Plan anticipates that communities west of Route 28 or south of Route 606 may have one or more Town Centers that serve as the “downtown” or community core of the communities. Town Centers must be compact and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities. Even though the potential exists to develop the Town Center and associated neighborhoods in phases, an overall concept plan should be developed so the interrelationship of its parts (residential, commercial, office, civic, public open space, and transportation network) can be evaluated. A key element of the Town Center’s design is its emphasis on pedestrian movement versus automobile movement, through the use of a grid street pattern and pedestrian-scale shops. Town Center development also should include a provision for transit facilities or stops.

Town Center Policies

1. A Town Center functions as the “downtown” of the local community with a mix of residential and business uses in a compact setting. The communities west of Route 28 or south of Route 606 may have Town Centers. The locations of Town Centers should be determined through a community planning process or established during the consideration of a land development proposal that includes a community outreach and input process.
2. The Town Center will provide for a mix of land uses including dwellings, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds and other similar uses meeting the needs of the adjoining neighborhoods.
3. The Town Center will range in size between 30 and 60 acres.
4. The land use mix (measured as a percentage of the land area) in a Town Center generally will comply with the following ratios:

Land Use Category*	Minimum Required	Maximum Permitted
a. High Density Residential	25%	40%
b. Commercial Retail & Services*	20%	45%
c. Regional Office	10%	25%
d. Overall Business Uses	30%	50%

(b & c combined)

e. Public & Civic	10%	No Maximum
f. Public Parks & Open Space	10%	No Maximum

* Retail Policy guidance provided in *Countywide Retail Plan*

5. Housing densities from 8.0 to 16.0 dwelling units per acre will be permitted in a Town Center, contingent upon the availability of utilities, roads, and public facilities and in conformance with the community design and growth management policies of this Plan. The Residential component will be subject to the design guidelines outlined in the Residential policies.
6. Business floor-area ratios will be sufficient to permit maximum use of small lots and the development of structures that support ground-floor shops and upper-level residential and office uses.
7. An overall concept development plan will be required in sufficient detail to allow evaluation of the inter-relationship of the Town Center's parts (residential, commercial, office, civic, public open space, road network design, and other components).
8. Approval of a request to rezone property to permit a Town Center will be contingent on the provision of a full complement of public facilities and services, the adequacy of roads and utilities, limited impact on existing neighborhoods, and compliance of the proposal with the community-design policies and guidelines of this Plan.

B. Business

Business land use policies address the location and character of large-scale office and light-industrial uses in the Suburban Policy Area. The County encourages a mix of uses in most of its office and light-industrial business developments. In addition to offices, Business land uses generally may feature housing and/or commercial/retail uses, and all of the uses have a component of public/civic uses and parks and open space. A mix of uses creates an environment where individuals not only can work, but where they can live and have convenient access to services, shops, and recreation. Policies guiding retail development are found in the *Countywide Retail Policy Plan Amendment*. Policies in Chapter Eleven of this Plan guide the design of these developments.

Business land uses include Urban Centers, Keynote Employment Centers, Regional Offices, Light Industrial uses, and Transit Nodes. Generally, such regional uses should be near the Washington Dulles International Airport, the Route 28 Highway Transportation Improvement District, the Dulles Greenway Corridor, and the Route 7 Corridor. This section also addresses parking policies relating to Business land uses.

General Business Land Use Policies

1. Business land uses will be located in accordance with the Land Use Map and the goals and policies of this Plan.
2. Office and Light-Industrial uses requiring markets outside the immediate neighborhood should locate in compact nodes at intersections of major collector and arterial roads in locations designated on the Land Use Map.
3. In evaluating Business land use proposals, the following will be considered:
 - a. The market area and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed competing projects);

- b. Steps taken to mitigate the impact of parking, signs, and other associated activities on the surrounding community;
 - c. The available capacity of utilities and roads;
 - d. The potential fiscal and environmental impacts of the proposal;
 - e. The relationship of the proposed use to the land use and community design policies of the Plan; and
 - f. Other matters that may determine how the proposal relates to County policy.
4. All Business land use developments will be located in planned-development zoning districts to ensure the design and compatibility of new development with adjacent land uses and allows flexibility in site design.
 5. Business land uses will possess adequate on-site parking, storage, and loading areas as well as landscape screening of these functions from surrounding neighborhoods. Designers should seek to reduce the potential impact of building size, exterior cladding of the building, signs and other features of an employment use that may create negative visual impacts on the surrounding community. Pedestrian and vehicular circulation systems in and around the business uses will form a safe and convenient network. Outdoor lighting will be designed for effective nighttime use of the facility and to reduce off-site glare to a minimum.
 6. Access to Business land use areas will provide safe and efficient movement of traffic into the centers, without impeding traffic movements also on the adjacent roadways. Generally, entrances to and exits from the centers will be made from the minor arterials serving the center to cause the least disruption to traffic on the major arterials.
 7. The County's CLI commercial zoning district allows for a wide variety of commercial uses, which generate high traffic volumes and which do not promote the coordinated and efficient land use or traffic pattern envisioned by the County for the U.S. 50 Corridor. Therefore, the County will consider alternative methods for addressing the conformance issue, such as modification of the by-right and special exception uses provided in the district to those more appropriate to achieve the objectives of the Plan.
 8. Business land use policies will be updated by Small Area Community Plan and Community Plan policies.
 - 8a. The County may choose to apply the Business Land Use, Office and Light Industrial Land Use mix ratios on a sub-area wide basis for the sub-area depicted on the CPAM 2004-0008 map (dated August 31, 2004) when such applications further the business and land use goals of the *Revised General Plan*.
 - (1) Development proposals requesting a sub-area based application of the land use mix should include the following: (i) a sub-area concept plan that demonstrates how the Plan's land use mix goals for either a Regional Office or Light Industrial community are achieved, and (ii) an inventory of existing land uses to be considered as part of the land use mix calculations. An individual project that would consume all of a single land use from the land use matrix is discouraged.
 - (2) Development proposals requesting a sub-area based application of the land use mix should demonstrate compatibility with the Planned Land Use community type (Regional Office or Light Industrial) that exists or has already been proposed.

Arcola Area/Route 50 Corridor Plan

Introduction

Residential Development Policies

1. The County may permit residential rezoning at densities up to 4.0 dwelling units per acre in the Village of Arcola and Village Perimeter Transition Area depending upon the availability of utilities, transportation infrastructure, public facilities, participation in open-space preservation efforts, and compatibility with surrounding uses. All residential proposals will offer convenient and safe access to surrounding recreation, retail and employment uses.
2. Residential development above first floor retail or employment uses is strongly encouraged in the Village of Arcola and Village Perimeter Transition Area and shall not be calculated towards the planned residential density of a project.
3. The County supports residential uses at a maximum of three stories in height.

Unmet Housing Needs

1. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.
2. The County will identify options for unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.
3. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11 ~~Where consistent with County proffer policies, d~~ Developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.
4. The County will explore options for the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.
5. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.
6. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.
7. Unmet housing policies will apply until such times as the Board adopts additional housing policy.

Chapter 9

The Towns

The seven incorporated Towns in Loudoun County offer a window to the County's past and are a key component of its unique character today. Most were incorporated more than a century ago. The Towns became agricultural business centers, providing markets for farm products and the necessary goods and services for rural residents. The origins of several towns are also in tourism as many city dwellers traveled on the train to stay in lovely boarding houses and inns for summer vacations. Over the years, the Towns have developed as the population centers as well as the location for employment and public facilities.

Today, the Towns, while still influenced by their agricultural tradition, play a more varied role that includes retail and service-based businesses, home-based businesses, educational opportunities, and telecommuting as well as serving as bedroom communities for many who commute to jobs in the region. Yet, they have largely managed to retain their charm and distinct sense of community.

Leesburg serves as the County seat and is the largest of the Towns. Hamilton, Purcellville, and Round Hill are located in close proximity along the western Route 7 corridor. Middleburg is the southernmost Town and is located astride Route 50. Lovettsville is located in the northern portion of the County along Route 287 and Hillsboro, the smallest incorporated Town in the County, is located in the northwest section of the County on Route 9. ([Map of Towns](#))

Town leaders have stated common goals of preserving the built and social heritage of the Towns. While growth in and around the Towns presents a challenge to preserve the historic and social fabric, Town leaders are determined to enhance and plan for increasingly autonomous and sustainable communities.

The County values the character of each of the seven incorporated Towns and will be proactive in working with the Towns to assure a vibrant future for them. The County recognizes that the health of each Town contributes to the County's overall strength and attractiveness as a place to live. To that end, the County is committed to a new era of partnership with the Towns. The County will provide resources to assist the Towns with facilities planning, economic development, and land use planning and supports an open and thorough process of working with the Towns.

The following sections address general growth management, land use, transportation, public utility, and public facility strategies and policies. These sections are followed by specific discussion and policies for each Town.

Growth Management

The strategy of the Plan is to encourage compatible development within the Towns and the adjoining areas. The 1991 *General Plan* established Urban Growth Areas (UGAs) for the Towns of Leesburg, Hamilton, Purcellville, Round Hill, and Lovettsville. The UGAs would provide an expansion area around the Towns that would concentrate development in order to maintain viable communities, limit development sprawl, and ensure that public facilities adequately and efficiently serve the Towns and surrounding areas. The UGA boundaries set the limits of municipal water and sewer extension that the Towns control and mark the edge of future town limits.

Since the adoption of the 1991 General Plan, residential growth has boomed in the areas around the Towns. The

towns have reassessed their ability to serve the areas in the UGAs with public water and sewer and some Towns have decided to reduce the UGAs. The following revisions to these boundaries are made through this revised Plan:

- Eliminate the Lovettsville UGA and concentrate development within the Town's boundaries.
- Reduce portions of the Hamilton and Round Hill UGAs.
- Reduce the Leesburg UGA in the north and southwest.
- Middleburg and Hillsboro have matured to their ultimate corporate limits and will not expand beyond the existing corporate limits.

Along with the reassessment of boundaries, the County recognizes that the term "Urban Growth Area" no longer reflects the intent of either the County or the Towns. Therefore, "Urban Growth Area" has been changed to "Joint Land Management Area" (JLMA). The boundary of the JLMA, with an exception for the Town of Purcellville as set forth in Chapter 9 Public Utilities Policies, sets the limits of municipal water and sewer extension and in that respect, it continues to serve as an urban growth boundary. It defines a significant change in land use between the areas within the JLMA and that which is outside of the boundary.

In the Joint Land Management Areas, there is the potential for 11,498 additional housing units, including 3,316 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 9,227 housing units will have been absorbed, and a total of 11,562 housing units will exist. At that time, the JLMAs are projected to have a population of 31,171 persons, an increase of 512 percent over the year 2000 population estimate¹.

In the incorporated Towns, there is the potential for 6,816 additional housing units, including 3,385 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 5,011 housing units will have been absorbed, and a total of 18,154 housing units will exist. At that time, the incorporated Towns are projected to have a total population of 46,544 persons, an increase of 35 percent over the year 2000 population estimate².

The County will continue to work closely with each Town on development proposals within the JLMAs in order to promote a logical, cohesive extension of the existing Town fabric. While the Towns are responsible for the planning and zoning within their boundaries, the County and the towns have agreed to joint responsibility for planning of the JLMA and the County's Zoning Ordinance applies to these areas. While this Plan calls for a remapping of the planned land uses in the County, current zoning densities will continue to apply in the JLMAs.

Area plans have been adopted for Leesburg, Round Hill, and Hamilton. The jointly adopted *Purcellville Urban Growth Area Management Plan* (PUGAMP) has been superseded pursuant to CPAM 2012-0002. The area plans provide more specific guidance for land use in those JLMAs. Area plans will continue to be an important planning tool for the County and the Towns. Updating these plans and keeping them current will be a priority for the County.

Annexation guidelines are key implementation tools. Annexation is a logical extension of the increased role played by Towns in the provision of public facilities, services, utilities and commercial products and services. Annexation will allow system providers a larger role in managing the services and facilities in each Town. Potentially annexation could result in the enhancement of the towns' tax revenues. Leesburg has an annexation agreement with the County. All Towns can work with the County on possible annexations. (See Chapter Eleven for annexation

¹With CPAM 2012-0002 Purcellville retains its JLMA, however, further central utility extension is not anticipated except for extensions to serve Autumn Hill, ZMAP 1990-0019.

²The projected housing units and population is inclusive of higher residential densities within the Purcellville JLMA that were originally envisioned by PUGAMP.

guidelines)

Growth Management Policies

1. The *Revised General Plan* identifies Joint Land Management Areas around some of the Towns in the County to accommodate growth emanating from them and that will establish distinct boundaries between the Towns and the adjacent policy area. The County will work with Town Officials to improve coordination on land use, annexation and other matters affecting the Joint Land Management Areas.
2. New non-government development is encouraged to locate within the corporate limits of the Towns before moving into contiguous designated Town Joint Land Management Areas (JLMAs) to facilitate the compact and efficient use of resources.
3. Planning and policy documents in the JLMAs will be adopted by the County through cooperative planning efforts with the Towns, and decisions on land use applications concerning land in the JLMAs will be made by the County in consultation and collaboration with the Towns.
4. The County will coordinate with the Towns on rezonings and subdivision development within the areas surrounding the Towns and in designated JLMAs regarding the provision of utilities, public facilities, and compliance with community design, growth management, and other goals and policies stated in the *Revised General Plan* and applicable area plans.
5. The Board of Supervisors will establish joint Town and County committees to oversee planning efforts in the JLMAs, assign staff as required to provide technical support, and encourage a public process to invite the participation of Town and County residents.
6. The *Revised General Plan* seeks the creation of a “greenbelt”, depending on topography and physical features, around the Towns and/or their JLMAs to assist in maintaining the distinct character of each Town. Development will be limited to that permitted by the underlying zoning and will observe all Green Infrastructure policies.
7. The County will seek the implementation of a greenbelt through dedication of open-space easements, purchase of development rights, large-lot subdivisions, clustering, ~~open space or cash equivalent proffers~~, transfer of development potential, and other means.
8. As water and sewer are extended into a Town JLMA, annexation of the area by the Town will be encouraged by the County.
9. The County will coordinate closely with the Towns on residential subdivisions proposed outside the Town limits.
10. The County will coordinate with the Towns on development issues in order to promote fiscally balanced growth that will not unduly strain County or Town resources, including County and Town budgets, the natural environment, public facilities and utilities.

Leesburg

Since the mid-1700s, Leesburg has been the social, judicial, business and political hub of Loudoun County. The Town was founded in 1758 and, as the County seat, is a key part of the County’s heritage. Preservation of the Town’s heritage is a priority in Leesburg, and much of the core area of the Town is on the National Register and has been designated as a historic district. Leesburg has been and will continue to be attractive as an employment

center, and it is a major retail and service center for Loudoun County. The County government should maintain its presence in Leesburg to contribute towards the ongoing economic stability and to honor the historic and cultural role of the Town.

In 1984, the Town entered into an annexation agreement with the County, and 4,805 acres were added to the Town. The Town is approximately eleven square miles. Since then, the Town has completed water and sewer plants that are expected to continue to meet the projected service demands of Leesburg and the JLMA. (Refer to [Leesburg and JLMA Map](#)) The estimated population of the Town is about 30,000, making it the largest town in the County.

The Town of Leesburg sits on the divide between eastern and western Loudoun. It is a pass-through point for western residents who commute to jobs to the east and has become a significant crossroads for commuters from the northern part of the County and for Maryland residents. With the construction of the Dulles Greenway, Leesburg is at the terminus of a major east-west thoroughfare through Northern Virginia. The Leesburg Executive Airport is also an increasingly important transportation facility in the region serving private and corporate aircraft. Leesburg has always been a destination point for tourists and a business center as the seat of County government. Most recently, however, economic development associated with good road connections to the east, utility capacity and a growing residential population has elevated Leesburg's position as an activity center and strengthened Leesburg's interest in attracting emerging technology industries within the corporate limits and the JLMA.

The combined effects of increased commuter travel and destination-oriented economic development activity are creating traffic congestion within and just outside of the Town. Town officials are considering initiatives to improve public transit and to develop more pedestrian and biking connections between residential subdivisions. The County will study development of Crosstrail Boulevard between Route 621 and Route 7 as a component of the Town's future transportation network. In terms of land use planning, the Town continues to support the Joint Land Management Area as a growth area.

The County will continue to work cooperatively with Leesburg to resolve issues of concern to both the County and the Town. The Town of Leesburg/County of Loudoun Joint Review Committee will continue to facilitate the review of issues concerning both jurisdictions. Issues relating to land development, comprehensive planning, and transportation planning will also be addressed through established planning procedures between the Town and the County.

Leesburg Joint Land Management Area Policies

1. The Town of Leesburg will continue to be the principal location of County Government offices and to serve as the County seat.
2. Development within the Joint Land Management Area will comply with the *Leesburg Area Management Plan*, the *Toll Road Plan*, the Annexation Area Development Policies as may be amended, and the *Leesburg Town Plan*.
3. Power generation plants are not compatible with existing residential areas within or near the Town JLMA, and therefore, are not allowed in the Leesburg JLMA.
4. The *Revised General Plan* designates a greenbelt around the Town and within the JLMA consisting of the following areas:
 - a. Land within the 100-year floodplain of the Sycolin and Goose creeks, provided that the County's River and Stream Corridor Overlay District (RSCOD) policies also apply;
 - b. To the west and north of the Town, where the corporate limits represent the JLMA, the greenbelt extends into the Rural Policy Area for 2,600 feet; and;

- c. Adjacent to the JLMA along Route 15, north of Leesburg, the greenbelt extends 2,600 feet into the Rural Policy Area.
5. Development to the west of Route 621 will preserve and enhance the rural character of the viewsheds along Route 15 and be compatible with the Town's Historic Corridor Overlay District.
6. The Town and County will work cooperatively to create a conservation area along the Potomac River in the northeast section of the JLMA as a component of the Green Infrastructure.
7. The County will return the northern triangle and the southwestern section of the JLMA (the area west of the Toll Road and south of the Town Boundary) to the Rural Policy Area, with the exception of the small area on the west side of the Town located behind the Woodlea subdivision.
8. The southeastern portion of the JLMA will be remapped to zoning classifications that are compatible with the Land Use Map and that are compatible with the Leesburg Executive Airport.
9. The County will coordinate with the Town of Leesburg and VDOT on the feasibility of planning and building Edwards Ferry Road as a two-lane facility with a bike path. The County will work with the Town and VDOT to designate the road as a scenic by-way.
10. The County supports the future study of extending the Dulles Corridor Bus Rapid Transit (BRT)/Rail project to Leesburg.
11. The County will, in coordination with the Town of Leesburg, study the proposed design and function of Crosstrail Boulevard from Route 621 to Route 7.
12. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.
13. The County will identify options for unmet housing needs in the Leesburg area not covered by the ADU zoning ordinance and work toward an implementation plan.
14. ~~Where consistent with County proffer policies~~ To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, Developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.
15. The County will explore options for the creation of programs, tools, and incentives both publicly and privately developed that will fulfill unmet housing needs.
16. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.
17. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.

Chapter 11

Implementation

Proffer Guidelines

(Refer to Proffer Policies, Chapter Three, pg. 3-5.)

The Board may accept reasonable proffered conditions as a part of an amendment to the zoning map provided they comply with the applicable provisions of the Code of Virginia, Sections 15.2-2303, or 15.2-2297, and 15.2-2303.4 as described in Chapter 3Three. -The following guidelines shall apply to zoning amendment applications for land areas and applications exempt from the provisions of 15.2-2303.4; which and includes all applications for non-residential uses and all applications for land areas within the boundaries of the Small Area Plans referenced in Chapter 6, and Service Districts that encompass Silver Line Metrorail stations, where the Board may accept a broader range of reasonable proffers. For all zoning amendment applications that are subject to Section 15.2-2303.4, applies, the Board will accept only proffers that are consistent with the provisions of Section 15.2-2297 and are not deemed unreasonable under Section 15.2-2303.4. In no case will the County request, suggest, require, or accept proffers that are deemed unreasonable under applicable Code of Virginia provisions.

A. Capital Facilities

1. To assist the County in an equitable and uniform evaluation of developer proffers and other proposals for densities above the specified base density for each planning policy area, which otherwise conform with the policies of this plan, the County anticipates developer assistance valued at 100 percent of capital facility costs per dwelling unit.
2. Estimated capital facilities costs per unit by unit type will be calculated by a Capital Facility Intensity Factor (CIF) based on the adopted service plans and levels for each type of development. The CIF will be calculated using the following formula:

$$\text{CIF} = (\text{Household Size} \times \text{Facility Cost Per Capita}) + (\text{Students Per Household} \times \text{School Cost per Student})$$

The Board of Supervisors will review the CIF on a biennial basis. If revisions are proposed, the revisions will be subjected to Board Public Hearing.

3. The following definition of “Capital Facility Proffer” will be used for the purpose of evaluating proffers:

A contribution consistent with county policies and service needs, in cash or in kind (land or improvement), that benefits county residents at large, which is agreed to as a condition of a rezoning.

To be considered a proffer based on this definition, the following criteria need to be met: ~~T~~the facility proffered is dedicated to the County or to a local, state, federal or regional authority or otherwise satisfies a need identified in the County’s Service Plan(s) and Levels, Capital Needs Assessment (CNA), and/or Capital Improvement Program (CIP). Facilities that are not dedicated for the exclusive use of a subdivision or group of subdivisions may be partially credited toward capital facility proffers. The partial credit is dependent on the Board of Supervisor’s adopted service levels and plans, CNA and CIP, at the date of the official acceptance or at the date of reactivation of an inactive application. The measure of credit will be determined on a case-by-case basis and may not exceed what the County would expect to supply given the BOS adopted service plans and level-of-service standards for the population served at the date of official acceptance of the application or at the date of reactivation of an inactive application.

- b. The contribution has a quantifiable value.
 - c. The value of land contributed for public use or use as a public facility site is recognized as a capital facility proffer. Land for County facilities should be conveyed to the County or its designee. The value of land to be retained by an owners' association or land developer is not recognized as a capital facility proffer.
 - d. The contribution would not be required under existing statutes or ordinances.
 - e. The proffer is irrevocable.
 - f. Transportation and road improvement proffers will not be included.
4. Base density thresholds are to be specified by planning policy areas as follows:
- a. Rural Policy Area: The Rural Policy Area policies contained in Chapter Seven and related policies elsewhere in the plan address the County's rural strategy. Both the planned density for the Rural Policy Area and the resulting zoning pattern do not portend future zoning map amendments. In the event that planned densities are to be equivalent to potential density in the rural zoning district(s), a specified base density figure is not necessary. However, the County anticipates that residential zoning map amendment applications within existing villages and other similar applications in the rural policy area will include capital facility contributions.
 - b. Transition Policy Area: The Transition Policy Area policies contained in Chapter Eight and related policies elsewhere in the Plan address the County's vision for a separate and distinct planning area between the Rural and Suburban Policy Areas. For subareas of the Transition Policy Area that are planned for higher densities than those permitted by zoning district regulations applicable to property in the subarea, zoning map amendments may be pursued and capital facilities proffers will be anticipated. Such contributions will be evaluated in accordance with a base density equivalent to that contained in the existing zoning district regulations applicable to the property, and in effect at the time of application for a change in zoning.
 - c. Suburban Policy Area: The Suburban Policy Area policies contained in Chapter Six and related policies elsewhere in the Plan address the County's vision for unique communities with stringent design guidelines and performance standards. For zoning applications within the Suburban Planning Area that propose increases in residential densities, capital facilities proffers will be anticipated. Such contributions will be evaluated in accordance with a specified base density of 1.0 dwelling unit per acre or a base density equivalent to the density requirements contained in the existing zoning district regulations applicable to the property and in effect at the time of application for a change in zoning, whichever represents the lower base density.
 - d. Joint Land Management Areas: The Joint Land Management Area policies contained in Chapter Nine and related policies elsewhere in the plan address the mutual vision of the County and the Towns with respect to the delineation of joint land management areas proximate to the Town's corporate limits. For zoning applications within designated management areas that propose increases in residential densities, capital facilities proffers will be anticipated. Such contributions will be evaluated in accordance with a specified base density of 1.0 dwelling unit per acre or a base density equivalent to the density requirements contained in the existing zoning district regulations applicable to the property and in effect at the time of application for a change in zoning, whichever represents the lower base density.
5. A developer proffering a land site as a part of an active re-zoning application shall contact Loudoun County for a list of appraisal firms approved by the County to determine the market value of land at its planned land use designation in the *Revised General Plan*. The developer shall contact one of the approved appraisal firms and request an appraisal. The cost of the appraisal will be paid for by the

developer.

B. Open Space

In this Plan, the County has outlined a number of methods for acquiring open space. In the past, the Open Space Preservation Program was linked to increases in density. In the *Revised General Plan*, sufficient open space is recognized as a key component to all development regardless of density. However, where consistent with the applicable provisions of the Virginia Code Section 15.2-2303, the Open Space Preservation Program remains in place for the highest suburban density levels – from 3.5 dwelling units per acre to 4.0 dwelling units per acre. The County’s program for obtaining open space comprises a “toolbox” approach with a number of mechanisms to ensure the adequate provision of active, passive, and natural open space in the County.

1. Open space within a development will be obtained through conservation design and clustering as detailed in this Plan and subsequent regulations. Conservation design provides for the on-site transfer of density away from environmentally sensitive or culturally significant areas (i.e., components of the green infrastructure including RSCOD).
2. Participation in the Open Space Banking Program permits up to 50 percent of required open space on an individual site to be provided off-site.
3. To achieve higher densities in residential communities, the Board of Supervisors anticipates evidence of participation in the Open Space Preservation Program according to the following guidelines:
 - a. Residential Neighborhoods: Densities ranging from 1.0 dwelling units per acre for the Suburban Policy Area up to 4.0 dwelling units per acre may be considered by the County in accordance with the capital facilities guidelines of this Plan and may be considered by the County for voluntary participation in the Open Space Preservation Program. Residential densities above 3.5 and up to and including 4.0 dwellings per acre may be considered by the County in return for voluntary participation in the open space preservation program according to the guidelines presented below and the Density Transfer Guidelines.
 - b. To achieve higher densities in High-Density Residential areas, the Board of Supervisors anticipates evidence of participation in the Open Space Preservation Program. Five percent of all residential units associated with densities above 4.0 dwellings per acre should result from the acquisition of an equivalent number of open space easements according to the guidelines presented below and the Density Transfer Guidelines. Offsite open space can include priority open space areas, greenbelts, and components of the green infrastructure. A land contribution on an acre-by-acre basis is desired. If the land offered does not suit the County in terms of quality or location, the County may consider cash in lieu of the land for the purchase of open space. The County will pursue the purchase of open space to provide additional active recreation, to create key trail connections, and to protect environmentally sensitive areas. The County will create a database of infill or other sites targeted for possible purchase. A per unit cash donation may be made to the County for the purchase of open space, according to policies of this Plan. Cash donations for open space will be spent in the density transfer area from which the proffer contribution is obtained.
4. Although the County does not have the authority from the state to conduct a formal Transfer of Development Rights program, the County will seek enabling legislation to do so. Until a formal program is in place, the County will guide development to desired areas through conservation design and the purchase of open space easements. The purchase of easements for additional density has been referred to as voluntary transfer of density, and not to be mistaken with a formal TDR program.

5. The County's Purchase of Development Rights (PDR) program compensates property owners who voluntarily agree to sell the right to develop their land. The PDR program protects agricultural, natural, historic, and scenic resources and seeks to retain open space in the Suburban Policy Area.
6. Where consistent with the applicable provisions of the ~~Code of Virginia Code~~, Section 15.2-2303, cash contributions may be provided for the enhancement and/or improvement of historic features within the policy area to fulfill the open space guidelines if the County agrees to or requests the exchange.

Countywide Transportation Plan

Chapter 8 Funding

8 - 8

VI. Transit-Specific Funding Sources

8 - 13

VIII. Proffers

Proffers are voluntary commitments made by a land-owner at the time that an application for a zoning map amendment is approved, and the County will not suggest, request, require or accept any proffered commitments unless and to the extent such proffers are consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11 of the Revised General Plan. Proffers are enforceable agreements that run with the land and are intended to offset the impacts of a proposed development. Proffers are reviewed for implementation during the site plan and subdivision processes that come after a rezoning process. Proffers, in the form of physical improvements or cash contributions, assist in improving the public infrastructure needed to serve new residents and users of new developments.

Ensuring that the impacts of a project on both the regional and local transportation system are addressed is of primary importance to the County. Preferably, the County seeks physical transportation improvements in accordance with all applicable policies of the *Revised General Plan*. However, to the extent consistent with Proffer Policies and Proffer Guidelines, the County will consider cash contributions when construction is not practicable. In order to address the potential that a proffered improvement may be constructed by others, a “cash-in-lieu” clause can be considered. The development community and the County maintain the flexibility to coordinate the timing and location of improvements between projects in response to changing needs and opportunities. Generally, the County will seek to have proffered improvements “up-front” or phased to address the impacts of the project prior to the resulting traffic coming on-line.

Dependence on proffers as a key instrument for the financing of transportation improvements can be problematic. When proffers for different components of a local system (for example, different segments of the same road) are offered by different developers, there can be no assurance that all of the segments will be built in a timely way so that the system will be fully functional when it is needed. To address these concerns, the County promotes coordination of improvements amongst developers through public/private road clubs, etc.

Proffer Policies – The following policies are subject to the overriding County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11 of the Revised General Plan. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions, and for those applications subject to Section 15.2-2303.4, the County shall accept only those proffers permitted or deemed reasonable under Virginia Code Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4.

1. The County will actively seek transportation fund proffers, including those for roads, transit (including transit capital and route start-up costs), and bicycle and pedestrian facilities from residential and nonresidential rezonings.
2. The County prefers proffers that provide physical transportation improvements, as warranted, in accordance with all applicable policies of the *Revised General Plan*. However, the County will consider cash contributions when construction is not practicable. A case-by-case analysis of the needs for road improvement construction and/or regional road contributions must be made for each project. The construction of full frontage improvements to existing roads and construction of planned new roads will be coordinated with each development project.

3. Private participation in the funding and/or development of the transportation system may include, but need not be limited to:

- a. Access improvements beyond those required by the County *Land Subdivision and Development Ordinance* (LSDO);
- b. Frontage improvements beyond those required by the LSDO;
- c. Appropriate right-of-way for on-site roads not required by the LSDO;
- d. Appropriate cross-section of a roadway to accommodate traffic beyond that generated by the project;
- e. Regional improvements (on and off-site) and/or contribution to a regional road improvement trust fund, if needed;
- f. Warrant studies and traffic signalization at intersections;
- g. Development and improvement phasing;
- h. Interparcel connections beyond those required by the LSDO;
- i. Design and implementation of alternative mode transportation networks;
- j. Sidewalks, pedestrian road crossings, bicycle trail; with accompanying public access easements and maintenance agreements for those sidewalks and/or trails constructed outside of the right of way;
- k. Land acquisition or contributions toward eminent domain proceedings;
- l. Routing and scheduling construction and industrial traffic to minimize impacts on adjoining areas;
- m. Contributions towards abandonment/vacation of right-of-way proceedings;
- n. Travel Demand Management measures; and
- o. Traffic calming measures.

4. When a roadway running through a property is designed for capacity in excess of that needed for the project, and County Proffer Policies and guidelines permit, the excess capacity will be credited toward anticipated regional transportation impact mitigation measures.

5. The transportation capacity to serve a project must be in service at the commencement of the project, or when phasing a project, the transportation capacity to serve each phase of the project must be in service at the commencement of that phase.

6. Bicycle and pedestrian facilities along CTP roads will be provided at the commencement of a project, regardless of whether connections from adjacent properties are already in place.

7. Transportation proffers will contain a “cash-in-lieu” trade-in clause that may be exercised by the County when 3rd parties actually construct a proffered road improvement. The value will be based on actual cost at the time the cash-in-lieu trade-in is exercised.

8. When converting a constructed improvement to a “cash-in-lieu” contribution, the area in which those funds can be used will be determined by the Board of Supervisors but shall be located within the Policy Area in which the project is located. For projects located within the Suburban Policy Area, the area for which the “cash-in-lieu” contribution will be located will be further defined by the Suburban Community in which the project is located.

9. Where appropriate, the County will combine proffer funding from two or more funding sources (i.e. “road club”) to provide expedited construction schedules for alternative transportation networks and road improvements.

10. The County will value right-of-way dedications based on County pre-zoned assessment values at the time of the zoning map amendment application in accordance with Capital Facilities Proffer guidelines.

11. Transportation improvements required by the LSDO or state regulations will not be accepted for transportation proffer credit except in accord with the Proffer Policies and Guidelines of the Revised General Plan.

12. ~~When-Where~~ transportation proffers are-can be accepted in the form of a cash contribution to a regional road improvement trust fund, the appropriate amount of such contribution will be guided by an analysis of acceptable levels of service based on volume to capacity ratios, the projected costs of additional road improvements, and projected funding levels throughout the plan horizon.

**ARTICLE 6
DEVELOPMENT PROCESS AND ADMINISTRATION**

Division A: Boards and Commissions

- Section 6-100** **Planning Commission.**
- Section 6-200** **Board of Zoning Appeals.**
- Section 6-300** **Historic District Review Committee.**

**Division B: Administration and Enforcement of
Ordinance and Notice of Public Hearings**

- Section 6-400** **Administration.**
- Section 6-500** **Enforcement and Penalties.**
- Section 6-600** **Notice Required For Public Hearings.**

6-601 **Required Notice.** Each public hearing involving planning and zoning matters before the Planning Commission, the Board of Supervisors and the Board of Zoning Appeals, requires notice as set forth below.

(A) **Written Notice.**

(1) **Cases Involving 25 or Fewer Tax Map Parcels.**

Notice. For a zoning map amendment, special exception, variance, appeals pursuant to §15.2-2301 or §15.2-2311 of the Code of Virginia, as amended, or commission permit that involves 25 or fewer tax map parcels, the Planning Commission, Board of Supervisors or Board of Zoning Appeals, or designee as appropriate, shall provide written notice of the public hearing to the owner or owners, or their agent, of each parcel involved and to the owner or owners or their agent, of all abutting property and all property immediately and diagonally across the street or road from the property affected including those parcels which lie in other localities of the Commonwealth. In addition, if any portion of the property which is the subject of the zoning map amendment is within a planned development district then, written notice of a public hearing shall also be given to such incorporated property owners' association existing within the planned development district that has members owning property within 2,000 feet of the subject property. However, when a proposed amendment to the zoning ordinance involves a tract of land not less than 500 acres owned by the Commonwealth or by the

federal government, and when the proposed change affects only a portion of the larger tract, notice need be given only to the owners of those properties that are adjacent to the affected area of the larger tract. Notice shall be sent by registered or certified mail to the last known address of the registered agent, as listed by the State Corporation Commission, of such incorporated property owners' association. Such notice must be mailed at least ten (10), and no more than thirty (30) calendar days before the hearing and shall be made by registered or certified mail. Notice sent to the last known address of the owner as shown on the County's current real estate tax assessment records shall be deemed adequate compliance with this requirement. For a comprehensive plan amendment, zoning map amendment, or special exception application, notice of application will be given to adjoining counties or municipalities inside the Commonwealth and within one-half mile of the subject property. Such notice must be mailed at least ten (10) and no more than thirty (30) calendar days before the hearing.

(2) **Cases Involving 25 or More Tax Map Parcels.**

Notice. For a zoning map amendment that involves a change in the zoning map classification of more than 25 tax map parcels, or for a change to the applicable zoning ordinance text regulations that decreases the allowed dwelling unit density of any parcel of land, and for a special exception, variance, appeals pursuant to Section 15.2-2301 or Section 15.2-2311 of the Code of Virginia, as amended, or commission permit that involves more than 25 tax map parcels, the Planning Commission, Board of Supervisors or Board of Zoning Appeals or its designee shall provide written notice of the public hearing to the owner or owners, or their agent, of each parcel of land involved and to the owner or owners or their agent, of all abutting property and all property immediately and diagonally across the street or road from the property affected provided, however, that written notice of such changes to zoning ordinance text regulations shall not have to be mailed to the owner, owners, or their agent of lots shown on a subdivision plat approved and recorded pursuant to the Land Subdivision and Development Ordinance where such lots are less than 11,500 square feet. Such notice must be mailed at least ten (10) and no more than thirty (30) calendar days before the hearing and shall be made by first class mail. Notice sent to the last known address of the owner as shown on the County's current real estate tax assessment records shall be deemed adequate compliance with this requirement. Nothing in this Subsection 6-601(A) shall be construed as to invalidate any subsequently

adopted amendment, special exception or variance because of the inadvertent failure by the representative of the local Commission to give written first notice to the owner or owners, or their agent, of any parcel involved. For a comprehensive plan amendment, zoning map amendment, or special exception application, notice of application will be given to adjoining counties or municipalities inside the Commonwealth within one-half mile of the subject property. Such notice must be mailed at least ten (10) and no more than thirty (30) calendar days before the hearing.

- (3) **Contents of Written Notice.** All required written notice shall contain:
 - (a) The time, date and place of hearing;
 - (b) A brief description of the matter being heard; and
 - (c) Identification of the land subject of the application (including the tax map number of the property and complete street address of the property).
- (4) **Notice Rемаiled If Hearing Continued.** If a public hearing is continued, then the second notice required in such case shall be remailed.
- (5) **Landowner Initiated Cases.** In any case involving a zoning map amendment, special exception, appeal or variance which is initiated at the request of a landowner, such landowner ~~shall~~ may be designated by the Planning Commission, Board of Supervisors or Board of Zoning Appeals, as appropriate, as responsible for sending any notice required by this Section.
- (6) **Notice by County.** Notwithstanding any other provisions of this section, whenever the notices required under this Section are sent on behalf of an agency, department or division of the County, such notice shall be sent by the Director of Planning and Zoning and may be sent by first class mail; however, the Director of Planning and Zoning shall make affidavit that such mailings have been made and file such affidavit with the papers in the case.
- (7) **Certification.** Prior to the hearing, an affidavit, prepared by the person or persons, or their representative providing notice, shall be filed with the ~~Director of Planning~~ Director of Planning and Zoning certifying that first and second notices have been sent and such affidavit shall include a list of names of those to whom notice was sent. A counterpart of such affidavit shall be

presented at the beginning of the public hearing on the application.

- (8) **Failure to Receive Notice.** Failure to receive any notice of a hearing required by this Section, in and of itself, shall not invalidate any action taken at or subsequent to the hearing.
 - (9) **Condominium Ownership.** In the case of a condominium, written notice may be sent to the unit owner's association instead of to each individual unit owner.
- (B) **Placard Notice.** Each application, except for zoning map amendment cases involving 500 or more tax map parcels, shall be posted by the applicant, or, at the discretion of the Director of Planning and Zoning, by the County, using a form of placard approved by the Board of Supervisors, at least twenty-one (21) and no more than thirty (30) calendar days prior to each public hearing. Certification of posting shall be provided to the Director of Planning and Zoning, except that such certification shall be provided to the Zoning Administrator for public hearings before the Board of Zoning Appeals.
- (1) **Location of Placards.** Placards shall be affixed to a pole, post, fence or other structure to be clearly visible from each public road abutting the property. If no public roads abut the property, then the placard shall be posted so as to be clearly visible from at least two abutting properties and at the access points to said property. Placards shall be weatherproof.
 - (2) **Contents of Placards.** Placards shall contain:
 - (a) The time, date and place of the hearing;
 - (b) A brief description of the matter being heard; and
 - (c) Identification of the land that is the subject of the application including the tax map number and complete address of the property.
 - (3) **Maintenance and Removal of Placards.** The applicant, or, at the discretion of the Director of Planning and Zoning, the County, shall maintain all placards up to the time of the hearing and shall remove all posted placards no later than fifteen (15) calendar days after the public hearing has been closed.
 - (4) **Penalties.** It shall be unlawful for any person to destroy, deface or remove such placard notice. Any person taking such action shall be subject to the penalties set forth in Section 6-504 of this Ordinance.

- (C) **Newspaper Notice.** The County shall give newspaper notice prior to each public hearing.
 - (1) **Type of Newspaper.** Notice shall be published in a newspaper or newspapers of general circulation in the County.
 - (2) **Contents of Newspaper Notice.** The notice shall contain:
 - (a) The time, date and place of the hearing;
 - (b) A brief description of the matter being heard;
 - (c) If the matter is one for which an additional public hearing is necessary and has been scheduled before the BZA or Board of Supervisors, the time, date and place of the scheduled BZA or Board of Supervisors hearing; and
 - (d) Identification of the land that is the subject of the application including the tax map number and complete address of the property.
 - (e) In the case of a zoning map amendment, including an amendment to an approved concept plan, or a modification of ordinance regulations, the general usage and density range of the proposed zoning amendment, and the general usage and density range, if any, set forth in the Comprehensive Plan shall be included within the notice.
 - (3) **Time of Newspaper Notice.** The notice shall appear at least once a week for two (2) successive weeks and with the second advertisement no more than 21 and no fewer than five (5) calendar days prior to the public hearing.
- (D) **Zoning Map Amendment Cases Involving 500 or More Tax Map Parcels.** For a zoning map amendment case involving 500 or more tax map parcels, notice in such cases shall conform in all respects to the provisions of Section 15.2-2204 of the Code of Virginia, 1950 as amended, and no placard notice shall be required in such cases.
- (E) **Zoning Text Changes.** When a proposed amendment to the text of the zoning ordinance would decrease the allowed dwelling unit density of more than twenty five parcels of land, then, in addition to the advertising required pursuant to Section 6-601(C), above, written notice shall be given by the County or its designated representative, at least five days before the hearing to the owner, owners, or their agents of each parcel of land involved, provided, however, that written notice

of such changes to zoning ordinance text regulations shall not have to be mailed to the owner, owners or their agents of lots shown on a subdivision plat approved and recorded pursuant to the Loudoun County Land Subdivision and Development Ordinance where such lots are less than 11,500 square feet.

- 6-602** **Notice Requirement for Adoption of Submission Checklist.** A resolution to be presented to the Board of Supervisors pursuant to Section 6-403 shall be advertised in a newspaper of general circulation in the County at least thirty (30) days before consideration of the resolution by the Board.
- 6-603** **Cost of Notice.** The cost of all notice required by this Section shall be paid by the applicant.
- 6-604** **Additional Notice Required.**
- (A) **Deferral.** If an item is not heard at the time for which it was noticed but is deferred at that time to another date, all notice required by this Section shall be given of the deferred public hearing.
 - (B) **Recessed Public Hearings.** If a public hearing is begun but the agenda not completed, thereby requiring the meeting to be recessed, no additional notice is required as long as the date(s) for completion of the public hearing agenda is announced at the hearing which has been recessed.

Division C: Required Development Approvals

Section 6-700 **Site Plan Review.**

Section 6-800 **Subdivision Approval.**

Section 6-900 **Additional County, State and Federal Approvals Required For Development.**

Section 6-1000 **Zoning Permits.**

Section 6-1100 **Commission Permit.**

Division D: Special Development Approvals

Section 6-1200 **Zoning Amendment.**

6-1201 **Authority.** The Board of Supervisors may, by ordinance, amend, supplement, change or repeal the provisions of this Ordinance or the boundaries of zoning classifications established in the official Zoning Map.

6-1202 **Initiation of Amendment.** Either a zoning map or text amendment may be proposed by resolution of the Board of Supervisors or Planning Commission. In the case of a zoning map amendment, an application may be filed by a person who owns or has a legal interest in or is a duly authorized representative of the owner. In the case of an application by a person who has a legal interest in the property or is a duly authorized representative of the owner, the application must exhibit the consent of those with a legal ownership interest in the property under consideration. In the case of a zoning text amendment, a landowner may file a petition for a resolution of intent to amend the ordinance text to be acted upon by the Board of Supervisors. The Board shall either adopt such resolution, initiating the text amendment requested, or deny such petition.

6-1203 **Review of Application.** An application for a zoning map amendment shall be filed pursuant to, shall contain such material as required by, and be processed pursuant to the following:

- (A) **Pre-Application Conference.** Prior to filing an application, an applicant shall meet with the ~~Director of Planning~~Director of Planning and Zoning and appropriate staff to discuss the applicant's intentions with regard to a given application and questions regarding the procedures or substantive requirements of this Ordinance. The ~~Director of Planning~~Director of Planning and Zoning may waive the pre-application conference requirement in cases where the Director finds that such waiver is not anticipated to affect the submission or review of the proposed application.

A request for a pre-application conference, or to waive the pre-application conference, shall be made in writing to the ~~Director of Planning~~Director of Planning and Zoning and shall be accompanied by a sketch map(s) of

the site illustrating the location of proposed uses, a description of the proposed project or use, and a list of the issues to be discussed at the conference or justification for the waiver. No matters discussed at said meeting shall be binding on either the applicant or the County. The ~~Director of Planning~~Director of Planning and Zoning shall respond to each written request for a pre-application conference or waiver within (5) business days.

(B) **Acceptance of Complete Application (Checklist review).** Only a complete application shall be accepted for review pursuant to Section 6-1203(B)(1). A complete application is one which the ~~Director of Planning~~Director of Planning and Zoning has determined includes all minimum submission materials, studies and documents as may be established pursuant to Section 6-403, except that an application may be deemed complete if it contains documentation from the Department of Planning that a waiver of the submittal requirement has been granted with respect to any required item that has not been submitted. The County shall maintain a current log of all pending applications.

(1) Within fifteen (15) calendar days of receipt of an application, the ~~Director of Planning~~Director of Planning and Zoning shall complete checklist review and either:

(a) Accept the application, if it is complete, and send notice to the applicant of acceptance; or

(b) Notify the applicant that the application is incomplete, specifying the submission materials, studies, corrections or documents required in order for the application to be complete. The applicant may resubmit the same application, which shall include all documents with the deficiencies corrected, in which event the application will be reviewed in the same schedule as the original submittal.

(2) If neither a notice of acceptance nor incompleteness is sent within fifteen (15) calendar days, the application shall be deemed accepted for the purposes of beginning the time limits of this Ordinance.

6-1204 Staff Review of Application.

(A) **Referrals.** Upon acceptance of the application for zoning amendment, the ~~Director of Planning~~Director of Planning and Zoning shall forward a copy of the application to any town and any county or state agencies whose comments are necessary or desirable for full and appropriate review of the merits of the application. The agency reviews and referral

reports shall be completed in accord with the schedules in 6-1204(C), Table 1.

- (1) **Initial Referral Responsibilities.** Each county reviewing agency shall prepare and each town and State agency will be requested to prepare, a referral report which sets out in writing its comments ~~and recommendations~~ regarding the application and shall forward such referral report to the ~~Director of Planning~~Director of Planning and Zoning.
 - (2) **First Referral Report to Applicant.** Referral comments ~~and recommendations~~ from county agencies received by the ~~Director of Planning~~Director of Planning and Zoning shall be forwarded to the applicant.
 - (3) **Applicant Requested Meeting.** Staff may, if requested by the applicant, meet to discuss the First Referral Report. The running of the decision deadline time period for the application will be suspended from the date of the applicant's request for the meeting until the date of the meeting.
 - (4) **Second Referral Responsibilities.** A second round of referral reports may be requested from the reviewing agencies based upon the applicant's response to the first referral report. The second referral reports shall be completed and a report from such reviewing agencies forwarded to the ~~Director of Planning~~Director of Planning and Zoning.
 - (5) **Second Report to Applicant.** The ~~Director of Planning~~Director of Planning and Zoning shall forward the referral reports to the applicant. Following the transmittal of the second referral reports, ~~if there are unresolved issues,~~ a meeting will be scheduled with the applicant ~~and those referral agencies with remaining issues,~~ if requested by the applicant.
 - (6) **Decision Deadline.** The running of the decision deadline time period for the application will be suspended from date of the applicant's request for the meeting referenced in ~~6-1204(A)(5)~~ above, until the date of receipt by the ~~Director of Planning~~Director of Planning and Zoning of either the applicant's response to all of the issues identified in the second referral report and the meeting, or a written request from the applicant to proceed to public hearing without further response.
- (B) **Applicant Response.**
- (1) The applicant shall respond in writing to all of the issues identified in the referral reports. Such response shall be subject to the provisions of Section 6-1205.

- (2) The applicant’s written responses to referral reports shall be completed in accord with the schedules in 6-1204(C), Table 1. Failure on the part of the applicant to respond within the timeframe specified in Table 1, Review Schedule, shall result in the suspension of the running of all time deadlines for any action on such application until the date of receipt of the applicant’s response to all of the issues identified in the referral reports or the applicant’s request to proceed to public hearing without further response.
 - (3) Should the applicant’s response to issues in the referral reports result in any additional application(s) (for example, a new special exception or modification), a materially revised traffic statement or an increase in the ultimate proposed build out of land uses, the application shall be sent to agencies for review in accordance with the provisions of Sections 6-1204(A) through (C).
- (C) **Rezoning Review Schedule.** The staff reviews outlined in Sections 6-1204(A) and (B) shall be completed in accord with the schedule in Table 1, Rezoning Review Schedule.

Table 1. Rezoning Review Schedule	
Action	Schedule
Initial referral review	Application acceptance plus 45 calendar days
Referral reports to applicant	Referral due date plus 10 calendar days
Applicant Response to initial referral reports	Referral reports transmittal date plus 30 calendar days (see Note 1)
Second referral review (if needed)	Date of receipt of applicant response plus 30 calendar days
Second referral reports to applicant	Second referral due date plus 10 calendar days
Applicant response to second referral reports	All time deadlines for any action on the application is suspended until receipt of the applicant’s response
Staff-applicant issues meeting (if requested)	Second referral due date plus 20 calendar days

Note 1: Should the applicant choose not to respond within the timeframe specified for applicant responses in **Table 1, Rezoning Review Schedule**, the running of all time deadlines for any action on such application shall be suspended until the date of receipt of the applicant’s response to all of the

issues identified in the referral reports or the applicant's request to proceed to public hearing without further response.

- (D) **Public Hearing Scheduled.** Upon receipt of the applicant's **final response to all of the issues identified in the ~~second referral report, or subsequent referral report(s) if required,~~** or the applicant's request to proceed to public hearing, the ~~Director of Planning~~**Director of Planning and Zoning** shall proceed to prepare the report as specified in Section 6-1204(F), and shall schedule the application for a duly noticed public hearing with the Planning Commission.
- (E) **Required Action By Other Board.** In the event this Ordinance requires that an application not be granted until acted upon by some government board or agency other than the Planning Commission or Board of Supervisors, then the ~~Director of Planning~~**Director of Planning and Zoning** shall forward the application for amendment to such board or agency for appropriate action prior to the notification to an applicant that an application is ready to be presented to the Board of Supervisors or Planning Commission. If they deem it appropriate, the Planning Commission may recommend, and the Board of Supervisors may approve, an application contingent on required action by the other board.
- (F) **Report and Notice to Applicant.** The ~~Director of Planning~~**Director of Planning and Zoning** shall compile the referral reports and applicant responses and any other necessary information, prepare a written staff report with proposed findings and a recommendation, and notify the applicant that the report is complete and the application is ready to be presented to the Board of Supervisors or Planning Commission, as appropriate, for hearing.

6-1205 Amendment to Application.

- (A) **Changes to Application Prior to Public Hearing.** If an applicant submits additional, unsolicited information or proposes changes to an application after it has been accepted, such as, without limitation, a significant change to the traffic analysis, additional environmental studies including but not limited to lighting and noise studies, the addition of new uses or roads, or the addition of a new application, the Director of Planning **and Zoning** shall review such additional information or proposed changes within five (5) business days of receipt and determine whether such additional information or proposed change is a substantial change to the application. If such information or proposed change is determined to be substantial, the application will be considered to be an amended application and the applicant will be deemed by the submission of such additional information or proposed change to have requested and consented to an extension of the decision deadline required by law. If the application is determined to be an amended application, then within five (5) business days following such determination, the Director of Planning

and Zoning will send a written notice to the applicant that the additional information or proposed changes will result in an automatic extension of the application decision deadline prescribed by law and such notice shall specify the date of such decision deadline. The applicant will then have five (5) business days to provide the Director with a written request to withdraw the additional information or proposed changes which necessitated the extension. If the applicant chooses to withdraw the additional information or proposed change, then the application will proceed based on its original timeline.

- (B) **Changes to application After Public Hearing.** Any unsolicited, new information submitted by the applicant after the Planning Commission has completed its review or after the Board of Supervisors public hearing shall be subject to the provision of Section 6-1205(A) above. In addition, the Board may refer an application back to the Planning Commission and direct that such unsolicited information or any other previously unsubmitted information be reviewed by the Planning Commission. Any unsolicited information submitted by the applicant after the Planning Commission review is complete or after the Board of Supervisors public hearing shall result in a **fifteen (15) calendar day** automatic extension of the application decision deadline, unless such extension is reduced by the Director of Planning and Zoning.

6-1206 **Withdrawal of Application.** An application may be withdrawn upon written request by the applicant any time prior to the beginning of the Board of Supervisors public hearing on the application; provided, that if the request for withdrawal is made after such deadline, such withdrawal shall be permitted only with the consent of the Board of Supervisors. No new application concerning any or all of the same property which is substantially the same as the one withdrawn shall be filed within twelve (12) months of the date of withdrawal, unless the Board of Supervisors specifies at the time it consents to withdrawal that said time limitation shall not apply.

6-1207 **Limitation on Application After Denial.** After the official denial of an application, no new application concerning any or all of the same property, which is substantially the same as the one denied shall be filed within twelve (12) months of the date of denial.

6-1208 **Conditional Zoning.** As part of classifying land within the County into areas and districts an amendment to the zoning map by legislative action, the County may adopt reasonable conditions governing the use of such property, as provided by the Virginia Code Section 15.2-2303, when proffered by the landowner in conformance with Section 6-1209, such conditions being in addition to, or modification of, the regulations provided for a particular zoning district by this Ordinance. However, for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, the County shall

accept only such reasonable conditions as are defined by and in accordance with Virginia Code Section 15.2-2297 that may not be deemed unreasonable as defined in Section 15.2-2303.4.

6-1209 **Proffered Conditions.** ~~As part of an application for a rezoning, a property owner may proffer in writing the provision of reasonable conditions to apply and be part of the rezoning sought to be approved by said application.~~ Proffered conditions in accordance with Section 6-1208 may include written statements, development plans, profiles, elevations, or other demonstrative materials and shall be subject to the ~~following~~ procedures set out in, or established by resolution pursuant to, Section 6-1203 and the following:

6-1209 and regulations:

(A) **When Proffers Are Made.**

~~(1) If there are any proffered conditions which the applicant wishes to have considered with the application, they shall be submitted for staff review prior to, or as part of the applicant's response to the written report required by Section 6-1204(B).~~

~~(2)(1) In no event shall the applicant's proposed statement of proffered conditions be submitted later than forty five (45) calendar days prior to the scheduled public hearing before the Board of Supervisors. The signed statement of proffered conditions, executed in accordance with Section 6-1209(B), shall have been submitted in writing in advance of the public hearing before the Board of Supervisors.~~

~~(3)(2) Nothing in this paragraph shall prevent the Board of Supervisors from approving an application subject to proffers amended by an applicant after the public hearing has begun so long as the amended proffers impose a more restrictive standard and do not materially affect the overall proposal, and the ordinance adopted accurately reflects such changes.~~

(B)(A) Contents and Timing of Proffers. Proffered conditions shall be signed by all persons having an ownership interest in the property and shall be notarized and submitted to the Director of Planning and Zoning prior to a public hearing before the Board of Supervisors. The Board of Supervisors may also accept amended proffers after the public hearing has begun if the amended proffers impose a more restrictive standard and do not materially affect the overall proposal. Proffered conditions shall contain a statement that the owners voluntarily enter into the conditions contained therein.

(C)(B) Filing and Notice Of Accepted Proffers. If the amendment to the Zoning Map is adopted subject to proffered conditions, then the property in question shall be appropriately annotated on the Zoning Map and the proffers shall be placed in the Zoning Administrator's official proffer file.

~~(D)~~~~(C)~~ **Proffers Govern Development.** Proffered conditions shall become a part of the zoning regulations applicable to the property unless subsequently changed by an amendment to the Zoning Map, which amendment is not part of a comprehensive implementation of a new or substantially revised zoning ordinance, and such conditions shall be in addition to the specific regulations set forth in this Ordinance for the zoning district in question.

~~(E)~~~~(D)~~ **Substantial Conformance Required.** Upon approval of a rezoning with proffers, any site plan, subdivision plat, development plan or other application for development thereafter submitted shall be in substantial conformance with all proffered conditions. No development shall be approved by any County official in the absence of said substantial conformance.

~~(F)~~~~(E)~~ **Substantial Conformance Defined.** For the purpose of this Section, substantial conformance shall be determined by the Zoning Administrator and shall mean that conformance which leaves a reasonable margin for adjustment due to final design or engineering data but conforms with the general nature of the development, the specific uses, and the general layout depicted by the plans, profiles, elevations, and other demonstrative materials proffered by the applicant.

~~(G)~~~~(F)~~ **Enforcement of Proffers.** The Zoning Administrator shall be vested with all necessary authority on behalf of the Board of Supervisors to administer and enforce proffered conditions. Such authority shall include the ability to order, in writing, the remedy of any noncompliance with a proffered condition and the ability to bring legal action to ensure compliance including injunction, abatement, or other appropriate action or proceedings, as provided for in Section 6-500 of this Ordinance. Any person, group, company, or organization aggrieved by an interpretation of the Zoning Administrator may appeal such interpretation in accordance with Section 6-1209~~(H)~~ of this Ordinance.

~~(H)~~~~(G)~~ **Guarantee for Construction of Improvements.** A guarantee, satisfactory to the Board, may be required by the Zoning Administrator in an amount sufficient for and conditioned upon the construction, installation, provision or performance of any public improvements, site improvements, facilities or obligations required by the proffered conditions. This guarantee may be reduced or released by the Board or agent thereof, upon satisfactory evidence that the construction, installation, provision or performance of such improvements, facilities or obligations has been completed in whole or in part. Said guarantee shall be required prior to the approval of the applicable site plan or subdivision.

~~(H)~~~~(H)~~ **No Permits Shall Be Approved Not In Compliance With Proffers.** Failure to meet or comply with any proffered conditions shall be sufficient cause to deny the approval of any site plan or subdivision, grading permits, zoning permits, building permits, or certificates of occupancy as may be

determined appropriate by the Zoning Administrator. In addition to the other penalties appropriate for violations of this Ordinance, failure to meet or comply with any proffered condition shall be sufficient cause to deny the issuance of any development approvals or permits relating to the land area which was the subject of the conditional zoning. To this end, each application for a development approval or permit shall include an affidavit by the applicant that all applicable proffers have been or will be complied with as agreed upon at the time of rezoning. The burden shall be on the applicant to verify that proposed development complies with any and all proffered conditions.

~~(J)~~**(I)** **Appeal of Proffer Decision.** Any person aggrieved by a decision of the Zoning Administrator regarding any proffered condition may appeal such decision to the Board of Supervisors. Such appeal shall be filed within thirty (30) calendar days from the date of the decision appealed by filing a notice of appeal with the Zoning Administrator. Such notice shall be a written statement specifying the grounds on which aggrieved and the basis for the appeal and shall include the materials specified in Section 6-1209(K). Upon receipt of the appeal notice, the Board of Supervisors shall take such testimony as it deems appropriate and shall render its decision within ninety (90) calendar days after receipt of the appeal notice and following a public hearing. The Board of Supervisors may reverse or affirm wholly or partly or may modify the decision of the Zoning Administrator.

~~(K)~~**(J)** **Proffer Appeal Submission Materials.** Any appeal presented in accordance with the provisions of Section 6-1209(~~H~~) of this Ordinance shall include the following materials within the thirty (30) calendar day filing time frame. The ninety (90) day timeline set forth in Section 6-1209(J) above shall not commence until all of the following are received by the Zoning Administrator and the Chairman of the Board of Supervisors:

- (1) Two copies of an application form, signed by the appellant or appellant's representative, accompanied by the following information:
 - (a) A copy of the decision or proffer determination which is the subject of the appeal.
 - (b) The date upon which the decision or determination being appealed was made.
 - (c) The grounds for the appeal.
 - (d) Specification as to how the appellant is an aggrieved person (for example, owner of property affected by the

determination or adjacent owner affected by the determination, etc).

- (e) Any additional supportive data such as plats, plans, drawings, charts or other related material desired to be included in the record.
- (2) An application fee in the amount set forth by resolution of the Board of Supervisors.

~~(L)~~(K) **Proffer Amendment.**

- (1) Once accepted and incorporated into an approved amendment to the zoning map, there shall be no amendment or variation of any such proffered conditions, except as permitted under Section 6-1216(A), until after public hearings in accordance with the same process and procedures that applied to the review and approval of the original amendments to the zoning map. However, the Director of Planning and Zoning may modify the applicable schedule for agency comments (referrals) reports—required pursuant to Section 6-1204(A) based on the complexity, scope or nature of the requested proffer amendment.
- (2) Notwithstanding subsection ~~(L)~~(K)(1), above, when an amendment to such proffered conditions is requested, the Board of Supervisors may waive the requirements for public hearing before the Planning Commission and Board provided that the requested amendment to the proffered conditions does not affect conditions of use or density. In such cases, upon granting such waiver request, the requested amendment shall be referred to the Planning Commission for review. Staff and Planning Commission recommendations shall be provided to the Board of Supervisors within such period of time as specified by the Board of Supervisors at the time it approves-grants the waiver. In granting the waiver, the Board ~~may shall~~ require that written notice of such application be provided in the manner and to the persons as set forth in Virginia Code Sections 15.2-2204 and 15.2-2302 and Section 6-600 of this Ordinance; to adjacent property owners prior to Board consideration of the amendment; may establish a schedule for staff and Planning Commission review; and may approve a reduced fee reflecting the modified schedule.

6-1210 Report by Planning Commission.

- (A) **Hearing Before Planning Commission.** Unless waived as provided in Section 6-1209 (L), the Planning Commission shall hold a duly noticed public hearing regarding an application for a zoning amendment and thereafter report its recommendations to the Board of Supervisors.

- (B) **Planning Commission Recommendation.** The Planning Commission need not confine its recommendation to the proposed amendment as set forth in the application. If the proposed amendment consists of a change in the text of this ordinance, it may recommend a revision to the proposal. If the proposed amendment consists of a change in zoning district boundaries, it may reduce or enlarge the extent of land that it recommends be rezoned; or it may recommend that the land be rezoned to a different zoning district classification than that requested if, in either case, the Commission is of the opinion that such revision is in accordance with sound zoning practice and the adopted Comprehensive Plan, and is in furtherance of the purposes of this ordinance. Before recommending a larger extent of land or a rezoning to a more intensive classification than was set forth in the application, the Commission shall hold an additional duly noticed public hearing on the matter.
- (C) **Planning Commission Report.** In recommending the adoption of any proposed amendment to this Ordinance, the Planning Commission may state its reason for such recommendation, describing any changes in conditions, if any, that it believes make the proposed amendment advisable and specifically setting forth the manner in which, in its opinion, the proposed amendment would be in harmony with the adopted comprehensive plan and would be in furtherance of the purpose of this Ordinance.
- (D) **Text Amendments.** If the request is for an amendment of the text of this Ordinance, the Planning Commission shall consider the following matters:
- (1) Whether the proposed text amendment is consistent with the Comprehensive Plan.
 - (2) Whether the proposed text amendment is consistent with the intent and purpose of this Ordinance.
- (E) **Zoning Map Amendments.** If the application is for a reclassification of property to a different zoning district classification on the Zoning Map, the applicant shall address all the following in its statement of justification or plat unless not applicable and the Planning Commission shall give reasonable consideration to the following matters:
- (1) Appropriateness of the proposed uses based on the Comprehensive Plan, trends in growth and development, the current and future requirements of the community as to land for various purposes as determined by population and economic studies and other studies and the encouragement of the most appropriate use of land throughout the locality.
 - (2) The existing character and use of the subject property and suitability for various uses, compatibility with uses permitted and existing on

other property in the immediate vicinity, and conservation of land values.

(3) Adequacy of sewer and water, transportation, and other infrastructure to serve the uses that would be permitted on the property if it were reclassified to a different zoning district.

(4) The requirements for airports, housing, schools, parks, playgrounds, recreational areas and other public services.

(5) Potential impacts on the environment or natural features including but not limited to wildlife habitat, wetlands, vegetation, water quality (including groundwater), topographic features, air quality, scenic, archaeological, and historic features, and agricultural and forestal lands.

(a) For applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, ~~and~~ any proposed on-site mitigation of those potential impacts.

~~(5)(b)~~ For applications for rezoning or amendment to a zoning map not subject to the provisions of Virginia Code Section 15.2-2303.4, any proposed mitigation of those potential impacts.

(6) The protection of life and property from impounding structure failures.

(F) **Planning Commission Deadline.** Failure of the Planning Commission to report to the Board within one hundred (100) calendar days after the first meeting of the Commission following the date the proposed amendment has been referred to the Commission or such shorter period as the Board may direct shall be deemed a recommendation of approval by the Commission.

6-1211 Hearing Before Board of Supervisors. Except as provided in 6-1209(L), the Board of Supervisors shall hold a duly noticed public hearing regarding an application for a zoning amendment as soon as practicable following the Planning Commission-~~'s report of its recommendations~~hearing.

6-1212 Action by Board of Supervisors. The Board of Supervisors need not confine its action to the proposed amendment as set forth in the application. If the proposed amendment consists of a change in the text of this ordinance, it may act on a revision to the application. If the proposed amendment consists of a change in zoning district boundaries, it may reduce or enlarge the extent of land that it rezones or it may rezone the land to a different zoning district classification than that requested if, in either case, it is of the opinion that such revision is in accordance with sound zoning practice and the adopted Comprehensive Plan and is in furtherance of the purposes of this Ordinance. Before rezoning a larger extent of land or rezoning the land to a more intensive use classification than was set

forth in the ~~application~~public notice, the Board shall hold a further duly noticed public hearing on the matter.

6-1213 Evidentiary Matters Before Board of Supervisors. All information, testimony or other evidence presented by an applicant for zoning amendment shall be presented to the Planning Commission in conjunction with its review and hearing on the application. If the Board of Supervisors determines that an applicant is presenting evidence~~—, including without limitation written statements, development plans, profiles, exhibits, studies, elevations, or other demonstrative materials,~~ which is substantially or materially different from that presented to the Commission, the Board may refer the application back to the Commission for such additional consideration and action as the Board may deem appropriate.

6-1214 Concept Development Plan. An application for ~~rezoning a zoning amendment~~ shall include a Concept Development Plan and such additional information as the applicant may deem necessary to provide a detailed understanding of the proposed development. The Concept Development Plan shall be sufficiently detailed to be evaluated with respect to the criteria of 6-1210.

6-1215 Contents of a Concept Development Plan. The approved Concept Development Plan shall contain the following information, which shall apply to the project as a whole and to land bays within the project:

- (A) **Nonresidential Uses.** (a) the floor area ratio or ratios; (b) the maximum gross floor area for the project as a whole and for land bays within the project for each use type (retail, office, industrial, institutional); (c) a notation or depiction of the setbacks, height, and bulk restrictions for the project as a whole and for land bays within the project; (d) any applicable performance standards that are imposed and restrictions regarding the location and nature of nonresidential activities.
- (B) **Residential Uses.** (a) The maximum number of each dwelling unit type for the project, (b) a notation or depiction of applicable lot and building restrictions for the project as a whole and for land bays within the project; (c) maximum residential densities for the project and individual land bays within the project; and (d) any applicable performance standards that are imposed and restrictions regarding the location and nature of residential activities.
- (C) **Civic Uses.** (a) The floor area ratio or ratios; (b) the maximum gross floor area for the project as a whole and for land bays within the project and the location of civic facilities provided, if not otherwise provided in the proffers; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, neither civic uses nor any of the foregoing information in this subsection (C)

shall be shown to the extent that the provision of such uses may be deemed unreasonable as defined in Section 15.2-2303.4..

- (D) **Public Uses.** (a) The floor area ratio or ratios; (b) the maximum gross area for the project as a whole and for land bays within the project; and (c) the location of public land and facilities provided, if not otherwise provided in the proffers; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, neither public uses nor any of the foregoing information in this subsection (D) shall be shown to the extent that the provision of such uses may be deemed unreasonable as defined in Section 15.2-2303.4..
- (E) **Transportation/Access.** The approved location and general design of transportation improvements and ingress and egress to the project, along with such access restrictions imposed to promote and ensure the integrity and function of the County's thoroughfare system, the safe and efficient circulation of vehicles and pedestrians within the district and consistency with the Countywide Transportation Plan; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, neither transportation improvements nor any of the foregoing information in this subsection (E) shall be shown to the extent that the provision of such improvements may be deemed unreasonable as defined in Section 15.2-2303.4..
- (F) **Open Space Areas.** The location and nature of environmentally or historically sensitive areas, active and/or passive recreation areas, perimeter landscape buffers and screening intended to mitigate impacts on adjacent properties and other areas that are to remain as open space; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, the provision of active and/or passive recreation areas and/or perimeter landscape buffers and/or screening shall not be shown to the extent that the provision of such areas, buffers and/or screening may be deemed unreasonable as defined in Section 15.2-2303.4..
- (G) **Modifications.** The location, text and a clear description of any approved modifications to any provisions of this Ordinance, the Land Subdivision and Development Ordinance, or any other applicable County ordinance, which would otherwise be applicable to the development.

6-1216

Changes to Concept Development Plan After Approval.

- (A) **Administrative Change.** Any of the following modification(s) to an approved Concept Development Plan shall be considered an

administrative change and may be permitted if approved by the Zoning Administrator:

- (1) Decreases by five percent (5%) or less the area approved for public and private open space.
- (2) Relocates or modifies approved circulation elements as a result of more detailed engineering or changes requested by county staff or VDOT.
- (3) Alters the orientation or relocates approved uses within the same land bay unless such modification would decrease the ability of such elements to function efficiently; ~~adversely~~ affect their relation to surrounding lands and uses; ~~or~~ unless is otherwise prohibited or limited elsewhere in the proffers.

(B) **Minor Zoning Concept Plan Amendment Change.** The following change(s) to an approved Concept Development Plan may be made by Zoning Concept Plan Amendment- in accordance with the procedures for zoning amendments set forth in this Article VI Section 6-1200, except that such application shall be processed pursuant to the special exception review schedule outlined in 6-1300:

- (1) Changes by five percent (5%) or less the total number of units or the floor area to be devoted to any specified residential or nonresidential use.
- (2) Changes the arrangement of approved land uses, structures, or relocates approved uses between land bays, unless such modification would decrease the ability of such elements to function efficiently or adversely affect their relation to surrounding lands and uses, or unless such change is otherwise prohibited or limited elsewhere in the proffers.
- (3) Changes the arrangement of land bays.
- (4) Modifies the regulations applicable to the Concept Development Plan in accordance with Section 6-1217.

(C) **Zoning Concept Plan Amendment Change.** Other than those changes authorized by Section 6-1216(A) or (B) any other changes to an approved Concept Development Plan shall be reviewed pursuant to the procedures established by this Section for its original approval unless waived pursuant to 6-1209(~~L~~K)(2). The minimum submission requirements for such change(s) to an approved Concept Development Plan shall be the same for either a new or an amended plan. Such proposed change(s) ~~made~~ may be shown only for those areas affected, and need not show the entire Concept Development Plan.

6-1217 Modifications.

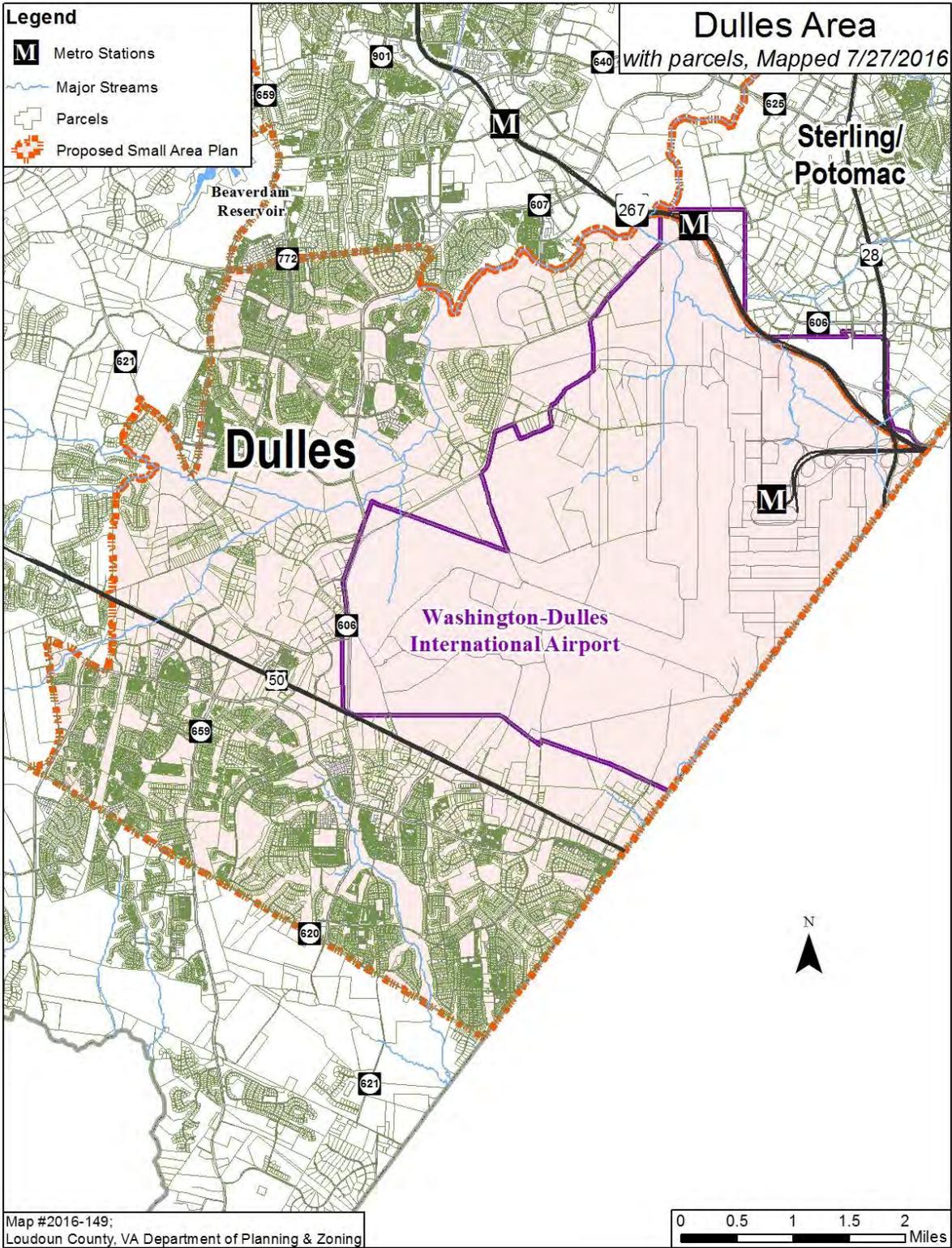
- (A) The regulations of the Planned Development district sought shall apply after rezoning is approved unless the Board of Supervisors approves a modification to the zoning, subdivision or other requirements that would otherwise apply.
- (1) No such modifications shall be ~~permitted~~approved, which affect uses, density, or floor area ratio of the district.
 - ~~(2) Modifications to an approved Concept Development Plan may be approved as set forth in Section 6-1216.~~
 - ~~(3)~~(2) No such modification shall be approved unless the Board of Supervisors finds that such modification to the regulations will achieve an innovative design, improve upon the existing regulations, or otherwise exceed the public purpose of the existing regulation.
 - ~~(4)~~(3) No such modification ~~will~~shall be ~~granted~~approved for the primary purpose of achieving the maximum density on a site.
 - ~~(5)~~(4) An application for such modification shall include materials demonstrating how the modification will be used in the design of the project.
- (B) The regulations for a Suburban Zoning District (Article 3) sought shall apply unless the Board of Supervisors, as part of a rezoning application, approves a modification to the zoning, subdivision, or other requirements that would otherwise apply.
- (1) No such modifications shall be ~~permitted~~approved, which that affect uses, density, or floor area ratio of the district.
 - (2) No modifications to the Affordable Dwelling Unit Developments regulations of Article 7 shall be permitted except in accord with Section 7-108.
 - (3) Such modifications shall be set forth on a Concept Development Plan as set forth in Section 6-1215.
 - (4) No such modification shall be approved unless the Board of Supervisors finds that such modification to the regulations will achieve an innovative design, improve upon the existing regulations, or otherwise exceed the public purpose of the existing regulation.
 - (5) No such modification ~~will~~shall be ~~granted~~approved for the primary purpose of achieving the maximum density on a site.

- (6) No such modification shall be approved unless the Board of Supervisors finds that it is applicable to an entire development or to a defined portion of a development that is proposed to contain multiple lots.
- (7) An application for such modification shall include materials demonstrating how the modification will be used in the design of the project. ~~Modifications to an approved Concept Development Plan may be approved as set forth in Section 6-1216.~~

(C) In approving any such modifications under subsections (A) or (B) of this Section 6-1217, the Board of Supervisors may impose such conditions, safeguards and restrictions upon the premises benefited by such modification as may be necessary to avoid or minimize any potentially adverse or injurious effect of such modification upon other property in the neighborhood and to carry out the general purpose and intent of this Ordinance.

~~(D)~~ Modifications to an approved Concept Development Plan may be approved as set forth in Section 6-1216.



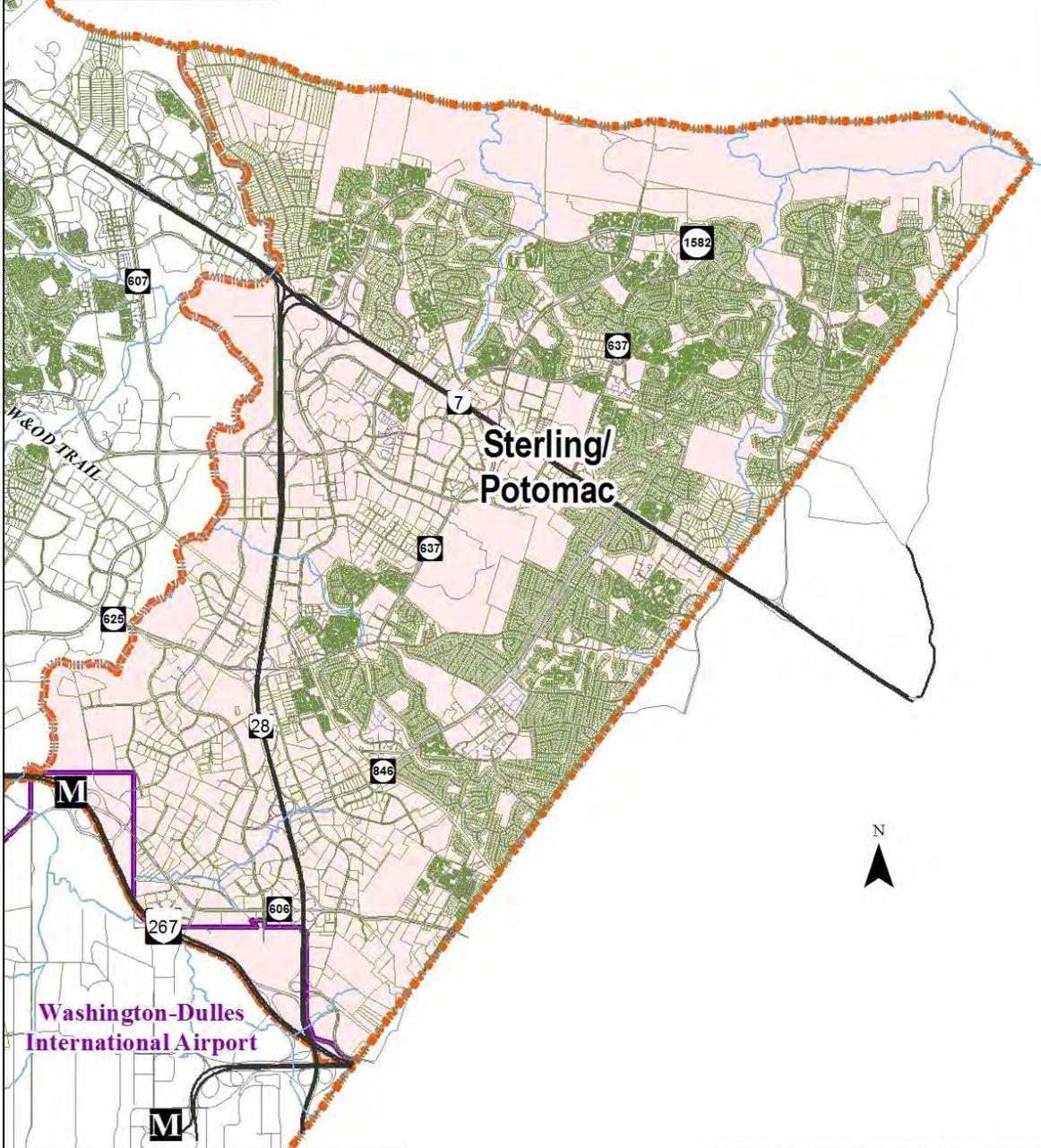


Legend

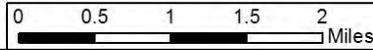
-  Metro Stations
-  Major Streams
-  Parcels
-  Proposed Small Area Plans

Sterling/Potomac Area

with parcels; Mapped 7/27/2016



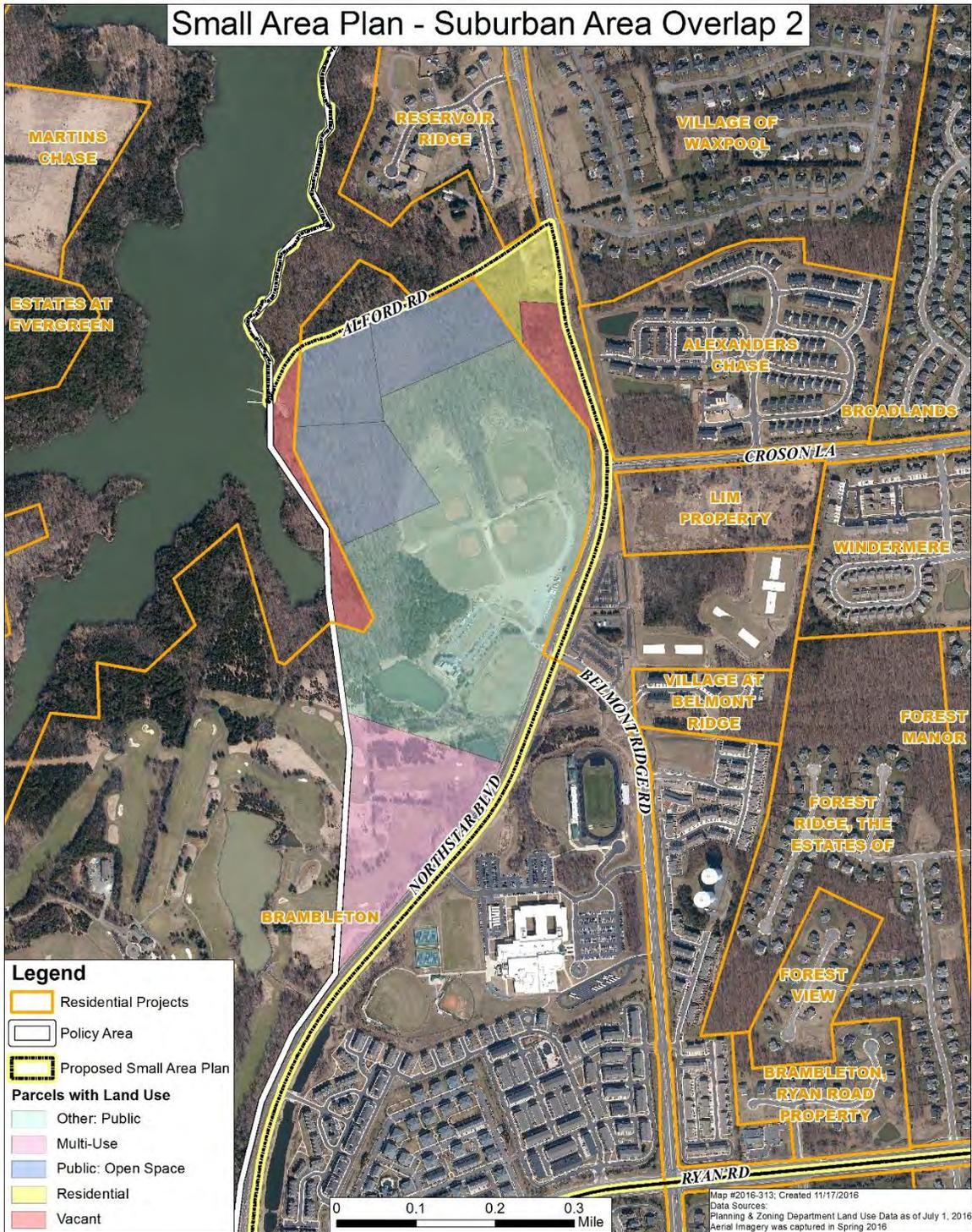
Map #2016-148;
Loudoun County, VA Department of Planning & Zoning





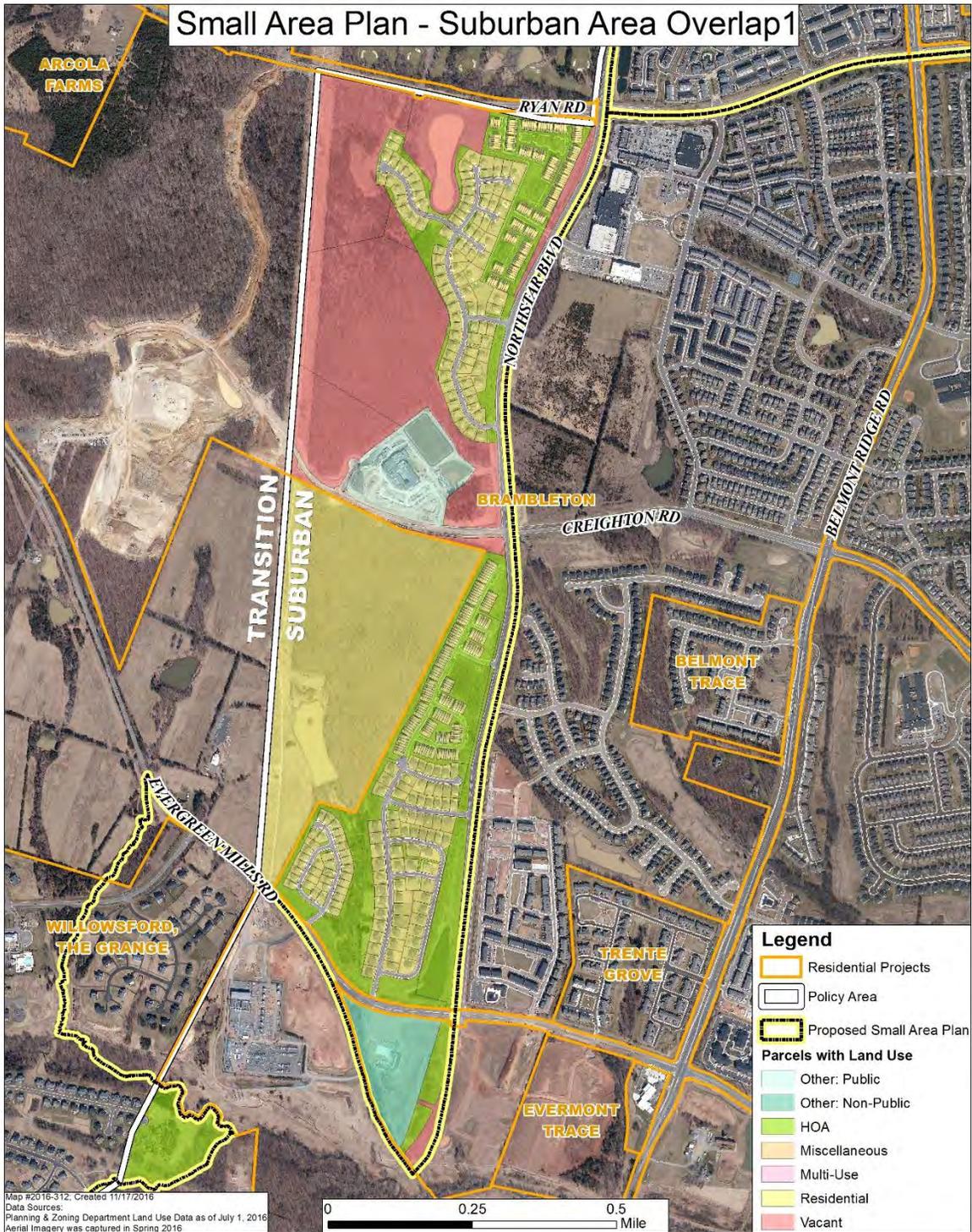
Map 1

Small Area Plan - Suburban Area Overlap 2



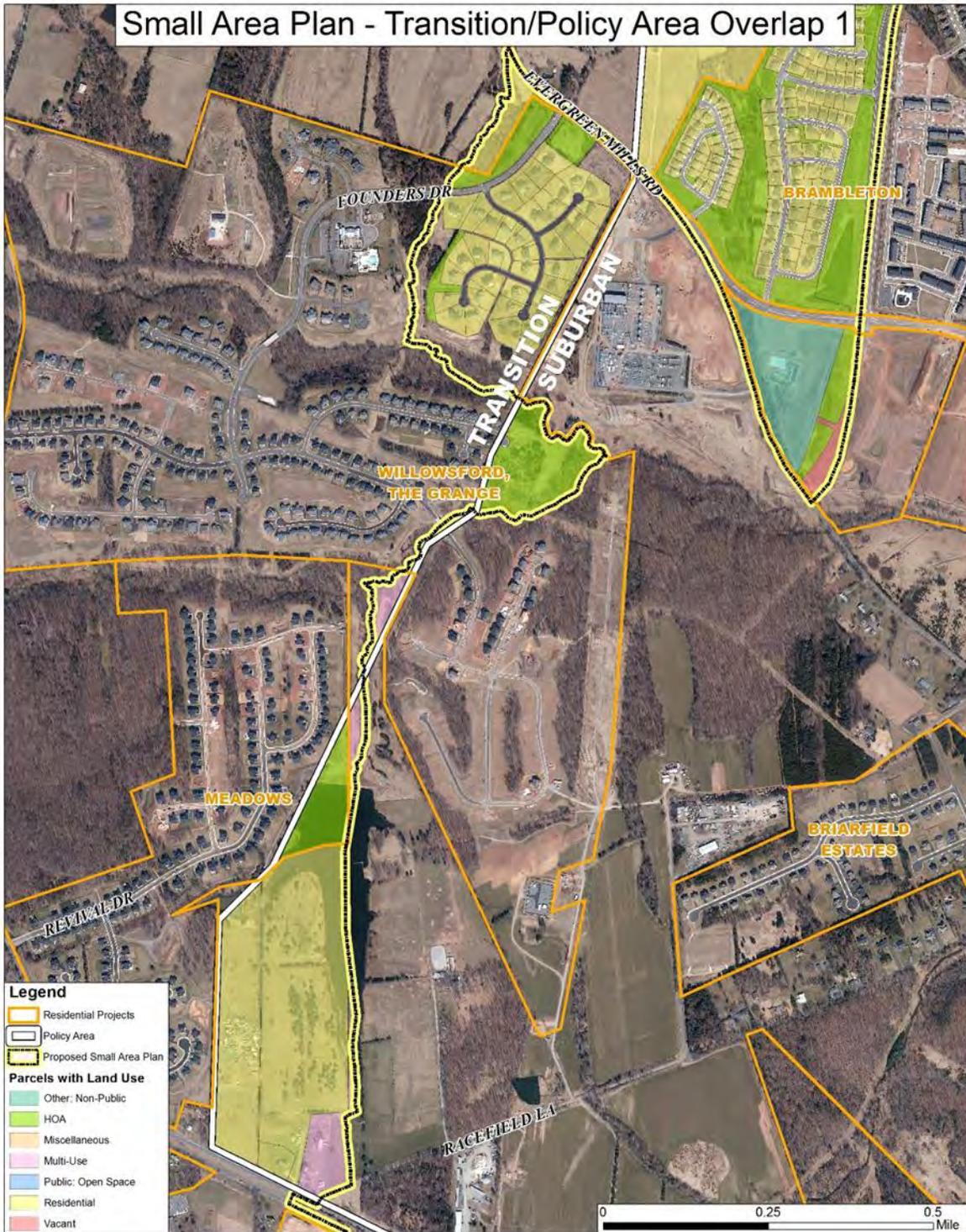
Map 2

Small Area Plan - Suburban Area Overlap1



Map 3

Small Area Plan - Transition/Policy Area Overlap 1



Map 4

Small Area Plan - Transition Area Overlap 1

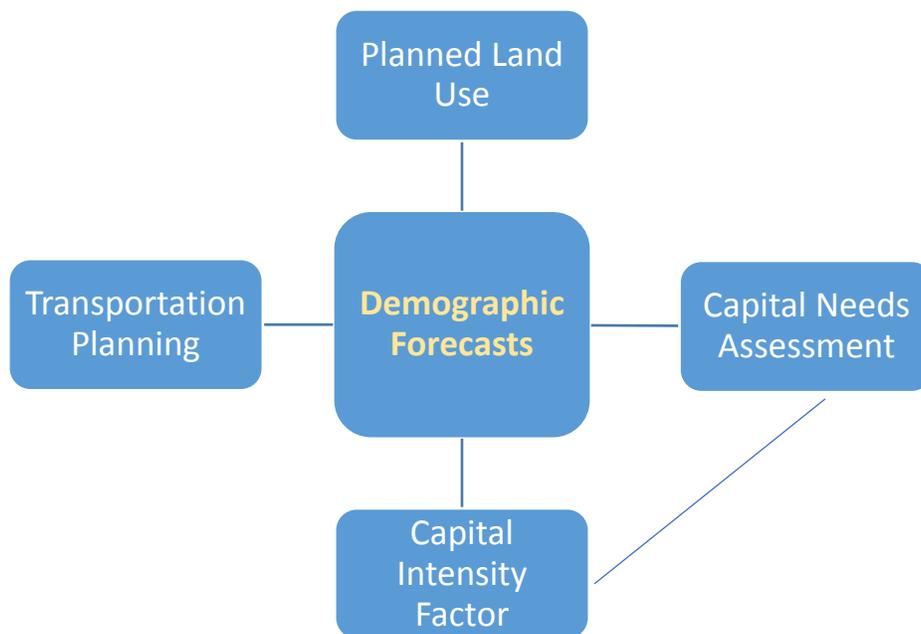


Map 5

Use of Demographic Forecasts and Traffic Analysis Zones in Planning

Loudoun County uses an integrated approach to land use and fiscal planning that provides the County with a process to forecast and plan for its future capital facility growth and transportation network. Demographic forecasts are a key component of planning and fiscal needs analysis. Forecasts of housing units, households, population, and employment are produced for planning purposes. The demographic forecasts are used to develop the Capital Intensity Factor (CIF) and Capital Needs Assessment (CNA), which are then used to negotiate proffers. They are also used to assess the transportation network and land use plan amendments.

Chart 1: Demographic Forecasts for Planning Processes



Capital Intensity Factor

The CIF establishes an estimate of the average capital facilities costs associated with a new residential units in Loudoun and is used in the evaluation and negotiation of proffers associated with residential rezonings.

Capital Needs Assessment

The CNA uses the county's population forecasts by planning subarea and adopted capital facility standards to identify the type and number of capital facilities that will be needed to serve the public over a ten-year planning period beyond the end of the current Capital Improvements Program (CIP) timeframe, while maintaining the county's desired levels of services to its residents.

Transportation

Analysis of the transportation network and the future demands for travel on the existing and planned road network use the County's demographic forecasts by Traffic Analysis Zone (TAZ). The County and region's transportation models use demographic forecasts as input.

Planned land use amendments

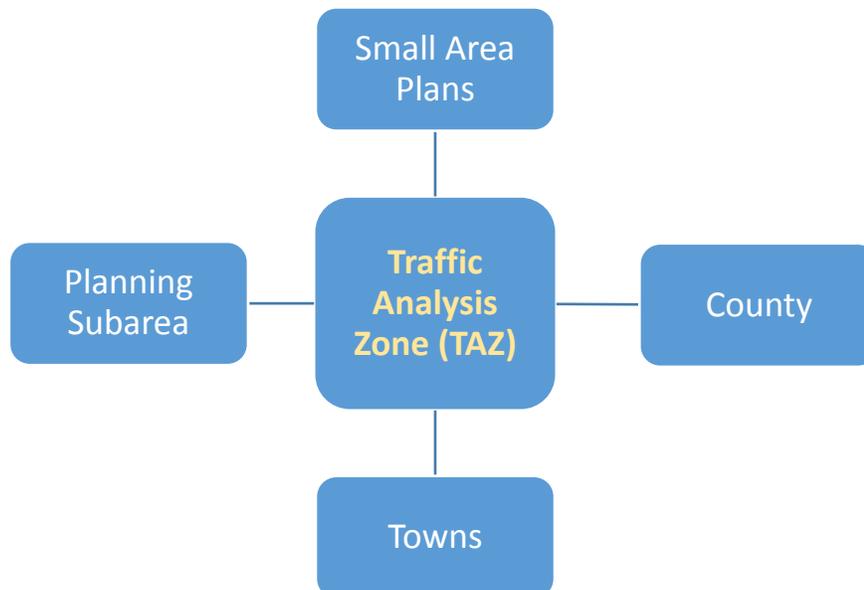
Evaluation of planned land use amendments use Countywide and TAZ growth forecasts that reflect the current land use plan and the proposed planned land use. The analysis of transportation and fiscal impacts for things such as the Silver Line Area Plan land use scenarios would not have easily attainable and manageable without readily available TAZ forecast data.

Demographic Forecast Geographies

The TAZ geography is the foundation or building block for all demographic forecast geographies used in the County's land use and fiscal planning processes. The borders of TAZs are formed by jurisdictional boundaries, major highways, and barriers to travel such as rivers. Maintaining a geography that is the basis for all forecasts is fundamental for purposes of maintaining a coherent set of forecasts data for all fiscal and transportation planning processes, as well as for the ability to develop forecasts in a timely manner.

The CIF and CNA are developed using planning subarea data. TAZs are nested within the planning subareas, meaning that a TAZ is only within one planning subarea and is not divided between two or more planning subareas. The TAZ forecast data are aggregated to determine planning subarea forecasts.

Chart 2: TAZ as Building Block for All Forecast Geographies



ADMINISTRATIVE ITEMS REPORT

September 5, 2017

2

ACTION ITEMS

- a. Budget Adjustments
- b. [Endorsement of Approved CPAM-2016-0002 Countywide Transportation Plan Revisions](#)
- c. CMPT-2017-0005 School Board Utility Service Center Timeline Extension
- d. Local Governing Body Certification – Digital Realty Trust/Digital Loudoun 3, LLC
Application for Virginia Department of Environmental Quality Air Pollution Control Permit
- e. Secondary Road Addition: Broad Run Business Center Phase 1, 2, 2B, 4A
- f. Secondary Road Addition: C.D. Smith, Section 7
- g. Secondary Road Addition: Fox Knoll
- h. Secondary Road Addition: Seven Hills, Winning Glory Drive, Section 7A
- i. Secondary Road Addition: Virginia Department of Transportation Project, 0028-053-112,
Fitness Court
- j. Secondary Road Addition: Willowsford, The Grant, Section 2A
- k. Board of Supervisors' Minutes
- l. 2017 Board of Supervisors Calendar

Date of Meeting: September 5, 2017

**b. ENDORSEMENT OF APPROVED CPAM 2016-0002 COUNTYWIDE
TRANSPORTATION PLAN REVISIONS**

ELECTION DISTRICT: Broad Run

STAFF CONTACTS: Marc Dreyfuss, Transportation and Capital Infrastructure
Joe Kroboth, III, Transportation and Capital Infrastructure

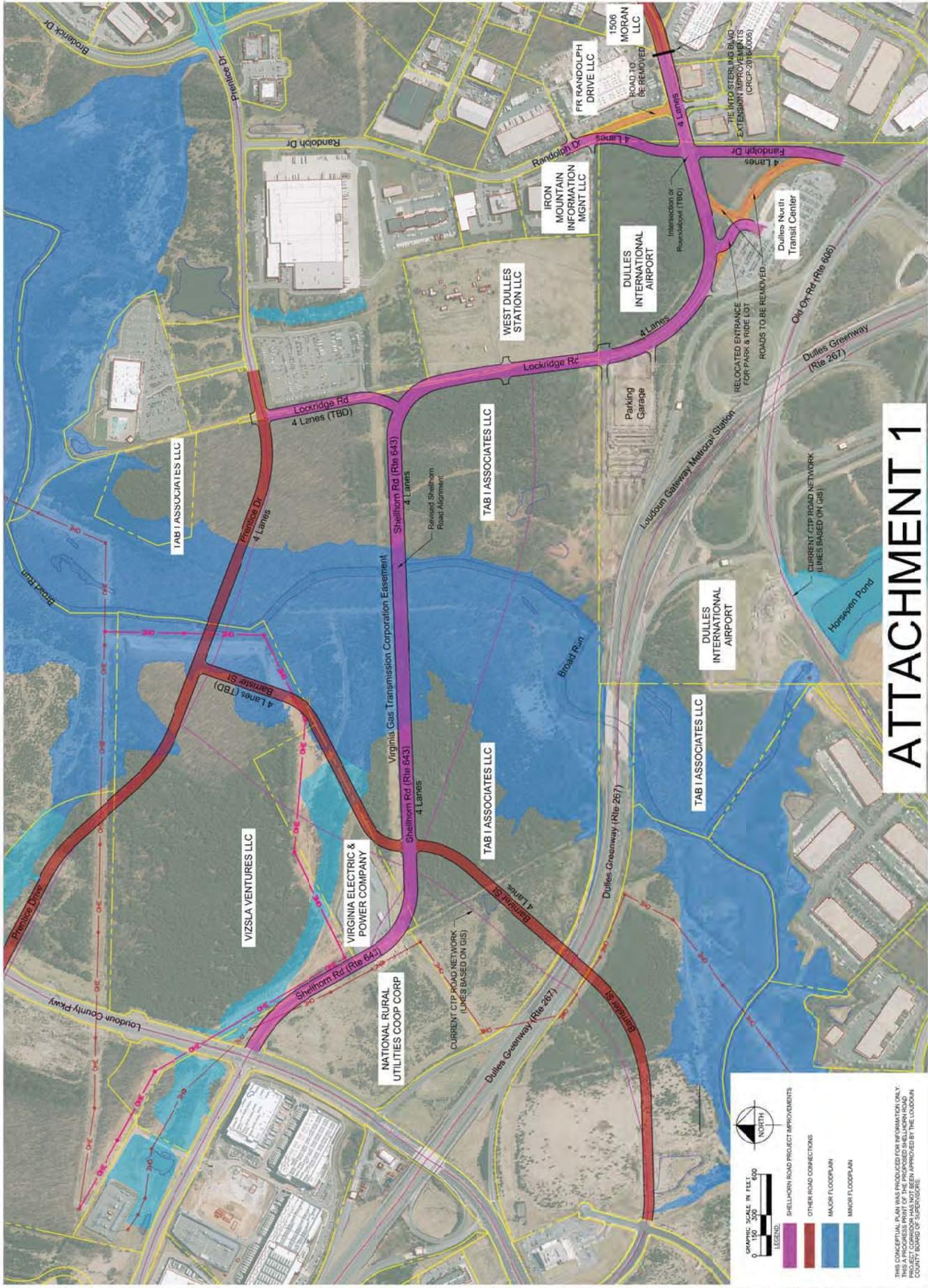
BACKGROUND: On June 22, 2017, the Board of Supervisors (Board) approved (9-0) changes to the planned alignments of Lockridge Road (VA Route 789), Moran Road (VA Route 634), Randolph Drive (VA Route 1070), and Shellhorn Road (VA Route 643) between Loudoun County Parkway and Randolph Drive, as shown in Attachment 1, in the vicinity of the Loudoun Gateway Metrorail Station. This approval was granted by the Board under active CPAM 2016-0002 (Silver Line CPAM). The item brought to the Board on June 22, 2017 proposed more extensive revisions to the Countywide Transportation Plan than were approved at that time. Therefore, endorsement of the revised maps and text provided as Attachments 2 and 3 is needed to incorporate only the changes approved by the Board's June 22, 2017 action. The changes contained herein include the alterations to the alignments of the above-referenced roadways, as well as changes to the narrative text and descriptions regarding these roadway segments to ensure uniformity throughout the document.

DRAFT MOTION:

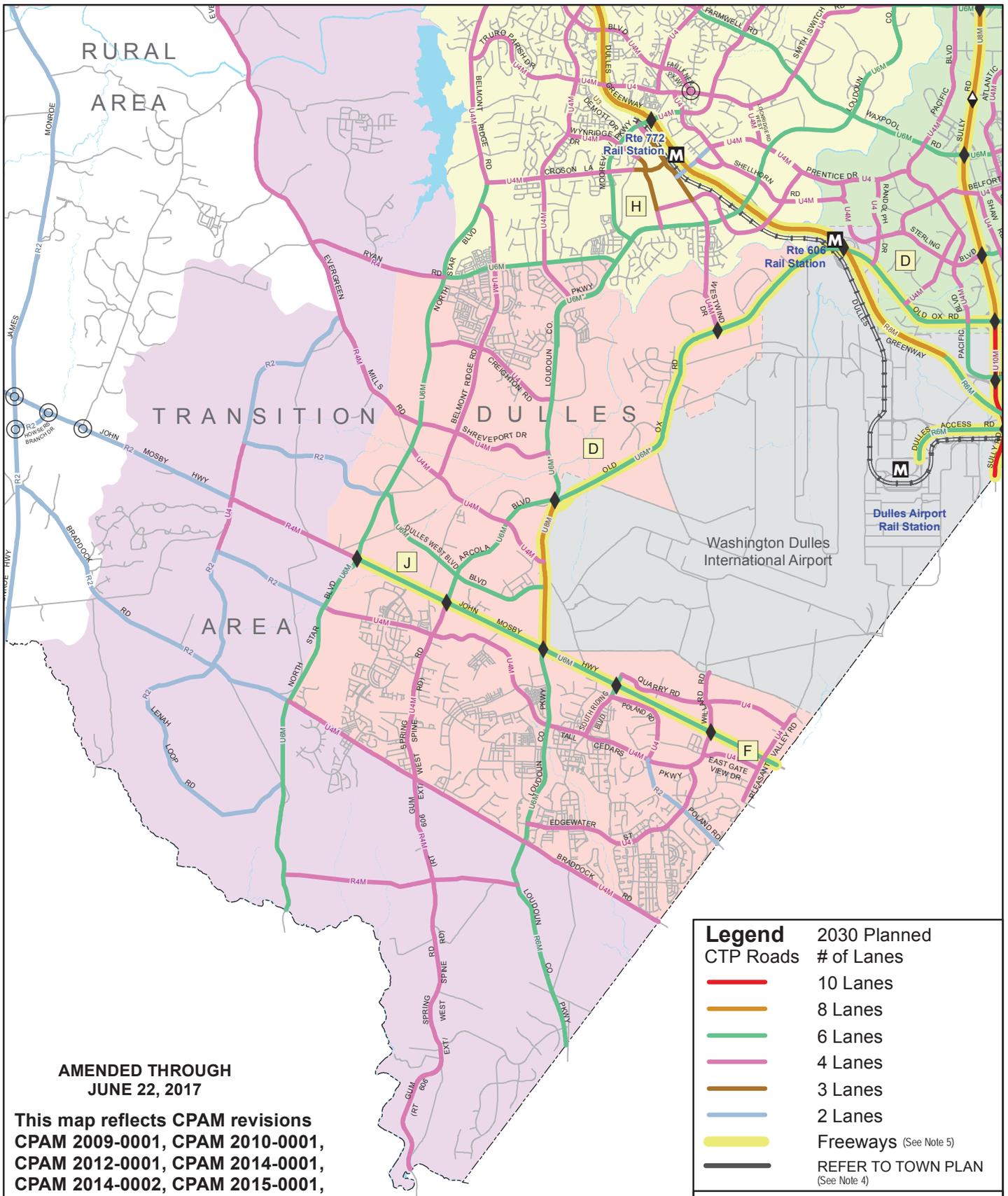
I move that the Board of Supervisors endorse changes to the Countywide Transportation Plan, as provided in Attachments 2 and 3 of the September 5, 2017 Board of Supervisors Business Meeting Action Item 2b, consistent with the Board's June 22, 2017 approval of alignments of Lockridge Road, Moran Road, Randolph Drive, and Shellhorn Road under CPAM 2016-0002.

ATTACHMENTS:

1. Approved Roadway Alignments per CPAM 2016-0002 (Attachment 14 to the June 22, 2017 Board Item)
2. Countywide Transportation Plan Maps (June 22, 2017)
3. Countywide Transportation Plan Text Amendments to Chapter 2 and Appendix 1 (June 22, 2017)



ATTACHMENT 1



AMENDED THROUGH
JUNE 22, 2017

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2014-0001,
CPAM 2014-0002, CPAM 2015-0001,
& CPAM 2016-0002.

Loudoun County Countywide Transportation Plan Update

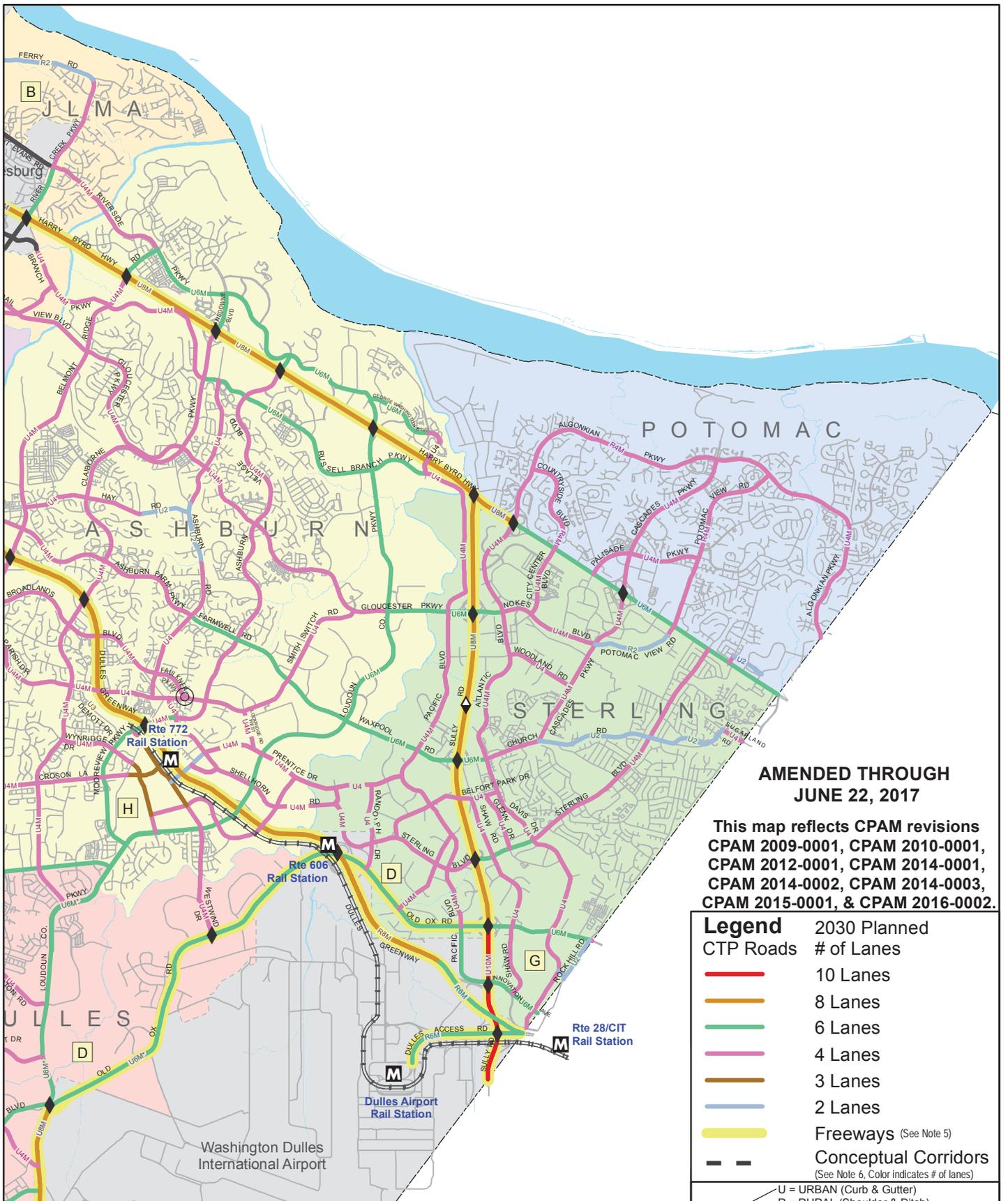
Figure 2-1a
Revised Countywide
Transportation Plan
Dulles South Area



Legend	2030 Planned CTP Roads	# of Lanes
		10 Lanes
		8 Lanes
		6 Lanes
		4 Lanes
		3 Lanes
		2 Lanes
		Freeways (See Note 5)
		REFER TO TOWN PLAN (See Note 4)

	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail



**AMENDED THROUGH
JUNE 22, 2017**

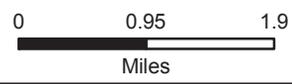
**This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2014-0001,
CPAM 2014-0002, CPAM 2014-0003,
CPAM 2015-0001, & CPAM 2016-0002.**

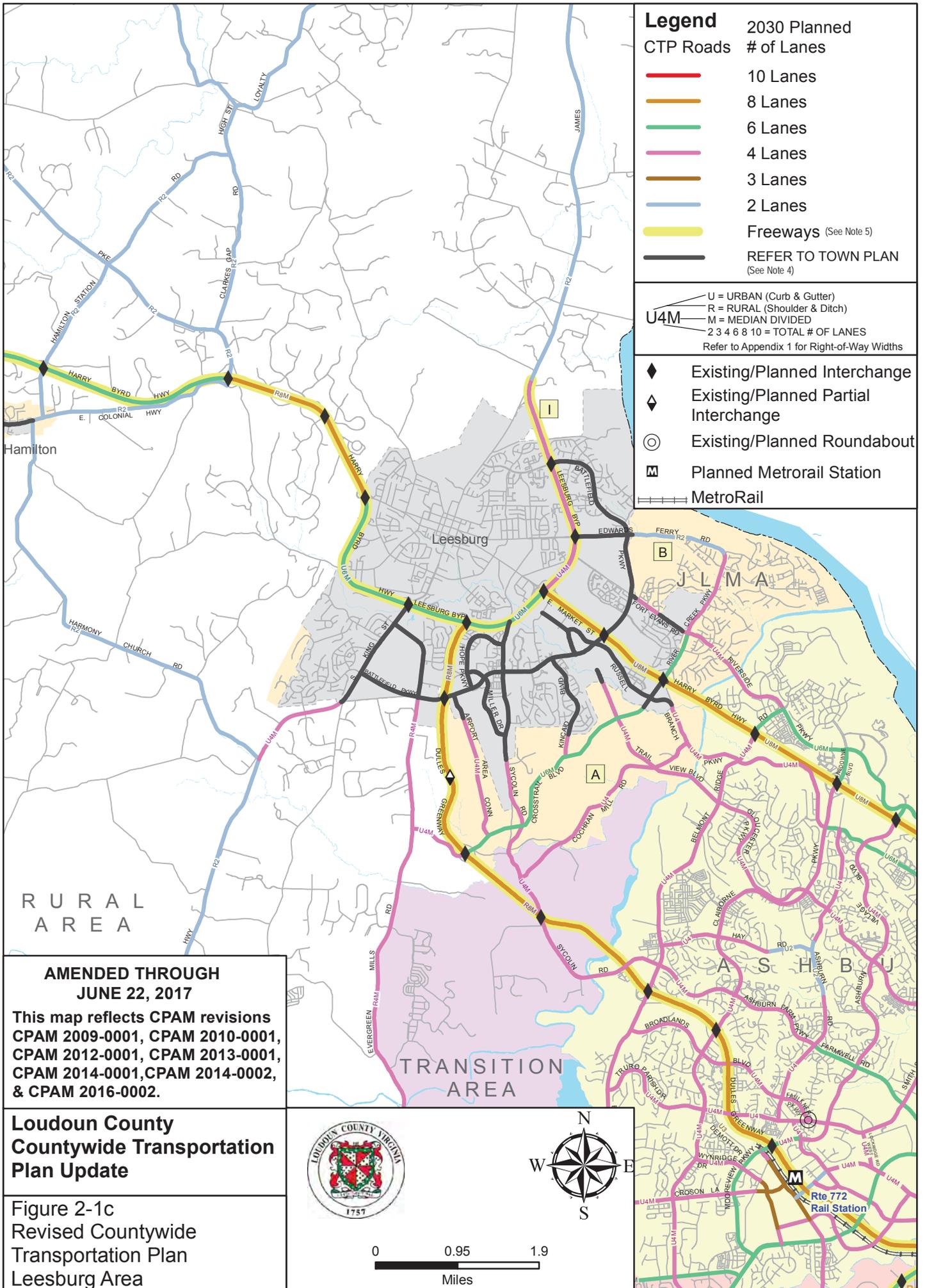
Legend	
2030 Planned CTP Roads	# of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	Conceptual Corridors (See Note 6, Color indicates # of lanes)

U = URBAN (Curb & Gutter)	
R = RURAL (Shoulder & Ditch)	
U4M*	4 LANES IN 120' RIGHT OF WAY OR 6 LANES IN 200' RIGHT OF WAY
M	MEDIAN DIVIDED
2 3 4 6 8 10	= TOTAL # OF LANES
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

**Loudoun County
Countywide Transportation
Plan Update**

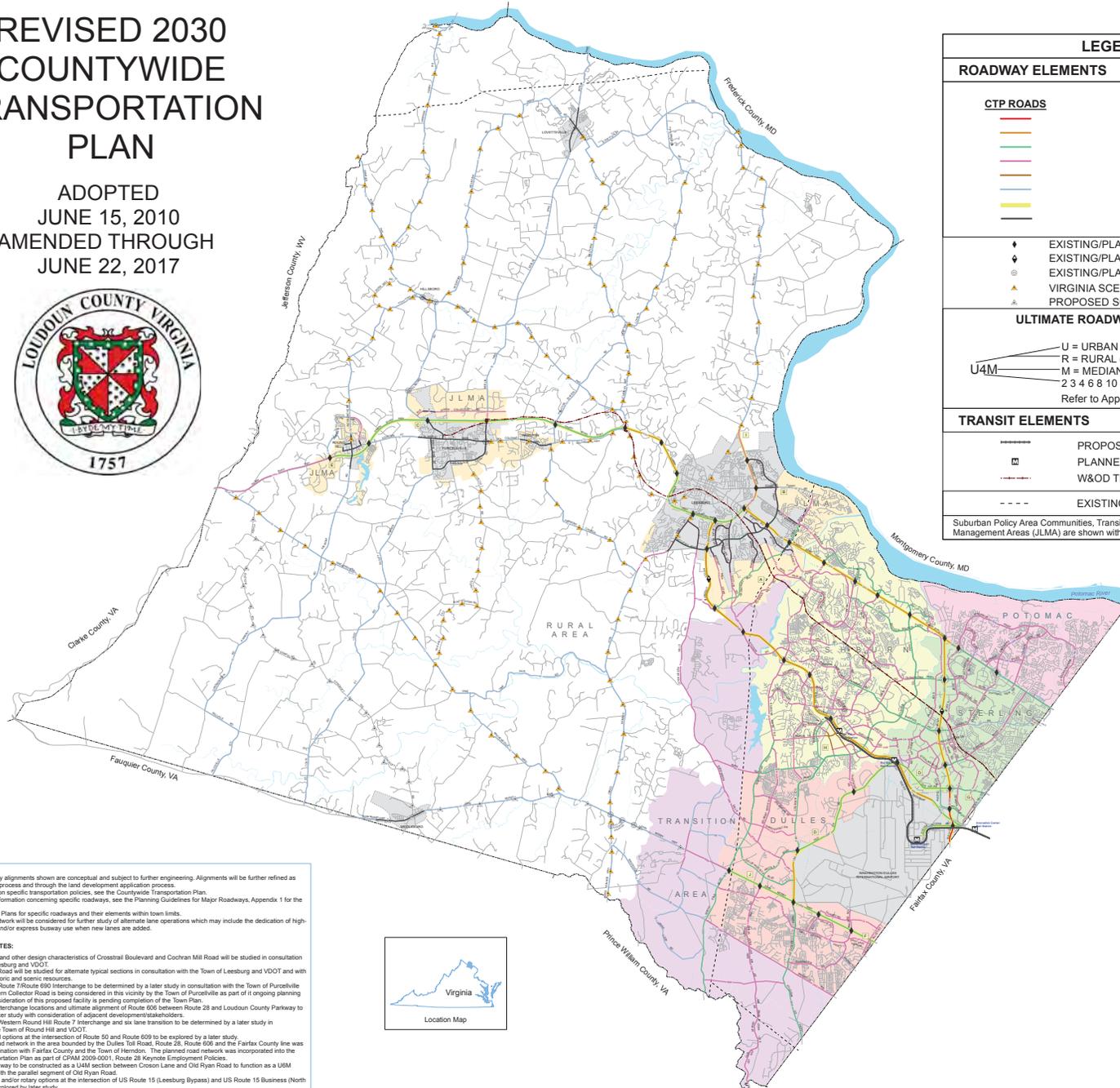
Figure 2-1b
Revised Countywide
Transportation Plan
Eastern Loudoun Area





REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
JUNE 22, 2017



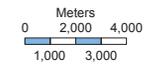
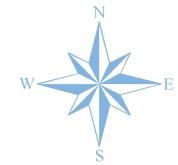
LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2030 PLANNED # OF LANES
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY
	REFER TO TOWN PLAN
	EXISTING/PLANNED INTERCHANGE
	EXISTING/PLANNED PARTIAL INTERCHANGE
	EXISTING/PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
ULTIMATE ROADWAY GEOMETRY	
	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	
TRANSIT ELEMENTS	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.	

GENERAL NOTES:

- Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
- For information on specific transportation policies, see the Countywide Transportation Plan.
- For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
- Reference: Town Plans for specific roadways and their elements within town limits.
- The freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- The alignments and other design characteristics of Crossrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in the vicinity of the Town of Purcellville as part of II ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- Local access, interchange locations and ultimate alignment of Route 690 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 609 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPMA 2008-0001. Route 28 Keynote Employment Policies.
- Mooreview Parkway to be constructed as a U4M section between Croston Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.





north of Waxpool Road (VA Route 625). Widening of this remaining segment to four lanes is anticipated to be completed in conjunction with adjacent development.

- **Claiborne Parkway (VA Route 901)**, another north-south connection through the Ashburn Community, has been completed to its ultimate four-lane divided condition from the VA Route 7 interchange south to Croson Lane (VA Route 645), and an additional segment of the roadway from Ryan Road (VA Route 772) south to Loudoun County Parkway (VA Route 607) (in the Dulles Community) has also been completed. The only remaining gap in the Claiborne Parkway (VA Route 901) corridor is from Croson Lane (VA Route 645) south to Ryan Road (VA Route 772). Funding for construction of this roadway segment has not been identified.
- **Lockridge Road West (VA Route 789 Extended)** will provide an additional north-south connection between Prentice Drive (VA Route 1071 Extended/VA Route 789 Extended) and Waxpool Road (VA Route 640).
- A number of **Metrorail-Related Road Improvements** in the **Dulles Greenway (VA Route 267) Corridor** are contemplated by this Plan. These improvements would complete the planned road network between and proximate to the two planned Metrorail stations along the Dulles Greenway at Route 606 and at Route 772 (the planned Metrorail extension into Loudoun County is discussed in greater detail in Chapter 3). Among the planned road improvements in this area are (1) widening of the **Dulles Greenway (VA Route 267)** to eight lanes from the main toll plaza westward; (2) construction of **Prentice Drive (VA Route 1071/VA Route 1071 Extended/VA Route 789 Extended)** from its existing terminus at Pacific Boulevard (VA Route 1036) to Metro Center Drive, providing a connection between the sites of the future Route 606 and Route 772 Metrorail stations; (3) completion of **Croson Lane** (VA Route 645) as a continuous roadway between Belmont Ridge Road (VA Route 659) and the Moorefield Station development; (4) construction of the **Greenway Transit Connector** within the Moorefield Station and Loudoun Station developments (site of the future Route 772 Metrorail station) between Moorefield Boulevard and Shellhorn Road (VA Route 643), including a bridge over the Dulles Greenway (VA Route 267); (5) construction of **Moorefield Boulevard** within the Broadlands South and Moorefield Station developments between Mooreview Parkway (VA Route 2298) and Loudoun County Parkway (VA Route 607) (opposite Westwind Drive (VA Route 645 Extended)); (6) completion of **Claude Moore Avenue** within the Moorefield Station development from Old Ryan Road (VA Route 772) (opposite the **Greenway East-West Connector (Wynridge Drive)**) to Loudoun County Parkway (VA Route 607); and (7) construction of the **Greenway Loop Road** from ~~Lockridge Road~~ **Prentice Drive** (VA Route 789 Extended / **VA Route 1071**) over the Dulles Greenway (VA Route 267) and across Loudoun County Parkway (VA Route 607) through the Dulles Parkway Center development to Moorefield Boulevard in the Moorefield Station development. It is anticipated that these roadways will be constructed in conjunction with future development in the area.

b. Dulles Community

The Dulles Community is bounded on the north by the Broad Run watershed boundary, on the south by Braddock Road (VA Route 620), on the east by the Fairfax County line, and on the west by Northstar Boulevard (VA Route 659 Relocated). Major roads within the Dulles Community include **John Mosby Highway (US Route 50)**, the **US Route 50 Parallel Roads (Quarry Road/Glascock Boulevard and Tall Cedars Parkway (VA Route 2200))**, **Arcola Boulevard (VA Route 606 Extended/West Spine Road)**, **Belmont Ridge Road (Existing VA Route 659)**, **Braddock Road (VA Route 620)**, **Claiborne Parkway (VA Route 901)**, **Creighton Road (VA Route 774)**, **East Gate View Drive**, **Edgewater Street (VA Route 2237)**, **Evergreen Mills Road (VA Route 621)**, **Gum Spring Road Relocated/Gum Spring Road (West Spine Road/Existing VA Route 659/VA Route 606 Extended)**, **Loudoun County Parkway (VA Route 607/VA Route 606)**, **Northstar Boulevard (VA Route 659 Relocated)**, **Old Ox Road (VA Route 606)**, **Pleasant Valley Road (VA Route 609)**, **Poland Road (VA Route 742)**, **Ryan Road (VA Route 772)**, **Shreveport Drive (VA Route 621 Relocated)**, **South Riding Boulevard (VA Route 2201)**, **Westwind Drive (VA Route 645 Extended)** and **Willard Road (VA Route 639 Relocated)**.



Drive (VA Route 868) has been completed from Church Road (VA Route 625) south to Yeager Court (south of Sterling Boulevard (VA Route 846)), but a gap remains from this point south to Old Ox Road (VA Route 606). The portion of Davis Drive (VA Route 868) south to Old Ox Road (VA Route 606) has been proffered by adjacent development, but the development that would trigger this construction has not occurred. Further extension of Davis Drive (VA Route 868) is planned from Old Ox Road (VA Route 606) south to a future bridge over the Dulles Toll Road (VA Route 267) at the Fairfax County line. Regarding **Pacific Boulevard (VA Route 1036)**, the segment from Nokes Boulevard/Gloucester Parkway (VA Route 2150) north and west across the Broad Run to Russell Branch Parkway (VA Route 1061) (in the Ashburn Community) is unbuilt, but is anticipated to be constructed as part of the approved Kincora development. Currently, a two-lane (half-section) of Pacific Boulevard (VA Route 1036) was constructed to the south of Gloucester Parkway (VA Route 2150) as part of the VA Route 28/Nokes Boulevard (VA Route 1793) interchange project; the Kincora development is anticipated to complete the remaining two-lanes of this segment in conjunction with its adjacent development. VDOT recently completed construction of a four-lane segment from Severn Way (VA Route 1748) south to Auto World Circle (including a bridge over the W & OD Trail). An additional gap in Pacific Boulevard (VA Route 1036) remains between Dresden Street (south of Waxpool Road (VA Route 625)) and Relocation Drive (VA Route 775); construction of this segment is anticipated in conjunction with future adjacent developments and a variety of public funding sources. Further extension of Pacific Boulevard (VA Route 1036) south of Old Ox Road (VA Route 606) through Dulles Airport property to connect with the Route 28/Innovation Avenue (VA Route 209) interchange is planned.

- **Moran Road (VA Route 634/VA Route 634 Extended)** is planned to be widened to a continuous four-lane section for its entire length and continue east across VA Route 28 on a new overpass to connect with Shaw Road (VA Route 636) at Belfort Park Drive in the Belfort Park Area. This planned bridge crossing will facilitate access from the Belfort Park area to Pacific Boulevard (VA Route 1036) and other areas on the west side of VA Route 28, including the planned Route 606 Metrorail station.
- The **Belfort Park Area**, bounded by Church Road (VA Route 625), Sterling Boulevard (VA Route 846), VA Route 28, and the W & OD Trail, has experienced significant changes in access to existing development due to the closing of multiple ingress/egress points with the opening of Sterling Boulevard (VA Route 846) and Waxpool/Church Road (VA Route 625) interchanges along VA Route 28. Planned road connections to improve access to the area include (1) construction of a four-lane **Moran Road Extension (VA Route 634 Extended)** from Shaw Road (VA Route 636) east to Davis Drive (VA Route 868); and (2) the extension of **Glenn Drive (VA Route 864)** north as a four-lane roadway to connect with the new Moran Road Extension (VA Route 634 Extended), aligning with the existing north-south segment of Cedar Green Road.
- **Sterling Boulevard (VA Route 846)** is planned to be widened from its current four lanes to six lanes from Davis Drive (VA Route 868) west to VA Route 28. Sterling Boulevard (VA Route 846) is planned to be extended from its current terminus at Pacific Boulevard (VA Route 1036) west to ~~Moran Road (VA Route 634)~~ and ~~Shellhorn Road (VA Route 643)~~ at ~~Randolph Drive (VA Route 1072)~~ providing an additional east/west road connection in this area.
- **Church Road (VA Route 625)** is planned to be widened from its current four lanes to six lanes between VA Route 28 and Atlantic Boulevard (VA Route 1902)/Davis Drive (VA Route 868).
- **Waxpool Road (VA Route 625)** is a six-lane divided facility from the VA Route 28 interchange west across Broad Run to the intersection of Loudoun County Parkway (VA Route 607) (in the Ashburn Community). This segment of roadway experiences significant peak hour congestion and high frequency of accidents, particularly westbound during the afternoon peak period. VDOT recently conducted a corridor study to more effectively move traffic through this area, including potential changes to signage along the corridor and feeder sections of VA Route 28, physical changes to intersections at Pacific Boulevard (VA Route 1036), Broderick Drive, and Loudoun County Parkway (VA Route 607), and alteration of signal timing. As of this writing, improvements to the Waxpool Road (VA Route 625)/Loudoun County Parkway (VA Route 607) intersection are being implemented by VDOT.



- **Gloucester Parkway (VA Route 2150)** between VA Route 28 at Nokes Boulevard (VA Route 1793) and Loudoun County Parkway (VA Route 607)) is another critical roadway link across Broad Run to the Ashburn Community. This segment of roadway, planned to be a six-lane divided facility, is anticipated to be constructed in conjunction with future development in the area.
- ~~**Lockridge Road (VA Route 789)** is another critical roadway link connecting the future Route 606 and Route 772 Metrorail stations in the vicinity of Moran Road (VA Route 634) via the Shellhorn Road (VA Route 643/VA Route 643 Extended) and the Prentice Drive (VA Route 1071/VA Route 1071 Extended/VA Route 789 Extended) corridors.~~
- **Old Ox Road (VA Route 606)** in the Sterling Community connects the Dulles Greenway (VA Route 267) and VA Route 28 and continues east to the Fairfax County/Town of Herndon line at Rock Hill Road (VA Route 605). The entirety of Old Ox Road (VA Route 606) within the Sterling Community is currently a four-lane divided roadway. West of VA Route 28, Old Ox Road (VA Route 606) is planned to be widened to six lanes and will form part of a planned limited access loop around the perimeter of Dulles Airport; opportunities for parallel or frontage roads and access consolidation will be considered along this section of Old Ox Road (VA Route 606) in order to facilitate local access when the roadway is converted to a limited access facility. HOV operations will also be considered for the final two lanes of this roadway when the six-lane facility is constructed. East of VA Route 28, Old Ox Road (VA Route 606) is planned to be widened to six lanes. Coordination with the Town of Herndon will be necessary regarding this widening as it approaches the Rock Hill Road (VA Route 605) intersection at the Town/County line.
- **Prentice Drive (VA Route 1071/VA Route 1071 Extended/Route 789 Extended)** will provide an additional east-west connection across Broad Run. The roadway is planned as a four-lane divided section from Pacific Boulevard (VA Route 1036) to the Shellhorn Road (Route VA Route 643) corridor at Metro Center Drive (in the Ashburn Community). This roadway will provide access between the future Route 606 and Route 772 Metrorail stations.
- **Rock Hill Road (VA Route 605)** is planned as two lanes from Old Ox Road (VA Route 606) south to the Fairfax County line. Rock Hill Road (VA Route 605) is planned to be extended west to intersect with future Davis Drive (VA Route 868).
- **Shaw Road (VA Route 636)** is planned to be widened to a continuous four-lane section from Sterling Boulevard (VA Route 846) south to Old Ox Road (VA Route 606), and be constructed as a new four-lane roadway from Old Ox Road (VA Route 606) south to Innovation Avenue (VA Route 209).
- **Relocation Drive (VA Route 775)** is planned to be widened from two lanes to four lanes from Old Ox Road (VA Route 606) northwest to Pacific Boulevard (VA Route 1036).
- **Shellhorn Road (VA Route 643)** will provide an east-west connection across Broad Run and access to the Route 606 and Route 772 Metrorail Stations. The roadway is planned as a four-lane divided section from Prentice Drive (VA Route 1071) at Metro Center Drive (in the Ashburn Community) to Sterling Boulevard (VA Route 846) at Moran Road (VA Route 634) corridor. This roadway will provide access between the future Route 606 and Route 772 Metrorail stations.

Suburban Area Road Policies

1. It is a priority of this plan that safety concerns, gaps in the existing road system, and connections to collector and arterial roads be addressed to serve neighborhoods and employment centers already in place.
2. To the extent allowed by funding source requirements, the County will direct transportation funding to the Suburban Policy Area where planned land uses and population densities warrant the expansion of

accommodate planned runway extension at Leesburg Executive Airport. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

62. VA Route 625 - Sycolin Road

Segment Battlefield Parkway north to VA Route 7/US Route 15 (Leesburg Bypass)

Policy Area Town of Leesburg

Existing Condition

Functional Class Minor Collector

Lanes/Right of Way 2-4/Varies

Description R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Bridge over VA Route 7/US Route 15 (Leesburg Bypass); existing intersection/at-grade access to/from bypass terminated. Left and right turn lanes required at major intersections. Design speed determined by VDOT and Town of Leesburg.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

63. VA Route 634 / VA Route 634 Extended – Moran Road/Belfort Park Drive

Segment VA Route 846 Extended (Sterling Boulevard) to VA Route 868 (Davis Drive)

Policy Area Suburban (Sterling)

Existing Condition

Existing Segment VA Route 789 (Lockridge Road) northeast to just west of VA Route 28 (Sully Road); VA Route 636 (Shaw Road) to VA Route 868 (Davis Drive)

Functional Class Major Collector

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

79. VA Route 643 - Shellhorn Road

Segment VA Route 772 (Ashburn Village Boulevard) southeast to VA Route 607 (Loudoun County Parkway)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

80. VA Route 643 - Shellhorn Road

Segment VA Route 607 (Loudoun County Parkway) to VA Route 789 (Lockridge Road)

Policy Area Suburban (Ashburn, Sterling)

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 35 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

81. VA Route 643 - Shellhorn Road

Segment VA Route 789 (Lockridge Road) to VA Route 846 Extended (Sterling Boulevard) at VA Route 1072 (Randolph Drive)

Policy Area Suburban (Sterling)

Ultimate Condition

Functional Class Major Collector

<u>Lanes/Right of Way</u>	<u>4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 35 mph design speed. Provides access to the planned Loudoun Gateway Metrorail station.</u>
<u>Bicycle/Pedestrian Facilities</u>	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

82. VA Route 645 - Croson Lane

Segment VA Route 659 (Belmont Ridge Road) east to Existing VA Route 772 (Old Ryan Road)

Policy Area Suburban (Ashburn)

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description U2. Controlled access undivided urban collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

83. VA Route 645 - Croson Lane

Segment Existing VA Route 772 (Old Ryan Road) to Moorefield Boulevard in Moorefield Station.

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 3/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Policy Area	Suburban (Sterling)
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet
Description	R2. Local access undivided rural secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

131. VA Route 789 - Lockridge Road

<u>Segment</u>	<u>VA Route 1071 (Prentice Drive) to VA Route 643 (Shellhorn Road)</u>
<u>Policy Area</u>	<u>Suburban (Sterling)</u>

Existing Condition

<u>Existing Segment</u>	<u>VA Route 1071 (Prentice Drive) to Future VA Route 643 (Shellhorn Road)</u>
<u>Functional Class</u>	<u>Minor Collector</u>
<u>Lanes/Right of Way</u>	<u>2/Varies</u>
<u>Description</u>	<u>R2.</u>

Ultimate Condition

<u>Functional Class</u>	<u>Major Collector</u>
<u>Lanes/Right of Way</u>	<u>4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
<u>Description</u>	<u>U4M. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left turn lanes and right turn lanes required at all intersections. 35 mph design speed.</u>
<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>

131.132. VA Route 789 Extended – Lockridge Road West

Segment VA Route 1071 Extended/Route 789 Extended (Prentice Drive) north to VA Route 640 (Waxpool Road)

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

132.133. VA Route 846 Extended - Sterling Boulevard

Segment ~~VA Route 634 (Moran Road) and VA Route 643 (Shellhorn Road) at VA Route 1072 (Randolph Drive)~~ to VA Route 28 (Sully Road)

Policy Area Suburban (Sterling)

Existing/Ultimate Condition

Existing Segment VA Route 1036 (Pacific Boulevard) east to VA Route 28 (Sully Road) interchange

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes

Description U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

133.134. VA Route 846 - Sterling Boulevard

Segment VA Route 28 (Sully Road) interchange northeast to VA Route 868 (Davis Drive)

Policy Area Suburban (Sterling)

Existing Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/110 feet

152. VA Route 1072 – Randolph Drive

Segment VA Route 1071 (Prentice Drive) to approximately 2,500 feet south of Prentice Drive

Policy Area Suburban (Sterling)

Existing Condition

Functional Class Local Secondary Road

Lanes/Right of Way 4/70 feet

Description U4. Local access undivided local secondary road. 40 mph design speed.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Controlled access undivided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

153. VA Route 1072 – Randolph Drive

Segment Approximately 2,500 feet south of VA Route 1071 (Prentice Drive) to VA Route 606 (Old Ox Road)

Policy Area Suburban (Sterling)

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed. Existing segment of VA Route 634 (Moran Road) near VA Route 606 (Old Ox Road) to be incorporated into the realigned segment of the roadway.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

151.154. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment VA Route 7 Business (East Loudoun Street) north and west to VA Route 719 (Woodgrove Road)

**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: CPAM-2017-0002: Proposed Comprehensive Plan Amendment to amend the 2010 Countywide Transportation Plan to revise the segment of US Route 15 (James Monroe Highway) from a rural two-lane local access undivided rural arterial roadway to a four-lane median-divided facility between North King Street (US Route 15 Business) and Montresor Road (VA Route 661)

ELECTION DISTRICT: Catoctin

CRITICAL ACTION DATE: March 19, 2018

STAFF CONTACTS: Lou Mosurak, Transportation and Capital Infrastructure
Joe Kroboth III, Director, Transportation and Capital Infrastructure
Marie Genovese, Planning and Zoning
Ricky Barker, Director, Planning and Zoning

PURPOSE: The purpose of this Comprehensive Plan Amendment (CPAM) is to amend existing text, policies, planning guidelines and maps in the 2010 Countywide Transportation Plan (CTP) applicable to US Route 15 (James Monroe Highway) from North King Street (US Route 15 Business) [approximately 475 feet south of Tutt Lane (VA Route 740)] north to Montresor Road (VA Route 661). Specifically, the proposed amendments will facilitate widening this portion of Route 15 from a rural two-lane local access undivided rural arterial roadway to a rural four-lane controlled access median-divided arterial roadway to help alleviate recurring congestion in this area.

RECOMMENDATIONS:

Planning Commission: At the Planning Commission (Commission) Public Hearing on December 19, 2017, the Commission forwarded (9-0) CPAM-2017-0002, as provided in Attachment 1, to the Board of Supervisors (Board) with a recommendation of approval.

Staff: Staff concurs with the Planning Commission's recommendation of approval.

BACKGROUND: Between 1998 and 2016, the Virginia Department of Transportation (VDOT) and the Town of Leesburg conducted various studies on US Route 15 north of Leesburg. Some of

the studies were focused on safety improvements, while others evaluated congestion. The most recent congestion studies recommended various improvements, but none were implemented and congestion continued to worsen. The current traffic volume on Route 15 between North King Street and Lucketts Road is 24,000 Average Daily Trips.

In 2016, the County initiated the Route 15 Congestion Study to identify the cause of recurring congestion on US Route 15, especially in the northbound direction during the afternoon and evening peak periods. The study was prepared by the consulting firm Kimley-Horn Associates, Inc. (KHA) in coordination with the Department of Transportation and Capital Infrastructure (DTCI). The study evaluated existing and future traffic conditions and identified potential solutions to mitigate the recurring traffic congestion between Battlefield Parkway and Whites Ferry Road (VA Route 655). The study concluded that additional capacity was needed along the corridor and recommended widening US Route 15 to four lanes from Battlefield Parkway to a point north of Whites Ferry Road. A copy of the Route 15 Congestion Study is available at: www.loudoun.gov/route15.

Basis for Amendments

The 2010 CTP is the County's transportation planning policy document and identifies the County's vision for future improvements to the transportation network. The proposed changes to the CTP for US Route 15 north of Leesburg reflect the recommendations of the Route 15 Congestion Study, which was presented to the Board on May 18, 2017. At that meeting, the Board voted (8-0-1: Meyer absent) to initiate a Comprehensive Plan Amendment (CPAM) to amend the CTP, consistent with the Route 15 Congestion Study's recommendations, and directed Staff to begin work. The Board's Copy Teste which initiated the CPAM (Item D) is provided as Attachment 2. The Board specified that the CPAM extend the planned four-lane section of US Route 15 north to Montresor Road, which is the next major intersection north of Whites Ferry Road. As such, the CPAM proposes to amend the CTP map, as well as text, policies, planning guidelines and maps in Chapter 2 and Appendix 1 of the CTP to amend the planned condition of US Route 15 north of Leesburg, specifically from a point just south of Tutt Lane (VA Route 740) north to Montresor Road (VA Route 661), from a two-lane (R2) rural section roadway to a four-lane divided (R4M) rural section roadway. A vicinity map showing the limits of the proposed changes to US Route 15 is provided as Attachment 3. The alignments depicted on the CTP map are conceptual, and engineering design of the proposed roadway improvements has not been completed to date. Such designs will be developed once funding is available and will identify the location, spacing, design and operation of site / driveway access, median breaks, roundabouts, traffic signals, and a specific typical roadway section.

The Route 15 Congestion Study also included analysis of intersection improvement alternatives at two intersections along the corridor: (1) US Route 15 and North King Street, and (2) US Route 15 and Whites Ferry Road / Raspberry Drive. Specific improvement alternatives at those intersections are currently being refined and will be determined as directed by the Board at a later date. Other than the potential for grade-separation of certain traffic movements at the US Route 15 and North King Street intersection, which is already included in the CTP and is proposed to remain in the

document, specific intersection alternatives are not governed by the CTP and therefore are not part of this CPAM process.

The segment of US Route 15 proposed for widening passes through an area adjacent to the New Rockland Agricultural and Forestal District (District), as shown on the map provided as Attachment 4. Evaluation of potential impacts to the District will be taken into account when the roadway is designed, and notice to landowners in the District will be provided during right-of-way acquisition in accordance with Virginia Code [§ 15.2-4313](#). It is noted that the goals of agricultural and forestal districts include preserving open space for, among other reasons, aesthetic purposes. To this end, the proposed CPAM includes language that the roadway improvements would be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Public Outreach

A public outreach Open House regarding this CTP amendment was held on Wednesday, October 25, 2017. To promote public awareness, an ad was placed in the newspaper to inform the general public. The Open House was attended by approximately ten (10) members of the public. Attendees expressed general concerns regarding capacity issues in the corridor. Supervisors Higgins and Umstatted both attended the Open House.

While not specific to the CPAM process, additional public engagement has taken place or is ongoing regarding the US Route 15 corridor north of Leesburg. First, as directed by the Board on May 18, 2017, three public workshops were held to gather public input on the Route 15 Congestion Report as well as overall safety and operational issues on US Route 15 between Leesburg and Maryland. A total of 239 people attended these workshops, which were held in Leesburg on Monday, June 26, 2017 and in Lucketts on Saturday, July 8, 2017, and Saturday, July 15, 2017. Second, the County conducted an internet based interactive survey between July 12, 2017, and July 24, 2017. Regarding the proposed widening of US Route 15 to a point north of Whites Ferry Road, 76% of participants / responses were in favor, 13% were in favor if certain conditions were met, and 11% were opposed. Lastly, also as directed by the Board on May 18, 2017, a Stakeholders Committee has been established; it is comprised of representatives from 19 organizations that include homeowners associations, business, recreation, and preservation groups that are located along the corridor. The group has met three times and has a fourth meeting scheduled for February 28, 2018. The Stakeholders are eager for congestion relief to occur as soon as possible; they support widening US Route 15 to four lanes.

Planning Commission Public Hearing

The Commission held a public hearing regarding this item on December 19, 2017. Twenty-three (23) members of the public spoke, including two (2) members of the Board (Higgins & Umstatted). Ten (10) speakers were in favor of the CPAM, nine (9) were against the CPAM, and four (4) were neither for nor against. Many of the comments pertained to concerns with access, safety, and congestion issues. Other comments pertained to the timing of the CPAM. The Commission discussed access issues at Limestone School Road. It was clarified during the discussion that

specific access issues would be addressed during the project design phase. The Planning Commission voted (9-0) to forward CPAM 2017-0002 to the Board with a recommendation of approval.

Board of Supervisors Public Hearing

The Board held a public hearing regarding this item on February 14, 2018. Eighteen (18) members of the public spoke; ten (10) speakers were in favor of the CPAM, six (6) were against the CPAM, and two (2) were neither for nor against. Comments largely pertained to safety, capacity, parcel access, context sensitive solutions, and potential impacts to scenic, environmental, and historic resources. The Board voted (9-0) to forward the CPAM to the March 6, 2018, Board Business Meeting for action.

SUMMARY OF PROPOSED TEXT AND MAP CHANGES: The proposed changes are to facilitate the widening of US Route 15 from two lanes to four lanes between North King Street (US Route 15 Business) and Montresor Road (VA Route 661). Specifically, changes to text, policies and maps in Chapter 2 of the 2010 CTP and changes to planning guidelines for major roadways in Appendix 1 of the 2010 CTP are included in Attachment 1.

AGENCY REFERRALS: The proposed text was referred to VDOT and the Town of Leesburg. Both VDOT and the Town on Leesburg are supportive of the proposed CTP amendment. Copies of these referrals are included in Attachment 5. Staff notes that the topics mentioned in VDOT's referral regarding non-motorized traffic and scenic / historic context are being addressed as part of the proposed text and map amendments.

DRAFT MOTIONS:

1. I move that the Board of Supervisors approve CPAM-2017-0002, Countywide Transportation Plan Amendment, Route 15, provided in Attachment 1 of the March 6, 2018, Board of Supervisors Business Meeting Action Item.

OR

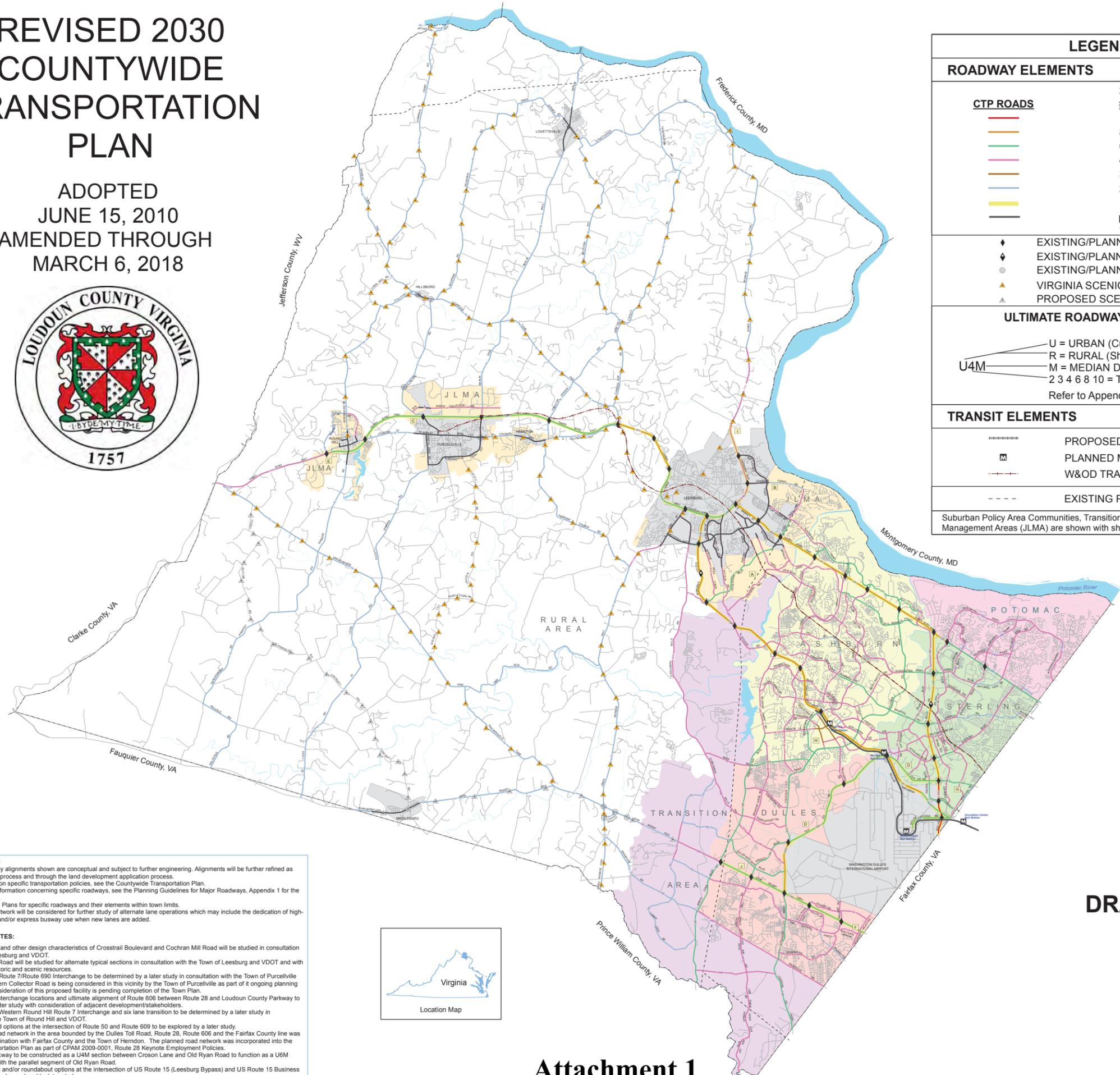
2. I move an alternate motion.

ATTACHMENTS:

1. CPAM-2017-0002 Draft Text and Map Revisions
2. Board of Supervisor Copy Teste Initiating CPAM Process (May 18, 2017)
3. CPAM-2017-0002 Vicinity Map
4. New Rockland Agricultural and Forestal District Map
5. Agency Referrals (VDOT and Town of Leesburg)

REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED
JUNE 15, 2010
AMENDED THROUGH
MARCH 6, 2018



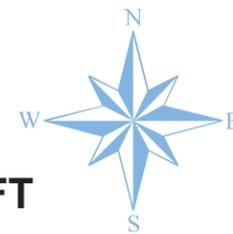
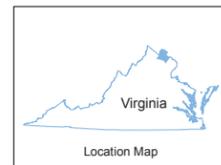
LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2030 PLANNED # OF LANES
	10 LANES
	8 LANES
	6 LANES
	4 LANES
	3 LANES
	2 LANES
	FREEWAY (See Note 5)
	REFER TO TOWN PLAN (See Note 4)
	EXISTING/PLANNED INTERCHANGE
	EXISTING/PLANNED PARTIAL INTERCHANGE
	EXISTING/PLANNED ROUNDABOUT
	VIRGINIA SCENIC BYWAY
	PROPOSED SCENIC BYWAY
ULTIMATE ROADWAY GEOMETRY	
	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
	Refer to Appendix 1 for Right-of-Way Widths
TRANSIT ELEMENTS	
	PROPOSED METRORAIL ALIGNMENT
	PLANNED METRORAIL STATIONS
	W&OD TRAIL
	EXISTING POWER LINES
Suburban Policy Area Communities, Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded backgrounds.	

GENERAL NOTES:

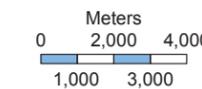
1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croston Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. Grade separated and/or roundabout options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- J. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.



DRAFT

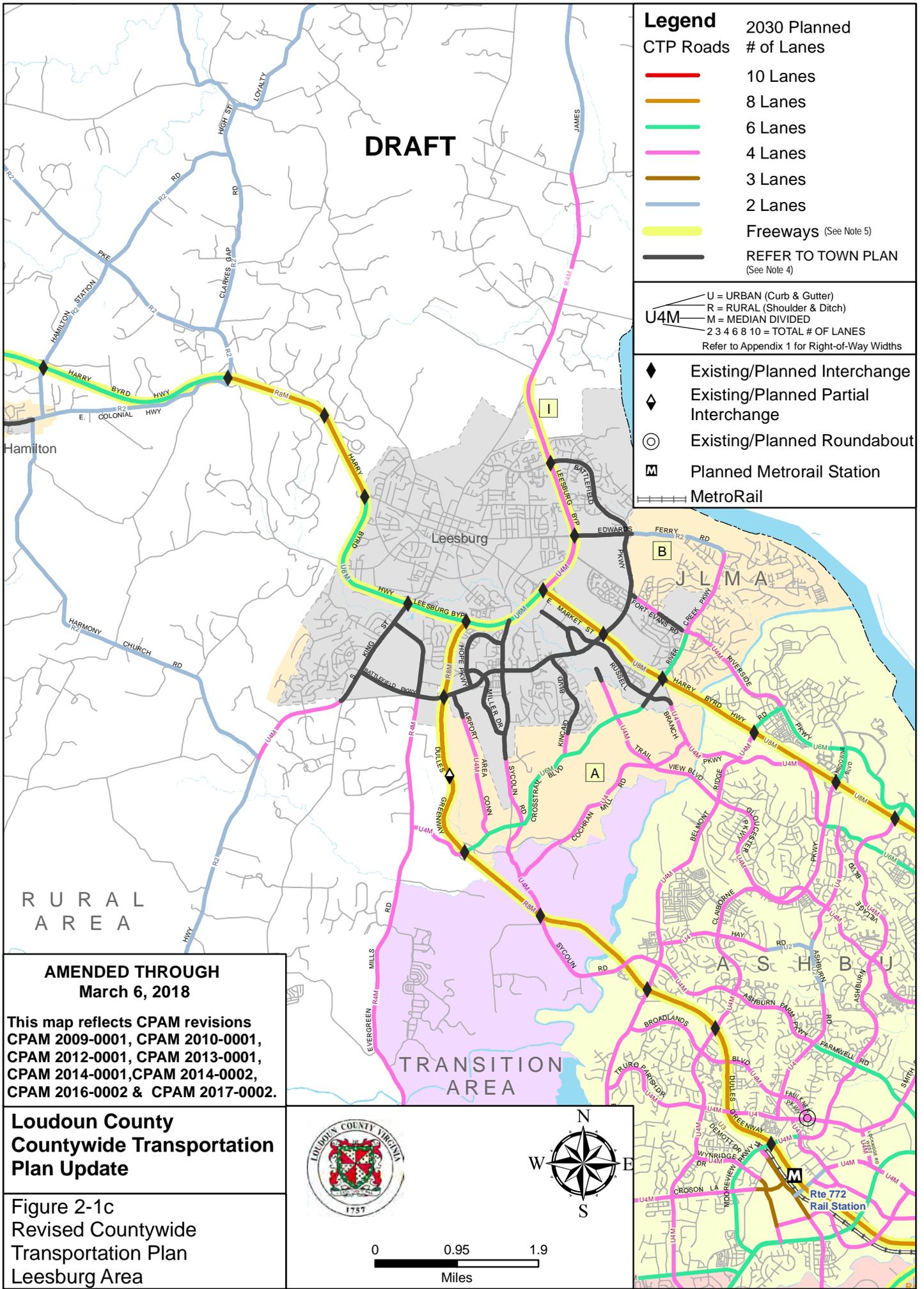


DRAFT

Legend	
CTP Roads	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

U	= URBAN (Curb & Gutter)
R	= RURAL (Shoulder & Ditch)
M	= MEDIAN DIVIDED
2 3 4 6 8 10	= TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

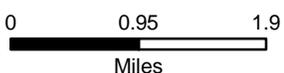


**AMENDED THROUGH
March 6, 2018**

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2013-0001,
CPAM 2014-0001, CPAM 2014-0002,
CPAM 2016-0002 & CPAM 2017-0002.

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1c
Revised Countywide
Transportation Plan
Leesburg Area



16. The County will work with adjoining jurisdictions to create seamless road connections across borders wherever possible.
17. Within the Suburban Policy Area, the County should explore the concept of additional connections to Maryland across the Potomac River in consultation with Maryland in order to ease existing and forecasted congestion on US Route 15.

2. Rural Policy Area Roads

The Rural Policy Area includes all of the western part of the County outside of the Towns and associated Joint Land Management Areas (JLMAs). The southern, western and northern boundaries are the County's shared borders with Prince William, Fauquier and Clarke counties, and with West Virginia and Maryland's Potomac River boundaries. The policy area's eastern boundary, immediately adjacent to the Transition Policy Area, is defined by a combination of Leesburg's town boundary, VA Route 267 (the Dulles Greenway), VA Route 621 (Evergreen Mills Road), and the Broad Run watershed boundary. CTP roads within the Rural Policy Area include **VA Route 7 (Harry Byrd Highway)**, **VA Route 7 Business (Colonial Highway/Main Street/Loudoun Street)**, **VA Route 9 (Charles Town Pike)**, **US Route 15 (James Monroe Highway)**, **US Route 50 (John Mosby Highway)**, **the US Route 15/50 Connector (Howzers Branch Drive)**, **VA Route 287 (Berlin Turnpike)**, **US Route 340 (Jefferson Pike)**, **VA Route 611 (St. Louis Road)**, **VA Route 623 (Willisville Road)**, **VA Route 653 Relocated (Crosstrail Boulevard)**, **VA Route 662 (Clarkes Gap Road)**, **VA Route 663/668 (Taylorstown Road)**, **VA Route 665 (High Street/Loyalty Road)**, **VA Route 671 (Harpers Ferry Road)**, **VA Route 672 (Lovettsville Road)**, **VA Route 673 (Irish Corner Road)**, **VA Route 673/681 (Milltown Road)**, **VA Route 690 (Silcott Springs Road/Hillsboro Road/Mountain Road)**, **VA Route 704 (Hamilton Station Road/Harmony Church Road)**, **VA Route 705 (Braddock Road)**, **VA Route 719 (Stony Point Road/Woodgrove Road/Airmont Road/Green Garden Road)**, **VA Route 734 (Snickersville Turnpike)**, **VA Route 743 (Millville Road)** and **VA Route 1320 (Evening Star Drive)**.

Unlike the Suburban Policy Area road network, the Rural Policy Area network is largely built to its ultimate condition. Most roads within this policy area are two-lane shared-use facilities intended to serve rural economic enterprises, the low density residential area, and the incorporated towns. A system of scenic roadways has been designated as part of the state tourism program. While long-term forecasting and analysis has shown that some CTP roads within the Rural Policy Area will experience significant congestion by 2030, the County has made the preservation of rural roads a top priority, and by doing so, has demonstrated its support of tourism and the rural economy. For example, to protect and preserve the historic character of the historic roads in the southwestern part of the county, the County designated a network of 32 historic roads, which is known as the "Beaverdam Creek Historic Roadways District", as a Historic Roadways District as provided for in the Zoning Ordinance. The Beaverdam Historic Roadways District is located south of VA Route 734 (Snickersville Turnpike) and north of US Route 50 (John Mosby Highway) and is bounded to the east by St. Louis Road (VA Route 611) and to the west by the Blue Ridge Mountains and the Clarke County line.

In limited circumstances in major corridors, the County has approved capacity improvements or the study thereof. Significant roadways within the Rural Policy Area are described as follows:

- **US Route 15 (James Monroe Highway)**, runs north-south from the County's southern border with Prince William County to its northern border at the Maryland state line. US Route 15 traverses an environmentally sensitive karst area and is a state-designated Virginia Byway, along which are located notable historic landmarks. North of Leesburg, the facility bisects the Catoctin Rural Historic District, which is listed in the Virginia Landmark Register. The facility is also part of the "Journey Through Hallowed Ground" corridor, a historically and culturally significant corridor that extends outside of Loudoun County, and follows US Route 15 and VA Routes 20, 231, 22 and 53 from Gettysburg, Pennsylvania, to Charlottesville, Virginia. Analysis has shown that congestion will be a serious concern on this roadway by 2030, and would require additional capacity. Given the context of this facility, however, outside of the Town of Leesburg, US Route 15 should remain a two-lane road with 12-foot travel lanes and safety improvements to be built as needed and funded, except for the segments between VA Route 704 (Harmony Church Road) and the [southern](#) Leesburg Town Limits [and US Route 15](#)



Business (North King Street) north to VA Route 661 (Montresor Road), where US Route 15 is planned to be widened to four lanes.

- **US Route 50 (John Mosby Highway)** runs east-west between Fairfax and Fauquier Counties. The portion within the Rural Policy Area begins at the Transition Policy Area boundary, just east of US Route 15, extending west to the Fauquier County line. State Virginia Byway designation and Loudoun County Historic Roadway District or Historic Access Corridor designation will be sought for the portion running through the Mosby Heritage Area in recognition of the road's scenic and historic character. In the Rural Policy Area, there is a Traffic Calming Demonstration project funded by the US Department of Transportation (USDOT) from Lenah (in Loudoun County) to Paris (in Fauquier County). This traffic calming project maintains US Route 50 as a two-lane highway. The project includes a total of four roundabouts in the vicinity of Gilbert's Corner which have been completed: the main roundabout at US Route 50 and US Route 15, an auxiliary roundabout south of US Route 50 on US Route 15 at the US Route 15/50 Connector (Howsers Branch Drive), and two auxiliary roundabouts east of US Route 15 on US Route 50 at Howsers Branch Drive and at VA Route 860 (Watson Road). The main roundabout may be expanded to accommodate two lanes of through traffic in the future.
- **VA Route 7 (Harry Byrd Highway)** is a principal arterial highway running east-west through Loudoun County. In the Rural Policy Area, it extends from the western boundary of the Town of Leesburg to the Clarke County line. VA Route 7 (Harry Byrd Highway) is currently planned to be an eight-lane principal arterial highway between VA Route 7 Business (West Market Street) (in Leesburg) and VA Route 9 (Charles Town Pike), a six-lane principal arterial between VA Route 9 and Round Hill, and a four-lane principal arterial highway from Round Hill to the Clarke County line.
- **VA Route 9 (Charles Town Pike)** runs from VA Route 7 (Harry Byrd Highway) near Paeonian Springs northwest to the boundary with West Virginia. VA Route 9 (Charles Town Pike) is another facility projected to experience significant congestion by 2030; however, given the sensitivity of the rural character of this corridor, any options to add additional capacity must be thoroughly studied and vetted through the community. Improvements that have been approved include traffic calming measures to be implemented in and near the Town of Hillsboro.
- **VA Route 287 (Berlin Turnpike)** extends from the Potomac River near Brunswick, Maryland south to VA Route 7 Business (East Main Street) in the Town of Purcellville. Within the Rural Policy Area, it is planned to remain as a two-lane major collector highway. The Town Council of Purcellville has requested funds from the Commonwealth Transportation Board for improvements to the intersection at VA Route 7 (Harry Byrd Highway) and VA Route 287 (Berlin Turnpike), as well as for extending VA Route 287 (Berlin Turnpike) on the south side of VA Route 7 Business (East Main Street) to VA Route 690 (Silcott Springs Road) as the Purcellville South Collector Road. Safety improvements will also be implemented on VA Route 287 (Berlin Turnpike). According to traffic projections, VA Route 287 (Berlin Turnpike) between Maryland and VA Route 9 (Charles Town Pike) could become significantly congested to require additional capacity by 2030.
- **All Secondary Roads (numbered 600 and above)** in the Rural Policy Area will be kept in their present state with essential improvements to be undertaken only where required for the safety of all users. Road improvements commensurate with impacts, but consistent with the Rural Road policies, are expected to be provided by residential and non-residential developments along rural roads.

a. Unpaved Roads

Loudoun County has a network of over 300 miles of unpaved rural roads that reflect the County's agricultural heritage. The unpaved rural road network has a natural traffic calming effect that permits their shared use for horseback riding and hiking and contributes to the quality of life sought by rural households. They are recognized as adding to the rural character that attracts tourists. They also facilitate the safe, efficient movement of farm vehicles. The County is committed to the preservation of a safe unpaved rural road network.

In any case, paving most of the unpaved roads is cost prohibitive given the level of funding devoted to the Secondary Road Improvement Program (SRIP) and the higher priority the County assigns to roads in the



Suburban and Transition Policy Areas. If the County chose to pave every road in Loudoun it would take more than a century to do so at current funding levels.

The County recognizes that the higher the traffic volumes on unpaved roads, the higher the maintenance costs incurred by VDOT; however, the cost of maintaining all of the unpaved roads in Loudoun County per year is less than the cost of paving one mile of unpaved road. Reductions of permitted rural densities as envisioned in the *Revised General Plan* have been implemented in part to mitigate the additional costs that higher traffic volumes incur and to maintain adequate levels of service and safety on the unpaved roads. The rural paved road network often serves the collector road function for the unpaved roads.

Under certain circumstances, unpaved roads must be paved. This situation occurs when VDOT can no longer provide adequate maintenance to keep the facility in operable condition. In such situations, the County supports the use of “Pave-In-Place” and “Rustic Road” standards. Both of these programs employ context-sensitive design techniques. The VDOT Rustic Road and Pave-In-Place programs are described in the sections that follow.

b. Rustic Road Program

VDOT manages a Rural Rustic Road program for any unpaved secondary road that carries at least fifty but no more than 1,500 vehicles per day. The engineering standards in this program are designed to preserve the significant historic and environmental features of these low volume roadways, while limiting impacts to the rights-of-way of the existing roads. The following VDOT guidelines apply to the Rural Rustic Road Program:

- Roadways must be unpaved and already within the State Secondary System.
- Roadways must be a priority (line item) in an approved Secondary Six-Year Plan, even if the funding source is not from normal, secondary construction allocations.
- The Board of Supervisors, in consultation with VDOT’s Resident Engineer or designee, must designate by a specific resolution a road or road segment as a Rural Rustic Road.
- Roadway or roadway section must be predominately for local traffic use.
- The local nature of the road means that most motorists using the road have traveled it before and are familiar with its features.
- The Board of Supervisors will endeavor to limit growth on roads improved under the Rural Rustic Road program and cooperate with VDOT through its comprehensive planning process to develop lands consistent with rural rustic road concepts.

c. Pave-In-Place Program

VDOT manages a “Pave-In-Place” program for any unpaved secondary road that carries at least fifty but no more than 750 vehicles per day. These roads may be paved or improved and paved within their existing rights-of-way or within a wider right-of-way that is less than forty feet wide if the following conditions are met:

- The governing body of the County has requested paving of such road as part of the Secondary Six-Year Plan for the County.
- The Commonwealth Transportation Commissioner, after having considered only (i) the safety of such road in its current condition and in its paved or improved condition, including the desirability of reduced speed limits and installation of other warning signs or devices, (ii) the views of the residents and owners of property adjacent to or served by such road, (iii) the views of the governing body making the request, (iv) the historical and aesthetic significance of such road and its surroundings, (v) the availability of any additional land that has been or may be acquired by gift or other means for the purpose of paving such road within its existing right-of-way or within a wider right-of-way that is less than forty feet wide, and (vi) environmental considerations, shall grant or deny the request for the paving of such roads under this subsection.



Rural Roads Policies

1. Transportation road improvements in the Rural Policy Area will be focused on the safety of all users and will be designed to protect the rural character of the road network.
2. All the roads in the Rural Policy Area will be kept as two-lane roads except portions of VA Route 7 (Harry Byrd Highway), VA Route 9 (Charles Town Pike), US Route 15 (James Monroe Highway), and VA Route 621 (Evergreen Mills Road).
3. VA Route 7 (Harry Byrd Highway) will be developed as a fully limited access highway with a minimum of six lanes from Round Hill to Leesburg. The portion between VA Route 9 (Charles Town Pike) and VA Route 7 Business (West Market Street) in Leesburg, planned for eight lanes, is considered a high priority project, subject to completion of parallel road improvements, where planned, on the north side of VA Route 7 (Harry Byrd Highway).
4. VA Route 9 (Charles Town Pike) will remain a two-lane facility with necessary improvements including turn lanes, 12-foot travel lanes and roundabouts as appropriate.
5. US Route 15 (James Monroe Highway) will remain a two-lane facility with necessary improvements including turn lanes, 12-foot travel lanes and roundabouts as appropriate, except for the segments between the southern Leesburg Town limits and VA Route 704 (Harmony Church Road) and US Route 15 Business (North King Street) and VA Route 661 (Montresor Road) where it will be widened to a four-lane, median-divided road.
6. The County fully supports the US Route 50 (John Mosby Highway) traffic calming project that was federally funded in the 1998 TEA-21 bill as a national model in rural traffic calming. A goal of the project is to serve as a model for similar projects in other areas of the County as a means of providing safer communities at cost savings. Traffic calming is in keeping with the goal of preserving the scenic and historic value of the Rural Policy Area.
7. The County will protect the historic and scenic qualities of roads within the Rural Policy Area through the designations of Historic Roadway Districts and/or Historic Access Corridors as provided for in the Revised 1993 Zoning Ordinance and the Heritage Preservation Plan.
8. VA Route 287 (Berlin Turnpike) will be maintained as a two-lane rural arterial highway to be coordinated with the Town Plans of Purcellville and Lovettsville.
9. In order to protect the character of rural roads, turn lanes will only be constructed when required for safety.
10. The County will seek to make only essential safety improvements on unpaved rural roads based on volumes, the nature of the road users (local vs. unfamiliar drivers), and accident data.
11. The County will continue to coordinate with VDOT on procedures that enable County review of VDOT road improvement plans for rural roads so that the County can assess and prevent potential negative impacts of VDOT road projects on such rural character features as tree canopy, stone walls and fences, hedgerows, historic and agricultural structures, viewsheds and karst/sensitive environmental features within the portions of the Rural Policy Area underlain by limestone.
12. The County will refer to the Beaverdam Creek Historic Roadways District when evaluating road improvement projects within its boundaries.
13. Any necessary improvements to roads in or adjacent to existing villages will incorporate site specific design solutions so as to preserve the character and fabric of the villages.
14. Development projects along rural roads will be required to make road improvements based on their impacts as appropriate and as consistent with these rural roads policies.
15. In cases where unpaved roads must be paved, pave-in-place and rustic road standards will be used to the maximum extent possible.
16. The County will work with VDOT toward extensions and refinements to pave-in-place and rural rustic road legislation including its application to improvements of hard surfaced roads.

Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.
-------------------------------	---

13. US Route 15 - Leesburg Bypass

Segment	VA Route 7 (East Market Street) interchange north to Battlefield Parkway
---------	--

Policy Area	Town of Leesburg
-------------	------------------

Existing Condition

Functional Class	Principal Arterial
------------------	--------------------

Lanes/Right of Way	4/200 feet – Additional ROW may be needed for turn lanes
--------------------	--

Description	R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 7 (East Market Street). Design speed varies.
-------------	--

Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
-------------------------------	---

Ultimate Condition

Functional Class	Principal Arterial
------------------	--------------------

Lanes/Right of Way	4/200 feet – Additional ROW may be required for interchange(s)
--------------------	--

Description	U4M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing Condition at Edwards Ferry Road and Battlefield Parkway. All existing at-grade access terminated. Design speed determined by VDOT and Town of Leesburg.
-------------	--

Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.
-------------------------------	---

14. US Route 15 - Leesburg Bypass

Segment	Battlefield Parkway north to US Route 15 Business (North King Street)
---------	---

Policy Areas	Town of Leesburg, Rural
--------------	-------------------------

Existing Condition

Functional Class	Principal Arterial
------------------	--------------------

Lanes/Right of Way	2-4/200 feet
--------------------	--------------

Description	R2/R4M. Controlled access undivided and divided rural arterial. Design speed varies.
-------------	--

Ultimate Condition

Functional Class	Principal Arterial
------------------	--------------------

Lanes/Right of Way	4/200 feet – Additional ROW may be needed for interchange(s)
--------------------	--

Description	U4M. Limited access median divided urban arterial. Grade-separated interchange at Battlefield Parkway. Grade-separated and/or rotary <u>roundabout</u> options to be explored at US Route 15 Business (North King Street) by later study. All other at-grade access terminated. Design speed determined by VDOT, Town of Leesburg and DTCl.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Leesburg subject to Town review.

15. US Route 15 - James Monroe Highway

Segment	Prince William County Line north to VA Route 704 (Harmony Church Road)
Policy Area	Rural
Existing/Ultimate Condition	
Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Roundabouts at the US Route 15/50 Connector (Howsers Branch Drive) and at US Route 50 (John Mosby Highway). Left and right turn lanes provided where required for safety. Design speed determined by VDOT and DTCl. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

16. US Route 15 – James Monroe Highway / South King Street

Segment	VA Route 704 (Harmony Church Road) north to VA Route 7/US Route 15 (Leesburg Bypass)
Policy Areas	Rural, Town of Leesburg
Existing Condition	
Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2/U2/U4M. Local access undivided and median divided rural and urban arterial; four-lane divided (U4M) section north of VA Route 621 (Evergreen Mills Road). Grade-separated interchange at VA Route 7/US Route 15 (Leesburg Bypass). Design speed varies.
Ultimate Condition	
Functional Class	Minor Arterial/Virginia Byway

Existing Condition

Functional Class	Principal Arterial/Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural arterial. Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial/Virginia Byway
Lanes/Right of Way	2/ROW subject to DTIC review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Grade-separated and/or rotary options to be explored at US Route 15 Business (North King Street) by later study. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and DTIC. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

18. VA Route 28 - Sully Road (Darrell Green Boulevard)

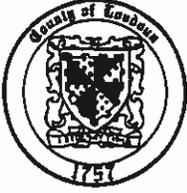
Segment	Fairfax County line north to VA Route 606 (Old Ox Road)
Policy Area	Suburban (Dulles, Sterling)

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/180 feet
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Toll/Access Road), VA Route 209 (Innovation Avenue), and VA Route 606 (Old Ox Road). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	10/200 feet – Additional ROW may be needed for interchange(s)
Description	U10M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Toll/Access Road) and VA Route 606 (Old Ox Road). Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and DTIC.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors Meeting Room, 1 Harrison Street, S.E., Leesburg, Virginia, on Thursday, May 18, 2017 at 5:00 p.m.

IN RE: Route 15 Congestion Report Findings (Catoctin/Leesburg)

Supervisor Higgins moved that the Board of Supervisors direct staff to expand the Route 15 Congestion Report to include the safety and operational issues on Route 15 between Whites Ferry Road and the Maryland state line to identify progressive improvements that can be implemented as presented in Attachment 4 to the May 18, 2017, Board of Supervisors Business Meeting Action Item with the following amendment:

- a. Additional public workshops (2 rounds, 2 meetings maximum) to evaluate concepts in the Corridor Improvement Plan resulting from the White's Ferry to Maryland State Line corridor study
- b. Supervisor Higgins further moved that the Board of Supervisors direct staff to coordinate with the District Supervisors to conduct a series of public input sessions and to establish a Stakeholder Committee to gain feedback and public opinion on the Route 15 Congestion Report and safety and operational issues on Route 15 north of Whites Ferry Road.
- c. Supervisor Higgins further moved that that Board of Supervisors direct staff to return the Route 15 Congestion Report to a future Board of Supervisors business meeting upon completion of the public input sessions.
- d. Supervisor Higgins further moved that the Board of Supervisors initiate an amendment process to the Countywide Transportation Plan to reflect necessary revisions to Route 15 ahead of the Comprehensive Plan process.

Seconded by Supervisor Umstatt.

Supervisor Higgins did not accept Supervisor Letourneau's Friendly Amendment to revise item d. of the motion to state "I further move that the Board of Supervisors include necessary revisions to Route 15 as part of the Countywide Transportation Plan review process about to begin."

Voting on the Motion: Supervisors Buffington, Buona, Higgins, Letourneau, Randall, Saines, Umstatt, and Volpe - Yes; None - No; Supervisor Meyer - Absent for the Vote.

A COPY TESTE:


DEPUTY CLERK TO THE LOUDOUN COUNTY
BOARD OF SUPERVISORS

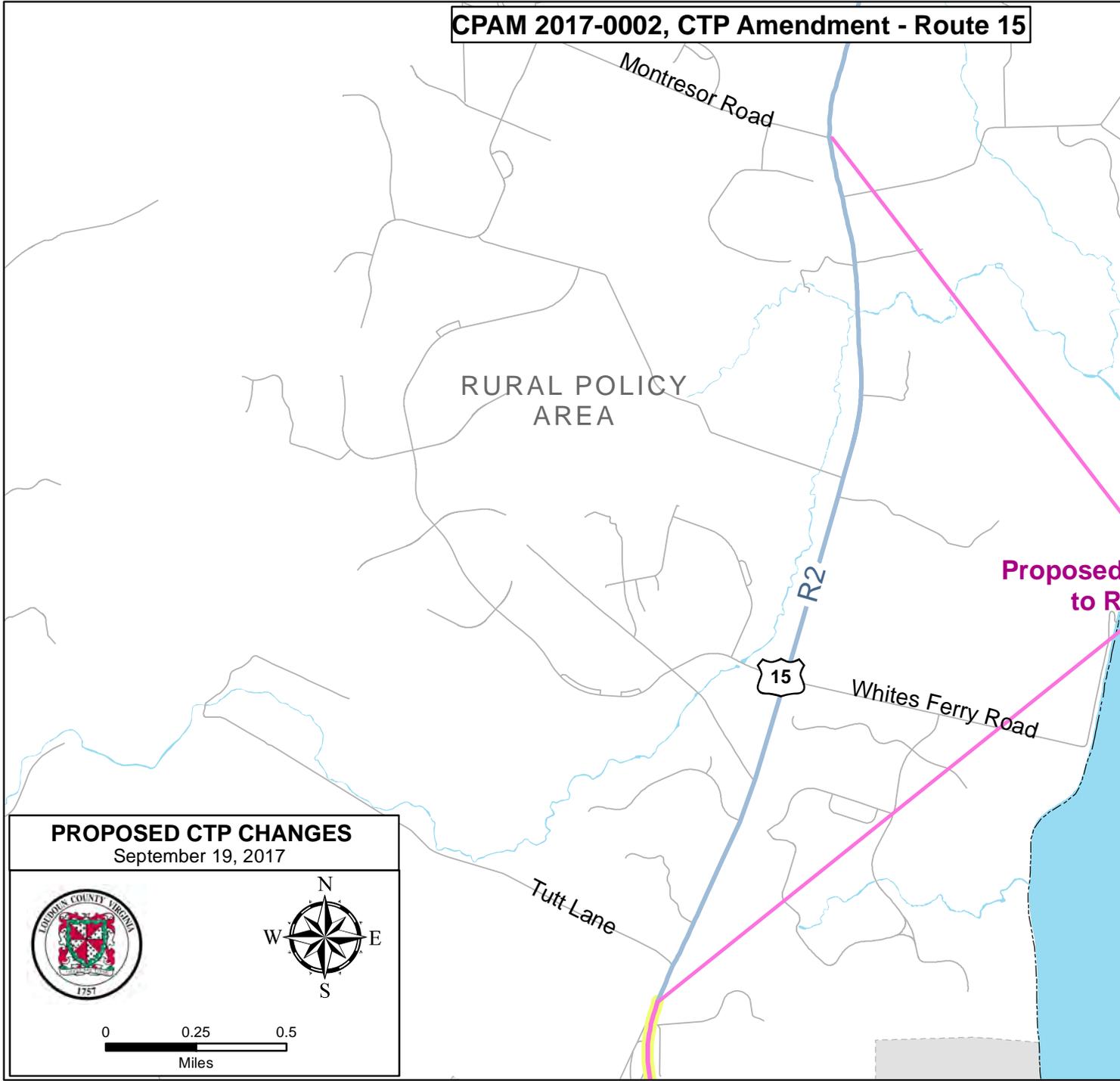
(Item 6, Route 15 Congestion Report Findings)

CPAM 2017-0002, CTP Amendment - Route 15

CTP Roads	2030 Planned # of Lanes
	6 Lanes
	4 Lanes
	2 Lanes
	Freeways

	U = URBAN (Curb & Gutter)
	R = RURAL (Shoulder & Ditch)
	M = MEDIAN DIVIDED
	2 3 4 6 8 10 = TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	

	Existing/Planned Interchange
--	------------------------------



PROPOSED CTP CHANGES

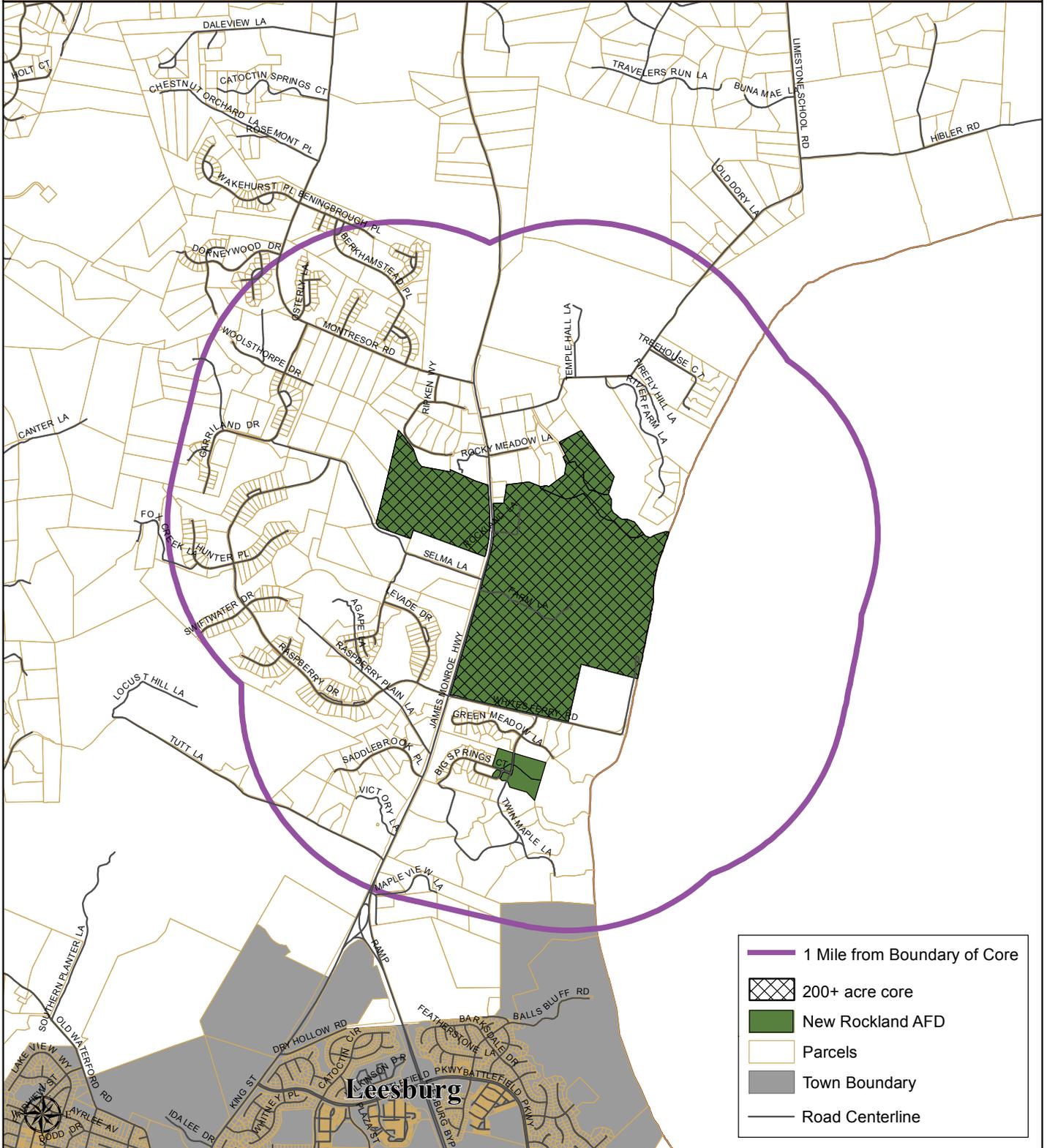
September 19, 2017



New Rockland Agricultural & Forestal District



November 16, 2011 – November 15, 2021
 Period of ten (10) years
 Subdivision minimum of twenty (20) acres
 6 Parcels
 676.45 acres





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLIE A. KILPATRICK, P.E.
COMMISSIONER

December 5, 2017

Louis M. Mosurak, AICP
Senior Transportation Coordinator
Loudoun County, Virginia
Dept. of Transportation & Capital Infrastructure (DTCI)
P.O. Box 7000, MSC #69
Leesburg, VA 20177-7000

Re: CPAM 2017-0002 – CTP Amendment, Route 15

Dear Mr. Mosurak,

Thank you for the opportunity to comment on this proposed amendment to the Countywide Transportation Plan. The Virginia Department of Transportation supports the proposed amendment and offers the following suggestions for your consideration. These comments constitute combined input from VDOT Northern Virginia District's Transportation & Land Use, Project Development and Transportation Planning Divisions.

- The amendment should acknowledge that the transition from a four lane section back to two lanes will take place north of the Montresor Road intersection. This is needed in order to fully realize the benefit of widening the roadway to Montresor Road. See the FHWA publication NCHRP 707 for details on the benefit of avoiding lane drops at intersections.
- Other than specifying the number of through lanes, consider being as broad as possible in the description of the roadway. This will provide the greatest flexibility when determining the best design criteria of the roadway for all stakeholders.
- Consideration is needed for non-motorized traffic. There has been a lot of advocacy for a bicycle and pedestrian link between Leesburg and Whites Ferry, but the extension of an improved corridor to Montresor Road introduces an opportunity for non-motorized access to Morven Park, Temple Hall Farm Regional Park, Whites Ford Regional Park and other destinations.
- Route 15 is designated as a National Scenic Byway and is part of the Journey Through Hallowed Ground National Heritage Area within the study area. The requirements related to these designations need to be considered when the project is being developed.
- The study area experiences significant recurring congestion during the AM and PM peak periods and the proposed Comprehensive Plan Amendment to identify this section of Route

VirginiaDot.org
WE KEEP VIRGINIA MOVING

15 for future widening (4 lanes) will help alleviate the congestion and support evacuation of the area in the event of homeland security emergency.

- King Street in the Town of Leesburg and Route 15 outside the town limits are functionally classified as minor arterial and principal arterial respectively per the VDOT 2014 Approved Functional Classification. Based on the traffic information provided it appears that the volume will not exceed the capacity of these roadways with the proposed plan amendment.

Thank you again for the opportunity to comment. Please do not hesitate to contact me at james.zeller@vdot.virginia.gov or at 703-259-3220 if you wish to discuss any of this input in more detail.

A handwritten signature in blue ink that reads "James C. Zeller". The signature is written in a cursive style with a large, stylized initial "J".

James C. Zeller, PE
Project Development Engineer – Loudoun County



Department of Planning & Zoning

25 West Market Street, 20176, 703-771-2765, www.leesburgva.gov

November 30, 2017

County of Loudoun
Department of Transportation and Capital Infrastructure
Attn. Mr. Lou Mosurak
1 Harrison Street
Leesburg, VA. 20177-7000

RE: CPAM 2017-0002, CTP Amendment, Route 15

Dear Mr. Mosurak:

Thank you for the opportunity to comment on the referenced comprehensive plan amendment to the Countywide Transportation Plan (CTP). The proposed change to the CTP is to extend the planned four-lane section of Route 15 from south of Tutt Lane northward to Montresor Road. The location of this proposed change lies outside of the Leesburg Joint Land Management Area and but it is contiguous to the Town of Leesburg corporate limits. The changes proposed will have an impact on traffic management within the Town.

Within the Town of Leesburg, this plan amendment was referred to the Department of Public Works and Capital Projects. Staff notes that the County staff and the County's consultant presented information on studies of potential improvements to Route 15 at a Leesburg Town Council meeting this fall. The proposed changes have also been discussed with County staff and the following comments are offered on the proposed CPAM:

- Traffic congestion on Route 15 North severely impacts traffic movements within Leesburg on a daily basis. Traffic backups on Route 15 result in difficulties in Leesburg residents traveling across the bypass during the afternoon peak period, and increase cut-through traffic on Town streets.
- The Town of Leesburg performed a traffic study in 2014 that concluded that the solution to the Route 15 traffic congestion within the Town was to increase capacity of the roadway by widening Route 15 at least to Whites Ferry Road.
- Subsequent studies by the Virginia Department of Transportation in 2016 and by Loudoun County in 2017 also concluded that widening Route 15 would be required to mitigate the traffic congestion in this area.
- The Town of Leesburg has been a partner to Loudoun County in this recent study, and concur with the recommendations for Route 15 improvements.
- Accordingly, the Town supports the proposed amendment to the County Transportation Plan to provide for a four-lane section on Route 15 north to Montresor Road.

Sincerely,

A handwritten signature in cursive script that reads "Susan Berry Hill".

Susan Berry Hill, AICP
Director, Department of Planning & Zoning

Cc: Leesburg Town Council
Leesburg Planning Commission
Kaj Dentler, Town Manager
Tom Brandon, Public Works & Capital Projects
Calvin Grow, Public Works & Capital Projects