

Final Report:

ASHBURN COMMUNITY OUTREACH PROJECT



Prepared By:
Loudoun County Department of Planning

March 6, 2012





Acknowledgments.....	iii
Foreword.....	v
A. Introduction	1
B. Summary of Outreach Efforts.....	1
C. Common Themes and Priority Issues.....	2
Quality of Life	3
Community Design and Identity	4
Community Facilities	5
Community Facility Locations	7
Staff Recommendations	7
Parks and Open Space.....	8
Passive Parks and Open Space	8
Active Parks and Recreation.....	9
Park Maintenance	9
Staff Recommendations	10
Pedestrian and Bicycle Network	10
Safety.....	11
Connectivity	12
Staff Recommendations	14
Bicycle and Pedestrian Connections to the W&OD	16
Staff Recommendations	17
Traffic and Transportation	18
Traffic along Waxpool Road and Adjacent Roadways	19
Graduated Tolls.....	20

Roadway Connectivity and Design.....	20
Traffic Signal Improvements.....	23
Road Geometry Improvements.....	24
Waxpool Road Traffic Study	24
Dulles Corridor Metrorail (Metro).....	25
Bus/Transit Service	26
Park and Ride Lots	27
Commercial Traffic on Waxpool Road.....	27
Traffic Patrols/Enforcement	27
HOV Lanes.....	27
Staff Recommendations	27
D. Summary of Staff Recommendations	28

Appendices

- A. Project Background
- B. Residential and Business Survey Results Report
- C. Existing Conditions Report

All photos in this report, unless otherwise noted, were taken by staff in the Loudoun County Department of Planning.



The Loudoun County Department of Planning (PD) wishes to acknowledge the following organizations for their assistance and efforts in the production of this, and other reports completed as part of the Ashburn Outreach Project, in particular: Loudoun County Departments of Building & Development (B&D); Construction and Waste Management (CWM); County Administration (CA); Economic Development (ED); Family Services (FS); Management & Financial Services (MFS); Mapping and Geographic Information (OMAGI); Loudoun County Public Schools (LCPS); Loudoun Water (LW); Parks, Recreation and Community Services (PRCS); Sheriff's Office (SO); Transportation Services (OTS); and the Virginia Department of Transportation (VDOT).

Special thanks to those individuals who contributed throughout the outreach project including: Sharon Affinito, OTS; Robyn Bailey, ED; Andrew Beacher, OTS; Judi Birkitt, PD; Jan Boothby, FS; Kristin Brown, OMAGI; Jack Brown, MFS; Ron Circe, PRCS; Mike Clem, B&D; Dan Csizmar, CWM; Dennis Cumbie, B&D; Adam Diehl, OMAGI; Penny Echard, PD; Sarah Coyle Etro, FS; Thomas Flynn, ED; Robin Geiger, CA; Marie Genovese, PD; Pat Giglio, PD; Joe Gorney, PD; Arkopal Goswami, OTS; Nancy Gourley, OTS; Jennifer Grimmell, PD; Ellen Grunewald, FS; Beth Hilkemeyer, MFS; Donna Hurwitt, ED; Jill Kaneff, MFS; Cindy Keegan, PD; Richard Klusek, PD; Kelly Marrocco, FS; Nancy McCormick, CA; Regina Meck, MFS; John Merrithew, PD; Lou Mosurak, OTS; Lauren Murphy, PD; Catherine Nash, SO; Mark Novak, PRCS; Sara Howard-O'Brien, LCPS; Julie Pastor, PD; Stephanie Payne, FS; Erica Pristas, ED; Diane Ryburn, PRCS; Michael Salinas, PD; Beverly Tate, LCPS; Steve Torpy, PRCS; Harry Walsh, CA; David Ward, B&D; Kelly Williams, PD.

This page is intentionally blank.



In accordance with the Loudoun County Board of Supervisors' Strategic Plan, in April 2011, the Board of Supervisors initiated a community outreach process for the Ashburn Community to identify community sentiment, issues, and priorities as a first step in future Suburban Community Planning efforts. The 2001 Loudoun County Comprehensive Plan (Plan) calls for the development of Community Plans to guide the growth of the Plan-defined Suburban Communities, including the Ashburn Community.

The purpose of the Ashburn Community Outreach Project was to conduct a dialogue with citizens of the Ashburn Community to identify neighborhood and community-wide priorities and to develop strategies to aid in future planning and programmatic activities. The project was conducted in three distinct phases and was designed to be as inclusive as possible, with a consensus report given to the Board of Supervisors in the first quarter of 2012.

This document is the Final Report for the Ashburn Community Outreach Project. The report captures all of the public comments received and identifies community priorities, based on common themes, and possible solutions for addressing them.

Additional information on the outreach project, including an electronic copy of the Ashburn Community Existing Conditions Report, Residential and Business Survey Results Report, workshop materials, and the Final Report can be found at www.loudoun.gov/ashburn-outreach.

This page is intentionally blank.

A. Introduction

This document is the Final Report for the Ashburn Community Outreach Project. The Ashburn Outreach Project was initiated by the Board of Supervisors in April 2011 following the success of previous outreach efforts. The overall purpose of this project was to create the opportunity for residents and business owners in the Ashburn Community to identify community needs and priorities to aid in future planning and programmatic activities.

The Ashburn Community Outreach Project comprised an 8-month public process with three distinct phases:

Phase 1 – Data Collection Research, Preparation and Education;

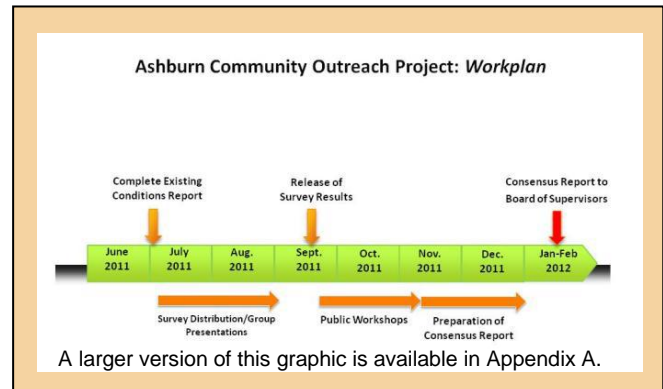
Phase 2 – Public Workshops; and,

Phase 3 – Preparation of Consensus Reports.

A more detailed discussion of the project background, including discussion of these three phases and the methodologies used to prepare this report is provided in Appendix A. It should also be noted that this report builds upon information gathered to date as part of the Ashburn Community Outreach Project, including the Residential and Business Survey Results Report prepared on October 6, 2011 and the Existing Conditions Report (Last Revised August 2011), (Appendices B and C and available on the project website at www.loudoun.gov/ashburn-outreach). These reports provide important contextual information for this document.

B. Summary of Outreach Efforts

The County received 1,687 residential survey responses and 52 business survey responses, capturing a broad spectrum of the community with respondents from most of the neighborhoods in Ashburn (see Figure 1, p. 30). Some analysis of these survey respondent locations was undertaken to identify patterns based on respondent geographies, but no such patterns were identified and respondents appeared to be equally distributed throughout the community. The survey captured a nearly equal number of males and females. Most respondents were 35 years old or older and were homeowners with household incomes of \$100,000 or more. The survey results also included thousands of written comments and captured responses from individuals who





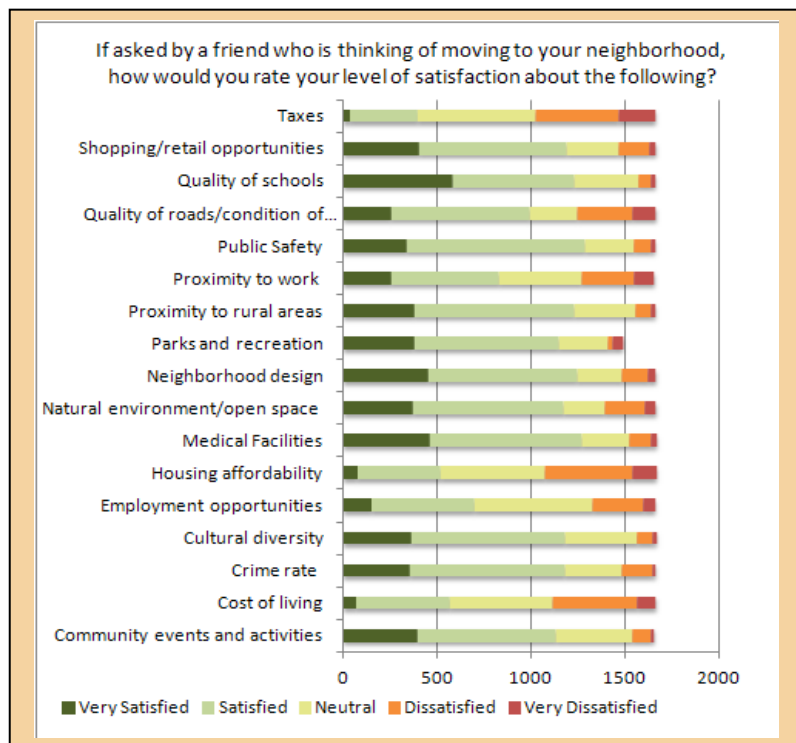
Members of the Ashburn Community mark up and discuss maps during workshop sessions.

indicated that they do not typically interact with County officials. This is demonstrated by the fact that 77.4% of those that responded to the survey answered no to the question “Prior to receiving this survey, had you expressed your opinion to County officials about problems/projects in the Ashburn Community during the past year?”

In addition, four workshop sessions were held in October and November 2011. Each session drew roughly 20 to 25 members of the public representing a wide range of ages. The sessions included small group break-outs for a series of hands-on exercises, facilitated by County staff. During each break-out session, workshop participants were able to share ideas and mark-up large scale maps to identify their concerns. It should be noted that some issues raised in survey results were not discussed during workshop sessions and vice versa.

C. Common Themes and Priority Issues

Overall, residents in the Ashburn Community are generally satisfied with the quality of life in Ashburn. When survey respondents were asked about their chances of living in Ashburn five years from now, over 80% selected “good” or “excellent.” When residents were asked to rate their level of satisfaction with such matters as community events, cost of living, parks and recreation, public safety, quality of roads, and taxes, residents expressed being satisfied or very satisfied with few exceptions. The areas with the greatest dissatisfaction were related to the high cost of living, lack of employment opportunities, housing affordability, increasing traffic congestion, and taxes (see Residential and Business Survey Results Report for a detailed discussion of survey responses (Appendix B)).



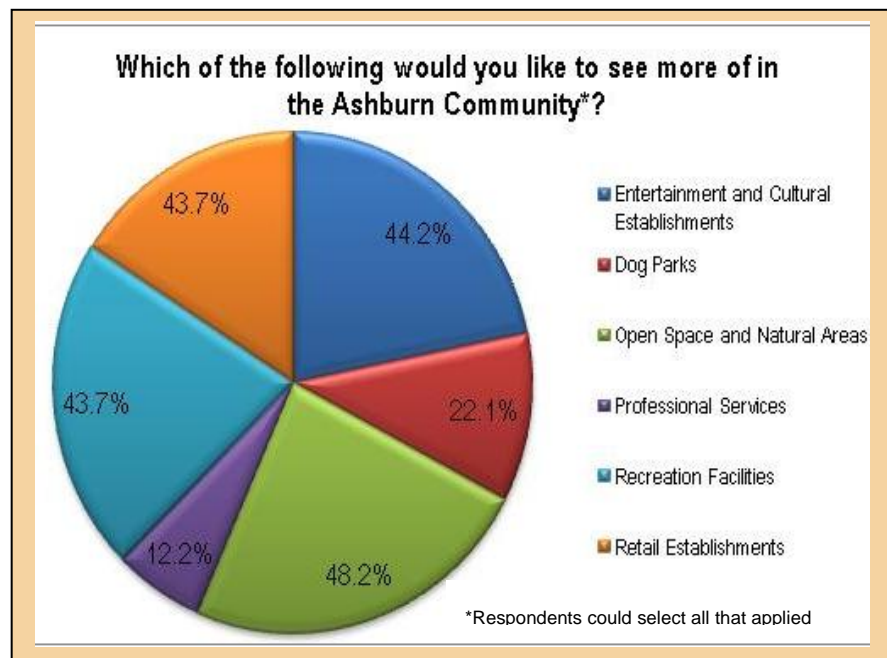
Workshop and survey participants were able to identify several issues and areas within the community that, if addressed, could further improve Ashburn. In general, common themes emerged including quality of life, community design and identity, community facilities, parks and open space, the bicycle and pedestrian network, traffic and transportation, and the Dulles Corridor Metrorail Project (Metro). Within the discussion of common themes, certain issues also became priority issues based on the extent to which they were discussed during workshops and in write-in responses:

- Identifying solutions to traffic along the Waxpool Road Corridor and adjacent roadways;
- Improving access to community centers/facilities in Ashburn;
- Protecting open space;
- Providing active recreation opportunities;
- Improving access to the Washington and Old Dominion Trail (W&OD); and
- Improving pedestrian and bicycle connectivity and safety.

Priority issues discussed below are accompanied by an analysis of potential solutions, a discussion of ongoing or planned projects that may address the issues, and a range of alternative action items that can be further explored to address the public's concerns. As a general note, the Board of Supervisors may wish to consider new means to communicate the status of ongoing projects and efforts with the Ashburn Community and other communities in Loudoun County. During workshop sessions, participants often made suggestions to initiate efforts or studies that actually were already underway. The suggestions included valid ideas and demonstrated the public's knowledge and understanding of potential solutions. However, it also revealed that area residents may not be aware of the County's current efforts to address these issues. As such, it may be beneficial to more actively engage and inform the public of ongoing efforts. In the interim, this report can serve to acknowledge public feedback and provide status updates on any ongoing initiatives that relate to public comments.

Quality of Life

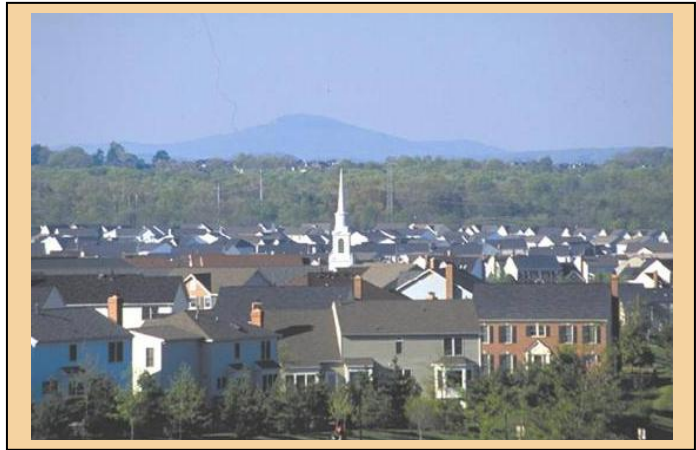
While members of the community expressed their general satisfaction with life in Ashburn, they also identified areas that could potentially be further improved. Residents described their desire for transportation infrastructure that provides safe and efficient pedestrian, bicycle, and vehicular connections to surrounding neighborhoods, retail establishments, employment centers, public and civic uses; housing stock that is diverse and includes various options to meet the needs of various households including families, seniors, and young professionals; well-designed



and conveniently located parks and open space, historic resources, civic uses, neighborhoods, and retail and employment uses to create a community identity and civic pride; and a community that features comfortable meeting places and activity centers, both indoor and outdoor.

Most survey respondents initially indicated their satisfaction with the facilities in Ashburn. However, when asked what they would like to see more of in the community, 48.2% of respondents selected “open space and natural areas” and 43.7% selected “recreation facilities.” This desire for additional open/natural areas was also featured prominently in the write-in comments with many respondents citing overbuilding and the development of open spaces for new homes as an area of concern.

Several comments were received suggesting that the lack of full day kindergarten means that there are more stay-at-home mothers that cannot work. Numerous concerns about the school budget were also raised.



Community Design and Identity

Several survey respondents and workshop participants perceive the need for a better sense of community. There was concern that the quality of life was deteriorating as the area becomes more expensive and crowded. Concerns were voiced regarding a loss of Ashburn’s aesthetic appeal with the loss of trees, open spaces, and historic resources as increased residential and commercial development occurs. Residents expressed the desire for more intimate neighborhoods and streets and community fabric.



Several members of the community referred to Carolina Brothers Pit Barbecue (commonly known as “Partlow’s” after the general store that once occupied the building) as the type of uses they would like to see more of in Old Ashburn. Many W&OD users currently visit this and other nearby establishments located immediately adjacent to the W&OD trail.

Some discussion highlighted the potential to revitalize Old Ashburn and provide a focal point and a civic/community center. Comments noted the inconsistent design and lack of cohesiveness in Old Ashburn and that it is underutilized.

Residents felt that trees, parks and open space, historic resources, civic uses, neighborhoods, and retail and employment uses all contribute to community identity. The relationship of all these elements can potentially be better defined and administered to establish a community identity.

Some respondents also expressed their desire to develop Ashburn as a community that serves multiple generations including young adults, retirees, and teens.

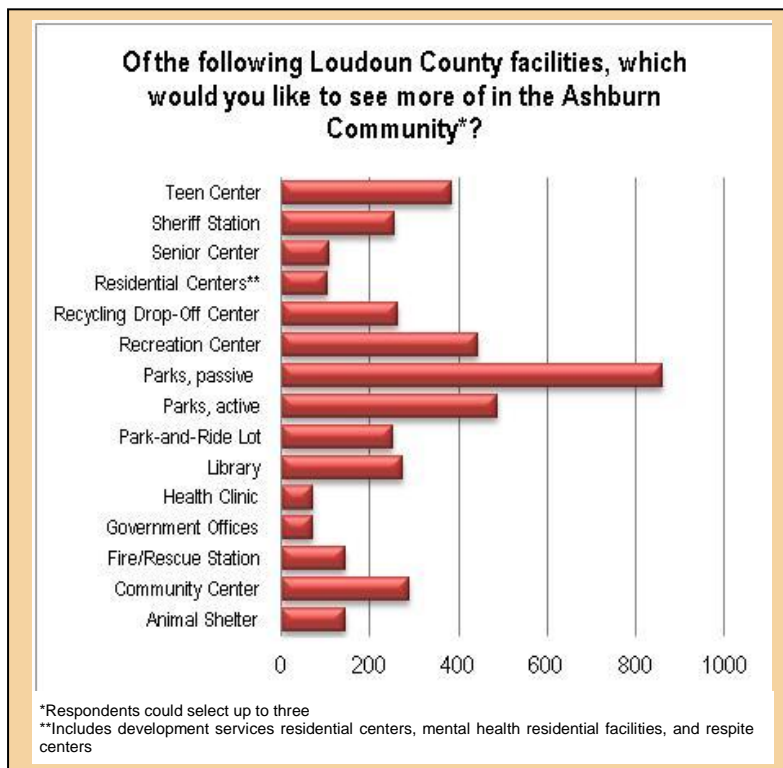
Comments suggested that members of the community have to travel to Washington DC and other areas outside Ashburn for culture, dining, recreation, and entertainment. Teens and seniors in particular were identified as being in need of additional activities or places to meet.

People find it difficult to define Ashburn and where it begins and ends. These comments referred to the community boundaries that were not consistent with mailing address as well as confusing road names as is the case with Ashburn Village Boulevard which becomes Janelia Farm Boulevard (see footnote 1, p.22) and Claiborne Parkway which becomes Lansdowne Boulevard north of Route 7. Other comments included the lack of any specific features to distinguish Ashburn from other parts of the region.



Community Facilities

The public discussed community facilities broadly and referred to a range of amenities like schools, parks, recreation centers, meeting spaces, libraries, teen centers, senior centers, pools, and a post office. Discussion about the exact type of facilities desired was varied and covered a broad spectrum with no clear consensus. It often appeared as if parks, recreational facilities, and community facilities were discussed synonymously. However, providing such facilities was considered as a means of improving the quality of life and providing community focal points, and as such have been identified as priority issues.



While survey respondents may not have clearly identified their preferences for the exact type of facility, respondents did see the need for more activities and programs for the residents of the community, especially for the teen population. Of the overall survey respondents, 27.9% indicated that they would like to see a teen center for the Ashburn Community. When looking at respondents between the ages of 45-54, this number increased to 36.4% as this age group likely represents parents of pre-teen and teenagers who would take advantage of the types of programming offered at a dedicated teen center. Not surprisingly, a senior center in Ashburn was a specific need identified by respondents age 65-74, with 45.1% of those in this age group requesting a senior facility.

Ashburn does not have a public community center. References were often made to Claude Moore Park suggesting that facilities with such amenities are inconvenient for Ashburn residents largely due to distance and traffic congestion. Figure 2 (p.31) demonstrates how there are few areas of Ashburn located within three miles of the Ida Lee Recreation Center or Claude Moore Recreation Center. Portions of Ashburn can be over 10 miles and 25 minutes from a recreation center.

Survey responses suggested that the larger HOAs like Ashburn Village and Broadlands are able to provide desired amenities within their HOA whereas residents in the smaller HOAs throughout Ashburn need to rely on County-owned facilities to meet their needs. Some workshop participants believed that the lack of nearby community facilities actually increases traffic as residents must travel longer distances to find activities. Furthermore, some residents believe that there is an economic impact associated with the lack of community facilities as money on lunch and shopping is often spent outside the community. Providing these options would allow residents to work, shop, play, eat, and spend their money locally rather than in surrounding jurisdictions.

One solution offered by workshop participants is a single multi-purpose or “multi-generational” facility. Participants appeared to reach consensus with regard to the benefits of a community center that can provide amenities for both seniors and the youth of the community. Recognizing that resources are limited, some residents suggested that new community facilities not duplicate existing facilities and not compete with the private market. Other comments suggested improving existing facilities and extending hours of operation.

Library size and programming were also frequently mentioned in the surveys. The Ashburn Library is seen as being too small. It was suggested that a new library branch be built (specific suggestions identified preference for a location in Brambleton or elsewhere south of the Greenway), or that the existing library on Hay Road be enlarged and improved. A larger library may be able to address some functions of a typical community center in terms of gathering spaces and helping serve as a focal point as a community.

Members of the Ashburn Community identified numerous potential amenities that are desired in new or existing community facilities in Ashburn:

- Teen Center
- Indoor Pool
- Senior Programs
- Teen Activities for both summer and winter
- Cultural and entertainment opportunities such as concert areas or entertainment areas
- Performing Arts Center
- Facilities for large community events (e.g. High School Graduations)
- Community Theatre
- Facilities with access to natural amenities (Goose Creek)
- A “Central Park” with a Gazebo that can hold a 20 person band
- Civic uses with Trail access
- Public parks with fields and lighting
- Facilities for night-time activities
- A larger library, the Brambleton area was suggested by survey respondents
- A centralized Post Office



The Ashburn Library

Respondents felt that larger schools were needed to accommodate expected growth and to combat the issue of changing school district boundaries. People acknowledged that schools must deal with constrained budgets and operate more efficiently. Residents felt that a consistent standard was needed in the quality of public schools throughout the community.

Some workshop participants expressed the need to ensure that community facilities are appropriately named so that there is no confusion with development names and their HOA facilities. As an example, it was suggested that the proposed community center on Belmont Ridge Road may have been voted down due to confusion with the Broadlands name and the perception that this facility would only be open to residents of that development.

Community Facility Locations

Available land for community facilities is becoming scarce as the Ashburn Community comes close to full build-out. However, several suggestions were made including making greater use of school properties to co-locate community facilities, building partnerships with the schools in order to provide increased opportunities for use of existing school facilities that are not already programmed (e.g., use of a classroom for evening meeting spaces), and considering development of partnerships with HOAs to allow public use of existing facilities.

As shown in Figure 3 (p. 32), the following sites were identified specifically as potential locations for community facilities:

1. The County-owned Farmwell Site;
2. Marblehead Drive as a Senior Center;
3. The County-owned Broadlands Site on Belmont Ridge Road; and
4. The Kincora and One Loudoun Center sites as larger entertainment and cultural uses similar to those found in more urban areas.

Staff Recommendations

Many of the suggested facilities are already included in the County's Capital Needs Assessment (see Loudoun County, Virginia Adopted Capital Needs Assessment, FY 2017 – FY 2026, Ashburn Planning Subarea). These facilities are slated for development beginning in 2017 but funding and land may not be readily available to construct these facilities as planned. The County can focus Capital Improvement Program (CIP) funding on identified priorities but can also consider upgrading existing facilities to maximize their usefulness. For example, adding artificial turf to lighted ballfields would make them useful at night and during inclement weather. Adding irrigation on school and lower priority fields would likewise add to their capacity.

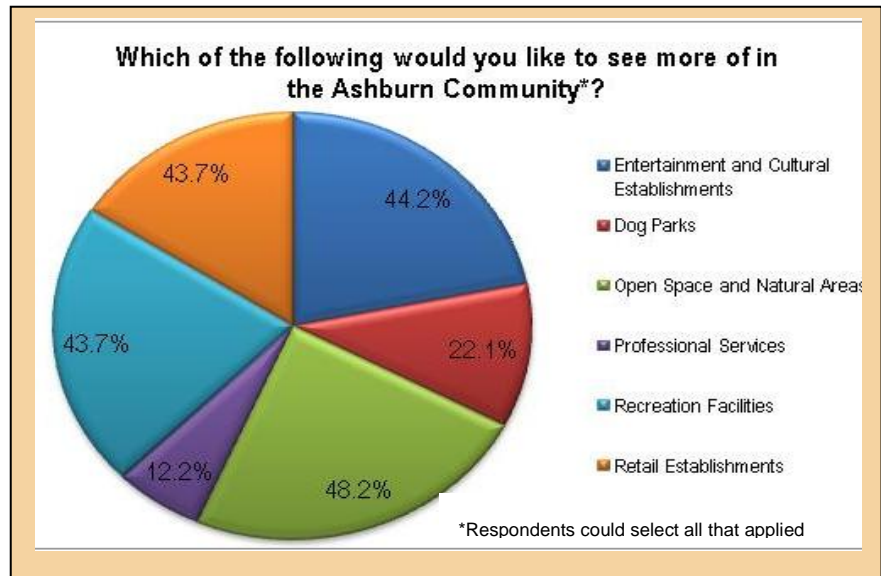


The County could consider studying alternative financing mechanisms to fund new facilities. Entering into partnerships with leagues and creating a nonprofit fundraising group or foundation could defer cost and introduce a new revenue stream. Sponsorships from private businesses could also be considered, as well as developing a coalition of HOA leaders to address the potential for sharing facilities.

Parks and Open Space

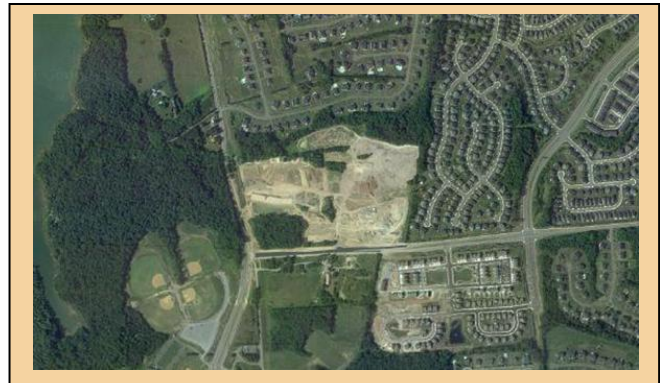
Many comments focused on Parks and Open Space. These comments looked at the issue from the point of view of increasing recreational amenities as well as increasing and preserving open space. Both are identified as priority issues. 97.8% of residents answering this question selected either passive parks or active parks with the majority of these (62.5%) wanting additional passive park facilities in Ashburn. Passive parks would include nature preserves or hiking trails as well as other unprogrammed activities whereas

active parks would include athletic fields. While survey results may have demonstrated a stronger desire for passive parks, it should be noted that discussion at workshop sessions appeared more focused on active recreation opportunities. In addition to the limited number of parks, residents noted that the parks are not well-connected and are accessible only by car.



Passive Parks and Open Space

Ashburn was described as an area of continuously decreasing open space and natural features with few natural areas. Respondents clearly expressed their concerns about the amount of construction activity in Ashburn and the diminishing amount of open space. They also expressed interest in a park like Great Falls Park in Fairfax County to preserve the natural beauty of Ashburn. Comments were also received regarding the difficulty in accessing rural parks for canoeing and kayaking.



The large number of respondents requesting passive park spaces is further supported by the number of respondents who hoped to see more open space in Ashburn. When asked more generally what they would like to see more of in Ashburn, nearly half of the respondents answered with open space and natural areas.

Survey respondents said that they would like larger more identifiable parks with open spaces, trees, hiking trails, picnic facilities, grills, restrooms, drinking fountains, unprogrammed areas for free play, playgrounds, and, when possible, water features and camping sites. Several residents voiced a desire for dog parks and community gardens (where residents could rent a garden plot).

Additionally, respondents noted the lack of a comprehensive network of walking and cycling trails throughout Ashburn to provide connections between communities. Facilities that exist are not often

linked. Missing connections create aesthetic and safety issues. Residents recommended that all developments be linked with trails and noted that the Potomac Heritage National Scenic Trail and the Broad Run Trail should be completed. In addition, residents suggested evaluating the potential for a Goose Creek Trail.

Active Parks and Recreation

The need for more athletic fields of various types, to include soccer, lacrosse, field hockey, and little league baseball was cited frequently. Skate parks were also mentioned. Currently, residents rely heavily on school facilities, such as athletic fields and play equipment. However, the sports fields are generally heavily programmed for league play making them unavailable for local residents.



Members of the public suggested adding turf fields to parks throughout the County. Edgar Tillett Field was one of the parks specifically mentioned during workshop sessions.

Windmill West Park, which is part of the Ashburn Farm Association, was cited as a good model for park amenities, including room for picnicking, a pond, playground, baseball field, and tennis courts, but some comments suggested that it was too small. Lake Fairfax Park in Reston was also cited as a good example due to its amenities. Hadley Park, located near Dulles Town Center was cited as a good model of a playground. While Brambleton Regional Park was cited as a golf course, there is little else to distinguish it as a park. One suggestion was to establish a park at Beaverdam Reservoir.

Respondents stated that the community needed more turf fields and lighted outdoor sports facilities, which would allow the programmed use of the fields during inclement weather and nighttime hours. These actions would expand the use of existing fields and increase field capacity without the construction of new fields.

Some comments were received expressing the need for additional competitive swimming facilities. Comments suggested that the Claude Moore pool was designed without a viewing gallery or diving tower, making it less suitable for large swim meets. As such, residents need to travel to other jurisdictions to participate in these events.

"We are involved with competitive swimming and I am tired of always traveling to DC, Maryland and Fairfax County for large meets. Claude Moore should have a viewing gallery, diving towers, etc....You could be bringing income into the county but instead it is leaving.....same is true for the fields in this county. Put in artificial turf at the schools so these facilities can be utilized to their fullest capacity."

- Survey Comment

Park Maintenance

Survey respondents voiced concerns regarding the condition of parks, athletic fields, and amenities. Various facilities were cited as needing cleaning, maintenance, and renovation, to include trails, restrooms, and playgrounds. Of note, on February 14, 2012, the Board of Supervisors authorized

installation of restroom buildings in 13 parks including Bles Park, Lansdowne Park, Trailside Park, Lyndora Park, and Ashburn Park. It was noted that trees and shrubs have died and not been replaced in various parking lots and parks. Other comments voiced concerns regarding inadequate parking at some parks.

Staff Recommendations

Inventory the remaining open space within the Ashburn Community to determine the practicality of allowing public access and any new ways to preserve large areas of open space that remain in the Community. Based on public comment, additional open space near natural features is desired.

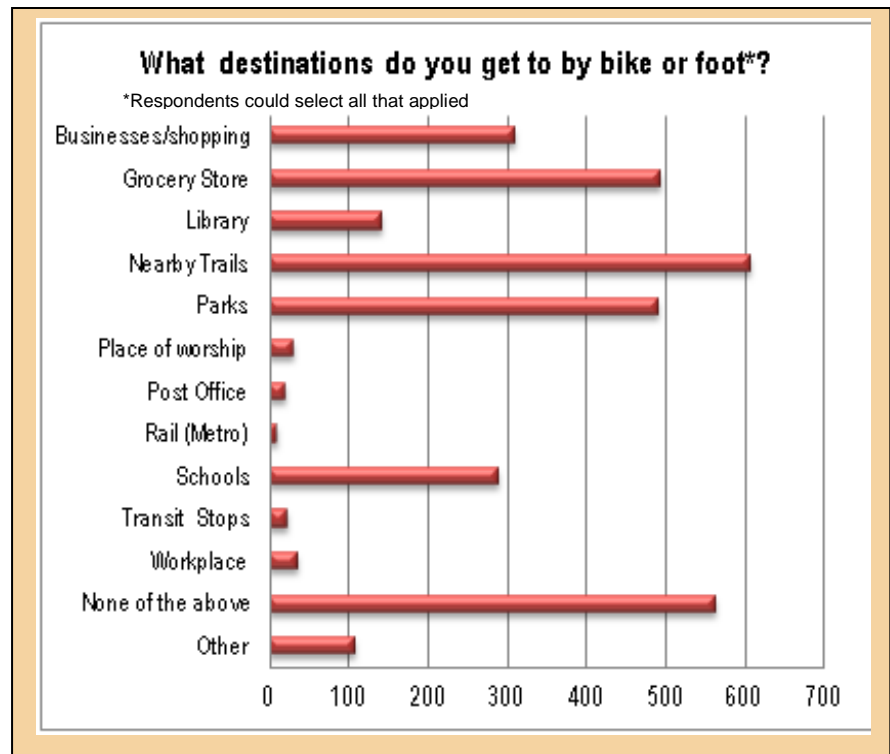
The County could explore increased public access to natural areas through creation of new parks or an improved trail network that capitalizes on natural features like the Potomac River, Broad Run, and Goose Creek. In order to address community concerns regarding maintenance issues, the County may wish to consider a focus group of HOA representatives to assist the County in regularly reviewing conditions at existing parks and recreational facilities. The program can document any areas that need repairs and evaluate times when replacement of facilities may be more cost effective. In addition, the County may want to develop partnerships with HOAs to consider joint use of existing facilities.

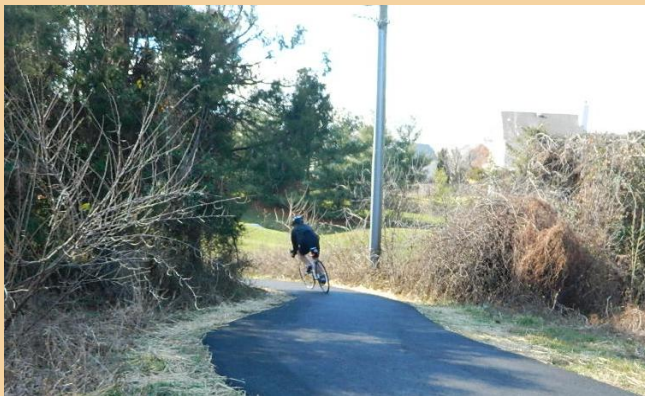
The County may also wish to explore the feasibility of installing turf at lighted fields and irrigation at schools and other lower priority fields to increase availability.

Pedestrian and Bicycle Network

Based on the number of comments received from the public, enhancing/improving the bicycle and pedestrian network is identified as a priority issue. Connections to the W&OD trail were frequently mentioned and are discussed separately as a specific priority item below.

A majority of survey respondents (59.7%) indicated that the current walking conditions in Ashburn were good or excellent and nearby trails were the most common destinations for bicyclists or pedestrians. Despite the favorable walking conditions, more than a third of survey respondents (35.9%) indicated, however, that they do not currently bike or walk to any destinations within the Ashburn Community.





Bicycle riders must significantly lower their speeds when traveling on meandering shared use paths.

The most common purpose for walking or biking in Ashburn among survey respondents was fitness or recreation rather than accessing local destinations or commuting.

Other comments differentiated between recreational and commuter bicyclists and the need to develop infrastructure that supports both types of users. The notable difference between these types of users is that commuter bicyclists generally prefer safe on-road facilities rather than meandering paths and shared use facilities where potential pedestrian conflicts may arise.

Safety

For recreational bikers, being forced to ride in the street with fast moving traffic and having to cross wide, busy streets are the two biggest reasons they do not ride. Examples of specific crossings that were identified as being problematic include the intersection of Gloucester Parkway and Smith Switch Road near Ashby Ponds, the intersection of North Star Boulevard and Ryan Road near the Brambleton Town Center and the intersection of Broadlands Boulevard and St. Theresa Lane. Residents also identified the need for safe crosswalks in proximity to neighborhood schools.

Several survey respondents expressed concern about the speed of traffic through residential neighborhoods, which when coupled with inadequate sidewalks or trails, makes pedestrian or bicycle travel to destinations located along major corridors too dangerous. Some comments suggested that there is a lack of enforcement of traffic laws, signs, and speed limits in residential communities. Lack of adequate street lighting, including specific problem locations, was also frequently mentioned in write-in survey responses.



Safety and the lack of adequate sidewalks throughout the community was a major concern of the Community.



Several people mentioned the need for sidewalks and biking facilities along Ashburn Road.

Specific locations identified by the Ashburn Community that have sidewalk gaps:

- Loudoun County Parkway at Russell Branch Parkway and over Route 7
- Pedestrian connections across Route 7, including Belmont Ridge Road/Upper Belmont Place, Claiborne Parkway/Lansdowne Boulevard, Ashburn Village Boulevard, and Loudoun County Parkway.
- Belmont Ridge Road
- Old Ashburn
- Ashburn Road
- Waxpool and Farmwell Roads
- Future Loudoun Station and Moorefield Station communities
- Ashburn Village Blvd. and Russell Branch Parkway
- Bridge where Ashburn Village Blvd. crosses the W&OD.
- Gloucester Parkway
- Hay Road
- Farmwell Road between Ashburn Village Boulevard and Ashburn Road



Along Farmwell Road, bicycle and pedestrian connectivity is hampered by a shared use path that suddenly stops approximately 1,000 feet from the Cameron Chase Village Center.



At the intersection of Hay Road and Churchill Downs Drive, a sidewalk suddenly ends and transitions to a paved path that crosses Churchill Downs Drive before returning to another sidewalk along Hay Road after the crossing Churchill Downs Drive. Rather than using this path, many people choose to walk a more direct route through the grass. This area is missing less than 100 feet of sidewalk that could be constructed at a relatively low cost.

Connectivity

Many survey respondents expressed frustration at the seemingly random stop/start patterns of sidewalks and trails throughout the Ashburn Community and were especially frustrated by missing links to destination centers. Survey respondents and workshop participants noted that most neighborhoods have sidewalks within their own communities, but that these facilities stop at the limits of the neighborhood and do not connect with surrounding areas, neighborhoods, or commercial areas.

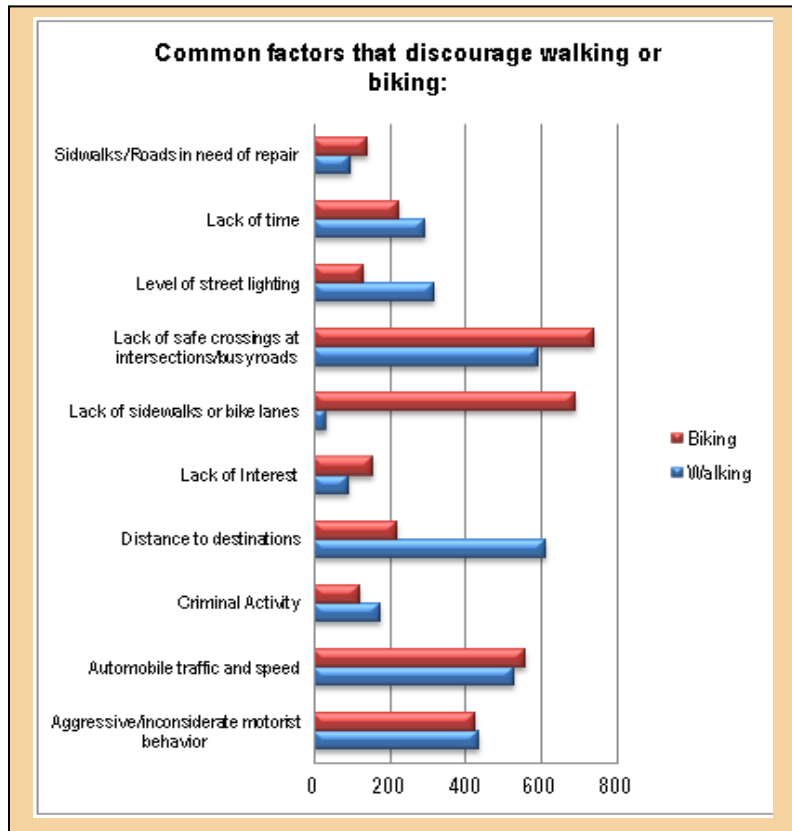
Residents found that neighborhoods controlled by separate HOAs oftentimes did not provide connectivity between their sidewalk and trail networks. Residents also noted that in some older communities, sidewalks are located on only one side of the street, requiring pedestrians to cross the street in order to get back on the sidewalk.

Participants expressed a clear desire to be able to walk to nearby retail, schools and recreational amenities in their community but found that incomplete trail and sidewalk networks prohibited easy access. Some people suggested that better connectivity and a multi-use network would reduce congestion as residents are given alternative means of transportation.

Workshop participants recognized that planning for the Metro in Loudoun County is underway and noted the importance of planning for pedestrian and bicycle facilities now (before major development begins) so that connections can be made.

Many comments also addressed the barrier created by Route 7. Those comments stressed the importance of designing intersections with bicycle and pedestrian infrastructure. Survey and workshop participants noted that Route 7 was nearly impossible to cross safely at major intersections.

To address these connectivity issues, members of the public suggested identifying one road to be the north-south bike connector road that will have dedicated bike lanes. Specific suggestions included Loudoun County Parkway and Belmont Ridge Road. Even without this dedicated bike roadway, Loudoun County Parkway was recognized by many people as being in need of improvements to support biking and walking as shown in Figure 3 (p.32). Ashburn Road was also identified as a roadway where bicycle and pedestrian improvements should be implemented.



Bicycle and pedestrian issues have been presented as issues of concern prior to this study and the Board directed staff to identify priority areas for bicycle and pedestrian improvements in December of 2010. A list of the ten highest priority areas was developed through special public input sessions. Within or just outside of Ashburn, identified priorities included:

- Pacific Boulevard near Waxpool Road,
- Old Ashburn,
- Shellhorn Road between Ashburn Village Boulevard and Loudoun County Parkway,
- Ashburn Village Boulevard between Shellhorn Road and Waxpool Road, and
- Smith Switch Road between Gloucester Parkway and the W&OD Trail.



There are no sidewalks or paths along Belmont Ridge Road that can be used to safely access the W&OD trail. Despite the lack of safe paths, residents continue to walk and bike along Belmont Ridge Road to access the trail and often put their safety at risk in doing so. Residents also expressed concerns about crossing Belmont Ridge Road once they were already on the trail. Currently, there is signage and a zig-zag striped pattern in the roadway to warn motorists of the trail. Residents have, however, reported that drivers accustomed to the area rarely slow down at the trail.

The 2003 Bicycle and Pedestrian Mobility Master Plan and the 2010 Countywide Transportation Plan call for bicycle and pedestrian facilities to be built along all Countywide Transportation Plan roads (all arterial and collector roads with the exception of rural roads). It should also be noted that any future roadway projects along Countywide Transportation Plan roads will include construction of a multi-use path even if the roadway is not immediately being built to its ultimate capacity.

Staff Recommendations

The County may wish to consider a study that evaluates and explores opportunities to create dedicated on-road bike lanes or wider shoulders where such bicycle infrastructure can be safely provided to improve access to the W&OD. Priority roadways include Loudoun County Parkway, Belmont Ridge, Ryan, Farmwell, Waxpool, and Ashburn Roads. The provision of a separate commuter bike lane in proximity to these roadways is not feasible in many situations due to the associated cost and fact that the width of the existing roadway will not accommodate a dedicated bike lane. Providing dedicated on-road bike lanes could potentially be the simplest and least expensive means of accommodating bicyclists on major roadways in the Ashburn Community.

In addition, the County may wish to evaluate opportunities to implement improvements in previously identified Bicycle and Pedestrian Priority areas and identify new priorities as improvements are completed. In some instances, the bike and pedestrian improvement areas mentioned during the Ashburn Community Outreach Project have not been previously identified as priorities. As such, it may be worthwhile to reevaluate the priorities as time progresses. Specific areas that were frequently mentioned during the outreach project but not previously identified as priorities include Route 7 through Ashburn and Belmont Ridge Road. Another method for prioritizing construction of bicycle and pedestrian infrastructure would be to request VDOT to study accident data involving such users to determine if there are any patterns or particularly dangerous areas.

After receiving several comments about issues related to pedestrian and bicycle mobility, in January 2012, staff conducted a preliminary assessment of sidewalk and trail conditions in Ashburn by performing a “windshield” survey of pedestrian conditions. During this assessment, several sidewalk



There were several people observed walking along streets in Old Ashburn where sidewalks, often in disrepair, exist in only a small number of areas. The W&OD trail is located immediately adjacent to this area.

gaps or deficiencies were confirmed. There was also a notable amount of pedestrian activity observed during the field survey.



Pedestrian access could be enhanced by simply constructing approximately 100 feet of sidewalk between the existing paved path along Ashburn Farm Parkway and the existing sidewalk south of the KinderCare driveway on Railstop Terrace. Currently, pedestrians are forced to walk across Railstop Terrace to the west side of the roadway and then cross Railstop Terrace again at the driveway. Many pedestrians already appear to walk through the grass in order to travel shorter distances.



Several instances of maintenance issues were identified throughout the community. For example, this path near the intersection of Ashburn Village Boulevard and the W&OD has deteriorating pavement as well as standing water.

There are locations where small investments could potentially result in significant benefits. It may be useful to perform a more in-depth study, building on past efforts to identify gaps in sidewalk or trail infrastructure as well potential improvements to address those gaps. Partnerships between the County and affected HOAs which own and maintain the majority of the pedestrian and trail network within the Ashburn community could also be explored. As such, it may be appropriate to develop a coalition of HOA leaders to identify mutually beneficial connections of existing trail and sidewalk networks.



While several significant sidewalk issues exist within the community, there are also several areas where low-cost improvements may result in notable improvements to sidewalk conditions. For example, at the intersection of Ashburn Farm Parkway and Railstop Terrace, the addition of crosswalks may enhance pedestrian safety and improve pedestrian mobility between the Ashburn Farm retail uses and the residential neighborhood along Railstop Terrace. Currently, pedestrians in this area have to cross four lanes of traffic with no crosswalks or other form of warning motorists of potential pedestrian activity.

It should also be noted that several areas of poorly maintained sidewalks and multi-use paths were identified. Ownership of these sidewalks and paths varies. As such, it may be useful to request VDOT to develop a program that evaluates sidewalk conditions and identifies parties responsible for repair of those sidewalks.

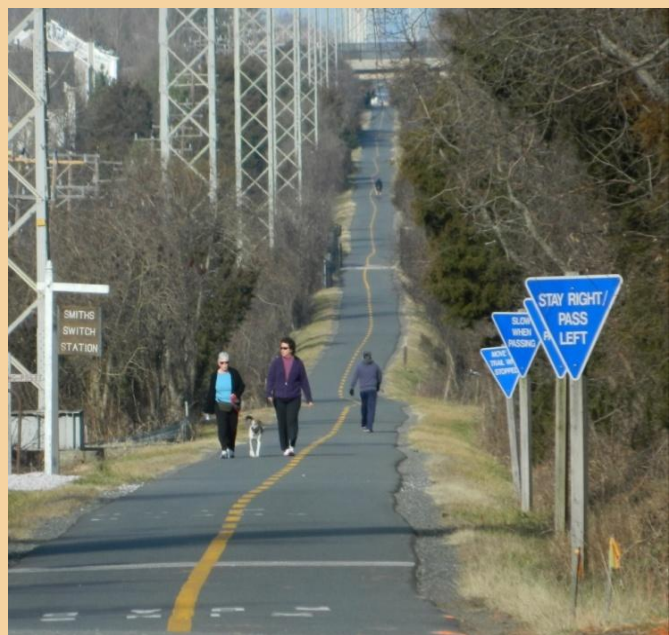
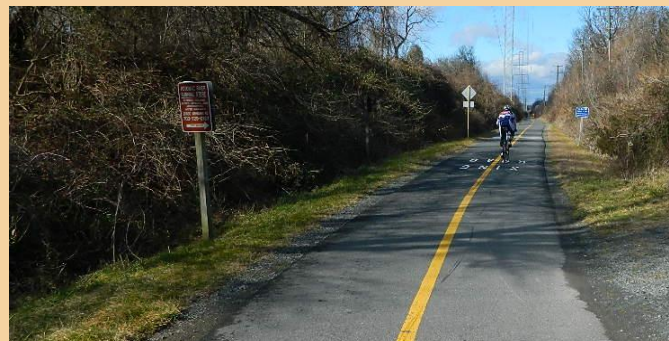
Bicycle and Pedestrian Connections to the W&OD

The Washington & Old Dominion Trail (W&OD) is owned and operated by the Northern Virginia Regional Park Authority (NVRPA) but is a heavily used recreational amenity for residents in Loudoun County and nearby communities to the east. The community clearly places a high value on the W&OD Trail as both a recreational amenity and as a transportation route.

Many residents spoke highly of the trail and discussed it with pride but noted that getting to the trail can be difficult and unsafe without using a car. Some workshop participants described the trail as being only a few hundred feet away, but inaccessible due to barriers or dangerous roadways that are not safe or suitable for bicycle/pedestrian traffic. Suggestions were also made to develop safe bike crossings at all W&OD intersections.

In addition to recreational users, many survey participants expressed an interest in using the W&OD as a bicycle commuter route. Participants identified the need for at least one route oriented to the north and south to connect to the W&OD. Only three survey respondents indicated that they currently commute to work by bike and another five indicated that they walk. However, 38.6% indicated that they walk or bike to existing nearby trails (to include the W&OD) indicating that the W&OD Trail already serves as a well-known and travelled route for recreation and fitness. If additional connections to commuter destinations could be identified, the trail may also be able to serve as a major commuter path as well.

Workshop participants identified several roadways where improved connections and access to the W&OD Trail can be achieved but further studies would be needed to determine their cost and feasibility (see Figure 3, p. 32).



Throughout the survey responses and workshop discussions, the Washington & Old Dominion Trail was repeatedly identified as one of Ashburn's greatest assets. It is a recreational amenity for both pedestrians and bicyclists but access to the trail was said to be limited in some areas.

Staff Recommendations

The County may wish to consider a study that explores opportunities to create dedicated on-road bike lanes or wider shoulders where such bicycle infrastructure can be safely provided to improve access to the W&OD. In general any opportunities to increase access to the W&OD from intersecting north-south roads should be considered to increase trail access.

Staff conducted a preliminary analysis of connections to the W&OD and found that in general, there are connections, but there are opportunities for enhancing accessibility. For example, where the W&OD crosses over Claiborne Parkway, access is only provided on the west side. There were also some instances where access to the trail was only provided by a long and inconvenient sidewalk network. As an interim measure, while connections to the W&OD are enhanced, the County may wish to investigate opportunities to work with NVRPA to promote tools and maps that more effectively show access points, parking areas, and intersecting trails.



Smith Switch Road is one location where the community identified the need for improved access to the trail.

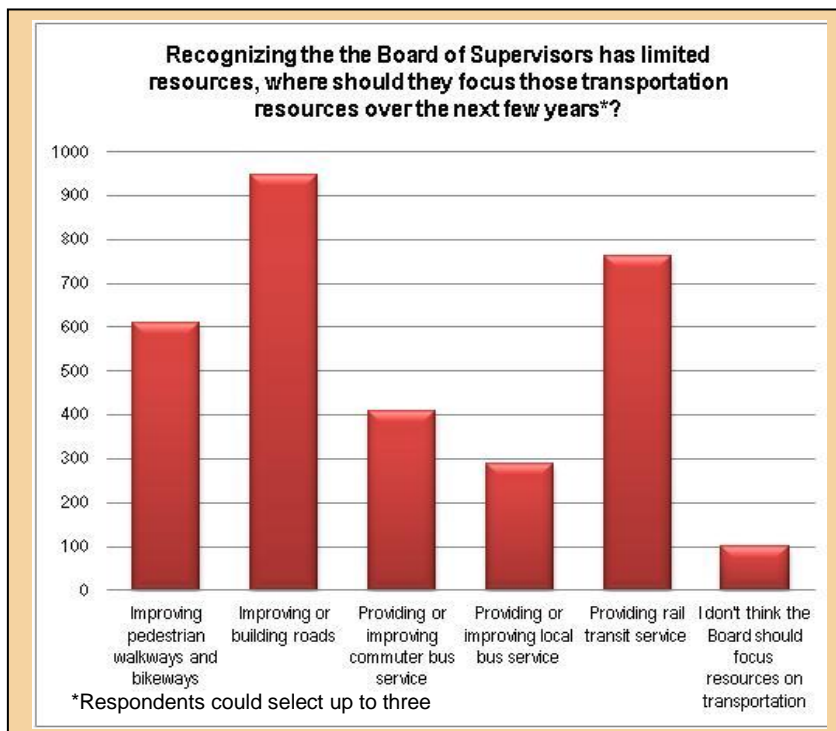
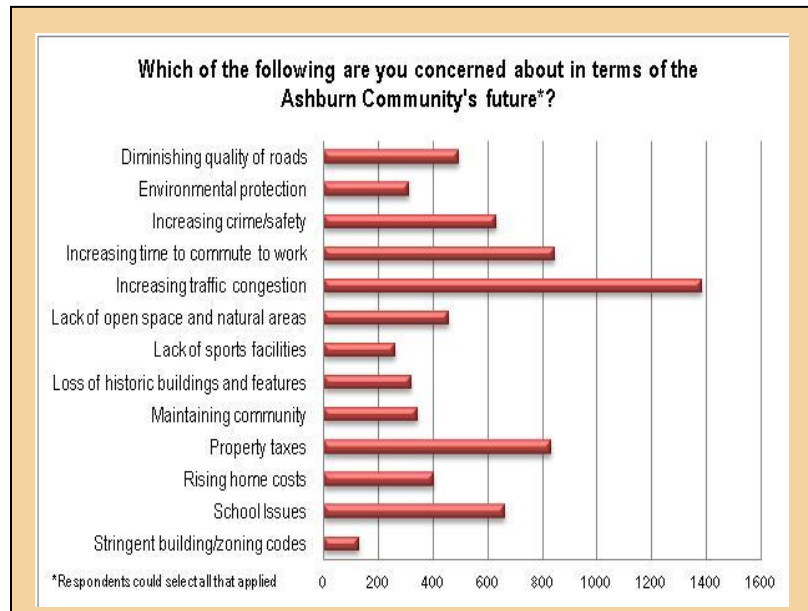


On the west side of the roadway, cyclists and pedestrians have created a new path through the grass to create a more direct route between the trail and existing sidewalks along Claiborne Parkway. The existing paved route forces W&OD users to go about 500 feet south of the trail walk to the Trailside Park driveway, and then back north to the access the trail.

Traffic and Transportation

Overall, traffic appears to be the biggest concern of the Ashburn Community. Survey responses and workshop participants all described traffic as the key issue affecting quality of life in Ashburn. The lack of east/west alternatives in or out of Ashburn coupled with the high cost of using the Dulles Greenway, was the most prominent frustration expressed in the residential survey responses.

More than half of the survey respondents (59.1%) indicated that they were satisfied or very satisfied with the quality and conditions of roads. This suggests that the large volume of transportation concerns expressed in the surveys is related to congestion because of poor connectivity rather than deteriorating road conditions. Furthermore, nearly a third of survey respondents (32.1%) indicated that “too much traffic congestion” was one of their top three reasons for considering relocation out of Ashburn, and 59.6% of survey respondents felt that the Board should focus transportation resources on improving or building new roads. Similarly, 57.4% of the business survey respondents felt that the Board should focus resources on improving the transportation system (to include roads, connections, and intersections).

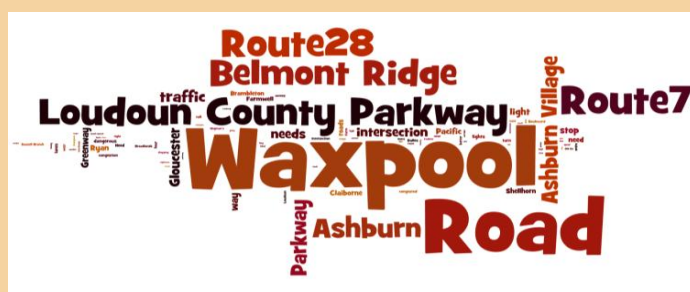


Based on responses to the survey question “Which intersections or corridors are in most need of improvement?” Waxpool Road is the biggest traffic concern for the Ashburn Community. Waxpool Road was mentioned 806 times out of 1,170 write in responses to the question. The next most frequently mentioned roadway was Route 7 which was mentioned 347 times write in responses. Other commonly mentioned roads include Loudoun County Parkway, Belmont Ridge Road, and Route 28.

While finding solutions to traffic on Waxpool Road was clearly identified as a priority issue, members of the Ashburn community also had several comments about other traffic related issues like roadway connectivity



Traffic along the Waxpool Road Corridor was one of the most commonly mentioned traffic issues affecting the Ashburn Community.



This graphic was generated using responses to the survey question "Which intersections or corridors are in most need of improvement?" Words and phrases mentioned more frequently are given greater prominence through size and color.



Source: 2010 Imagery, Loudoun County, Office of Mapping and Geographic Information

The most discussed intersection during workshop sessions was the intersection of Waxpool Road and Pacific Boulevard. Workshop participants described numerous issues and provided a range of potential solutions. The intersection was described as "a debacle" during workshop sessions. It was also noted that snow, rain, darkness, and holidays wreak havoc on the intersection and that Police presence often worsens traffic conditions. Residents also expressed concerns about the completion of Pacific Boulevard which will allow more traffic to enter into the intersection. The intersection currently has 20 approach lanes.

and design, the Dulles Corridor Metrorail Project (Metro), transit services, park and ride lots, traffic enforcement, and HOV lanes. Discussion with regard to these elements of Ashburn's transportation infrastructure often focused specifically on addressing the Waxpool Road problem, but some comments and suggestions considered other roadways or the transportation system in general.

Traffic along Waxpool Road and Adjacent Roadways

Waxpool Road is the only non-toll roadway that crosses the Broad Run between Route 7 and Evergreen Mills Road. (See discussion of the Dulles Greenway on Page 20). Therefore, the Broad Run serves as a natural barrier over 10 miles long that can only be crossed in one location without paying tolls. This results in significant traffic volumes being funneled onto Waxpool Road in order to travel east-west into and out of Ashburn. Furthermore, significant traffic delays also occur on nearby roadways, such as Loudoun County Parkway, as motorists seek alternative routes to cross the Broad Run, such as Route 7. One particular intersection that was discussed at length during the workshop sessions was the intersection of Waxpool Road and Pacific Boulevard.

Members of the Ashburn community have noted that increased commute times have had a growing negative impact on the quality of life for residents of the Ashburn Community. According to members of the public, traffic on Waxpool/Farmwell Road backs up 3 miles, even on weekends and beyond peak hours of 5:30 p.m. to 7:00 p.m.



Many comments from the Ashburn Community suggested the Dulles Greenway was infrequently used due to excessively high toll rates.

The Dulles Greenway

The Dulles Greenway (Route 267) is a privately owned 14-mile roadway that runs through the Ashburn Community from the Leesburg Bypass to Dulles Airport. East of the airport, the roadway continues as the Dulles Toll Road. The Dulles Greenway is owned, operated, and maintained entirely by a private company. However, Virginia State Police patrol the Dulles Greenway. Near Dulles Airport, the roadway continues to the east but the portion between the airport and Interstate 66 is operated by the Metropolitan Washington Airports Authority. Despite this ownership configuration, the entire roadway from Interstate 66 to Leesburg is signed as State Route 267. Given this ownership structure, Loudoun County does not directly have the power to modify the toll collection process on the Dulles Greenway.

The road was designed to carry high traffic volumes, however survey and workshop participants clearly expressed that the tolls, which are currently not based on distance travelled, are prohibitive for regular or everyday commuter travel. Toll rates are based on the exit that a motorist takes regardless of where they entered the roadway. As of January 1, 2012, it costs \$4.75 during peak hours to exit at Loudoun County Parkway, Old Ox Road, or Route 28 regardless of where a motorist entered the roadway. It costs \$5.55 to exit to the Dulles Toll Road. As an example, traveling 5 miles from Route 28 to Ashburn Village Boulevard/Mooreview Parkway costs \$4.75 one-way. The rate increases to \$5.55 when traveling from the Dulles Toll Road. According to VDOT, the Greenway is currently carrying 34,000 – 64,000 trips per day.

Graduated Tolls

Many members of the Ashburn Community suggested creating a system of graduated tolls along the Dulles Greenway in order to give motorists a low cost alternative to crossing the Broad Run. Loudoun County does not have authority to make this change but this suggestion has been previously explored. In fact, the Board of Supervisors voted in July 2011 to send a letter to the Virginia Department of Transportation's Northern Virginia District Administrator requesting a change to the scope of the Dulles Greenway User Interface. The letter suggests that the scope of the Task Force needs to be expanded to examine the feasibility and cost of implementing a distance-based toll structure. The Board strongly advocated for implementing a distance-based toll structure for the Dulles Greenway recognizing this would encourage much greater use of the Greenway by local residents, particularly in the Ashburn area, by providing an alternative to local streets.

A resolution unanimously adopted by the Board in January 2012 also asked the Virginia General Assembly to review the enabling authority which created the Dulles Greenway, including any authority for changing the ways tolls are charged on the road, and also to consider placing a cap on the overall toll rate structure.

The resolution "acknowledges the benefits the Dulles Greenway, and its operator Trip II, have provided" to Loudoun's residents and businesses, but also expresses "deep concern as to the rising cost" of using the toll road, adding that the "Dulles Greenway tolls continue to escalate at ever-increasing rates which has led to increased traffic congestion on alternate roadways and may negatively impact the prospects for long-term economic growth within Loudoun County."

Roadway Connectivity and Design

Lack of connectivity in the roadway network was identified as a major problem. Several comments noted locations where gaps in the roadway network existed or where the roadway network was unsafe or inadequate. The

comments referred to issues along Gloucester Parkway, Westwind Drive, Old Ox Road (Route 606), Loudoun County Parkway, the Greenway exit ramps, the intersection of Faulkner Parkway and Shellhorn Road, Smith Switch Road, Belmont Ridge Road, and Claiborne Parkway.

Each roadway is in different stages of the planning process and financed by different funding mechanisms. This causes gaps and the underperformance of the network. This is especially an issue with respect to the Waxpool Road Corridor.

Additionally, it was noted that several road corridors have no streetlights, leading to limited visibility during evening hours. Several comments were also made about haphazard road design that causes confusion further adding to the congestion. For example, many road names change suddenly as you continue to drive straight as is the case along the Waxpool Road, Farmwell Road, Ashburn Farm Parkway, and Sycolin Road Corridor; along the Waxpool Road, Faulkner Parkway, Shellhorn Road,

The Roadway Construction Process

Virginia is one of only a few states where the State through the Virginia Department of Transportation (VDOT), holds responsibility for the design, construction, operation and maintenance of the public road network. However, the ability of the State to perform this responsibility/function has diminished over the years, and the State has not been able to fund its obligations. For example, the current VDOT Secondary Six-Year Plan contains zero dollars for secondary road design, operational improvements, and construction in Loudoun County. This is a consequence of under-funding of transportation needs, and the fact that, under State law, transportation funds must first be used for the maintenance of existing roads. Making matters worse, as infrastructure is added, the network to be maintained with those funds grows larger and larger. Given these funding limitations by the State, the County has begun to pursue other options to further transportation improvements, including partnering with VDOT to fund transportation improvements, and seeking proffers from land development applications.

Options to pursue partnering with VDOT for transportation improvements are limited as the County has competing needs for local resources to fund services that are historically the responsibilities of County governments, such as schools, parks, emergency services, libraries, etc. Public facilities associated with these services are often funded using debt financing; however, the County has limited its borrowing to ensure maintenance of its AAA bond rating. Thus, this funding mechanism has been used sparingly for transportation projects. However, in 2006, the County did issue local road bonds to construct the interchange at Route 7 and Loudoun County Parkway, as well as fund the preliminary design of a number of other road projects.

Another alternative source for road improvements is proffers, in the form of cash contributions and/or construction. Proffers are offered voluntarily by developers through negotiations, within the context of the County's proffer policies, in exchange for the rezoning of property by the Board of Supervisors. While proffers are an important means for the County to obtain transportation infrastructure, there are limits as to what can be anticipated via the proffer system. For instance, proffers are intended to mitigate the impacts of a development, not to solve all existing transportation deficiencies near a project. Also, there is inherent uncertainty in the timing of when proffered improvements will be paid or come on-line, as proffers are tied to specific triggers relative to the land development authorized by the rezoning. While the County often seeks to negotiate for proffers to be provided "up-front" or very early on in the development process, the specific timing can still remain unknown for quite some time, due to the fact that development is generally market-driven.

It is also important to note that even when a project is fully funded, it can take several years for it to open to traffic. Design, right-of-way acquisition, and utility relocation can take considerable amounts of time. For example, the construction of the Route 28/Waxpool Road interchange, which opened to traffic in 2004, required 52 different utilities (electric, cable, fiber optic, gas, water, sewer, etc) to be relocated before construction could begin.



Gloucester Parkway currently ends at Loudoun County Parkway but is planned to extend to Route 28 and Nokes Boulevard.



The current southern terminus of Westwind Drive.

Broadlands Boulevard Corridor; or the Ashburn Village Boulevard/Janelia Farm Boulevard Corridor¹.

Gloucester Parkway: The last missing link of this critical east-west roadway connects Loudoun County Parkway with Route 28 across the Broad Run. An interchange at Route 28 and Nokes Boulevard has already been constructed. Future construction of the missing link and bridge crossing has been proffered as part of the approved Kincora development and the developer is seeking funding from the State Infrastructure Bank² to develop this connection. Right-of-way for this section of roadway has been reserved but the timeframe for construction is uncertain and dependent on private investment. An alternative option that would expedite the construction of the missing link would be to establish a Community Development Authority (CDA), a special district to fund improvements. The Board of Supervisors and staff are currently evaluating the feasibility of CDA financing.

Route 789 Extended: Route 789 Extended will provide an additional east-west connection across the Broad Run. It is planned to connect existing Lockridge Road in the vicinity of Moran Road to the Waxpool Road corridor. This roadway will provide access to the future Route

606 Metrorail Station to and from the west. Currently only a portion of this connection has reserved right-of-way. There is no funding or timeframe for construction in place.

Westwind Drive (Route 645 Extended): Westwind Drive will provide an additional road connection across the Broad Run between Loudoun County Parkway and the Route 606 corridor. Future construction of the roadway and bridge crossing has been proffered as part of the approved Moorefield Station development. The Westwind Drive Extension would cross the Broad Run and connect Westwind Drive to Ladbrook Drive. Currently, only a portion of this roadway connection has reserved right-of-way.

Loudoun County Parkway: Loudoun County Parkway varies from two to six-lanes throughout the Ashburn Community, from George Washington Boulevard to a point just south of Ryan Road. Ultimately Loudoun County Parkway is planned to be widened to six lanes from George Washington

¹ The entire stretch of the Ashburn Village Boulevard/Janelia Farm Boulevard Corridor was recently renamed to Ashburn Village Boulevard.

² The Virginia State Infrastructure Bank provides funding to be used to provide loans, grants, credit enhancements and other financial assistance to eligible borrowers to finance the cost of transportation projects and facilities.

Boulevard to Route 606. A gap in the roadway currently exists between Ryan Road and Route 606. Loudoun County Parkway from Ryan Road to relocated Creighton Road is proffered as part of Loudoun Valley Estates (ZMAP 2002-0011) and the remainder to Route 606 is proffered as part of the Brambleton Active Adult project (ZMAP 2005-0020).

Russell Branch Parkway: Russell Branch Parkway will provide long-term access to developments along the Route 7 corridor once all interchanges have been completed and Route 7 becomes a limited access facility. The County is currently undertaking a project with adjacent developers to construct the missing segment of Russell Branch Parkway from Ashburn Road east to Ashburn Village Boulevard. Construction is anticipated in 2013. An additional missing segment of Russell Branch Parkway from Loudoun County Parkway to Pacific Boulevard is proffered as part of the approved Kincora development.

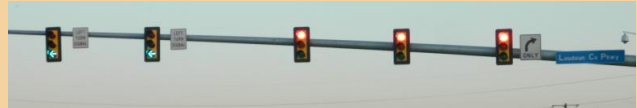
Traffic Signal Improvements

Workshop and survey participants noted that the number of signals and the timing of the signals along Waxpool Road was problematic. Several survey responses also made suggestions to improve, add, or eliminate traffic signals elsewhere in the community.

Regarding Waxpool Road, suggestions were made to reevaluate the location and timing of the signals and make adjustments where appropriate. More specifically, some members of the community expressed frustration over waiting at traffic signals for extended periods of time without any other traffic crossing the intersection. Many suggestions were made to allow right turns on red lights for traffic turning right onto Waxpool Road from Pacific Boulevard for this reason.

Conflicting suggestions to add and eliminate traffic signals and to add roundabouts were also provided. While it is possible that isolated incidents of imperfect traffic signalization occur at various times, the Virginia Department of Transportation has a system of monitoring traffic signals along Waxpool Road in real-time.

VDOT monitors traffic along Waxpool Road by conducting 48-hour and 72-hour counts at various segments along the roadway. In addition, the signals are connected to centralized computer systems that continually monitor the lights, traffic flow, and other timing



VDOT's Management Information System for Transportation (MIST) is a state of the art computer system used for real time traffic monitoring and adjustment.

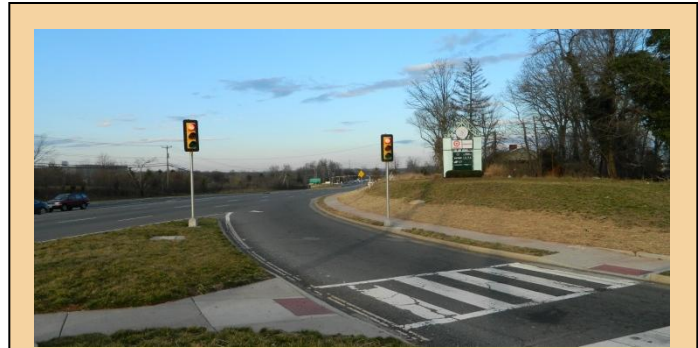
For timing and optimization purposes, the signals throughout the region are broken up into distinct networks or groupings based on traffic volumes, roadway characteristics, and one signal's proximity to another. For each network, eight distinct timing plans specifically developed for that network or corridor are used. These timing plans cover both rush hour time periods, along with separate plans for the midday and for the off peak hours and four different timing plans during the weekends. All of the timing plans that have been developed are the result of field review, data collection and computer modeling which must be done for every signal. Information such as intersection geometries, the existence of pedestrian crosswalks and the time required for a pedestrian to cross, sight distance, speed limits, storage bay lengths, and, especially, traffic volumes are collected and input into the computer modeling program. The computed results are reviewed for error and then simulation software is used to test these results before field implementation can take place.

To support monitoring, VDOT's engineers and consulting staff use MIST to manage traffic signals in Fairfax, Prince William, and Loudoun Counties. MIST enables real-time monitoring through conveyance of failure alarms such as communication failures, power failures, flash notifications, detector failures and controller box door alarms. Through MIST, staff has the ability to monitor traffic on the spot by examining current volumes in real-time while storing volume for historical data, and gives them the ability to monitor each intersection's operation in real-time. MIST also offers staff the ability to control traffic in real-time by uploading and downloading signal timing information.

issues. This allows the engineers to adjust the signals to respond to changing traffic patterns or accidents as needed.

Road Geometry Improvements

Numerous comments were received with regard to the geometry at certain intersections. The Route 28 ramps to Waxpool Road, for example, were reported to be confusing and dangerous. Workshop participants noted that motorists drive illegally on the striped section to get to Waxpool Road. Opinions on potential improvements differed as some people suggested adding lanes while others spoke against additional lanes. Some participants suggested that the solution to congestion problems was reducing the amount of traffic by providing alternative modes of transportation while others noted specific locations where turning lanes could be added.



Members of the public suggested adding dual right turn lanes or eliminating the “No Turn on Red” from Pacific Boulevard as it approaches Waxpool Road.

At the intersection of Waxpool Road and Pacific Boulevard, many suggestions included allowing right turn on red onto Waxpool Road, creating two right turn lanes onto Waxpool Road, or allowing southbound Pacific Boulevard to merge onto westbound Waxpool Road using a yield.

All of these suggested solutions have been previously considered by VDOT and the Loudoun County Office of Transportation Services (OTS). In addition, a consultant studied potential geometric and signal phasing alternatives in June of 2009 and concluded that many of the alternatives analyzed would not improve level of service³ at the Waxpool/Pacific intersection unless significant geometric changes were made⁴. These geometric changes however, have constraints that limit their feasibility. With regard to right turns from Pacific to Waxpool, challenges include limited right-of-way and the lack of a receiving lane for traffic making the right turn onto Waxpool Road. With regard to the right-turning movements from Waxpool to Pacific, the intersection is constrained by the Route 28 ramps, limited sight distances, and the limited area for traffic coming from Route 28 and Church Road to merge into appropriate lanes. In summary, improvements have been considered, but VDOT standards for safety would require significant investments and right-of-way acquisitions to make any improvements possible. It should also be clarified that any such improvements would occur under the jurisdiction of VDOT and that the County would not be able to make these improvements without VDOT involvement and approval.

Waxpool Road Traffic Study

Many members of the community suggested conducting a traffic study in Ashburn that specifically focuses on the Waxpool Road/Farmwell Road corridor from Ashburn Road to Route 28. In this regard,

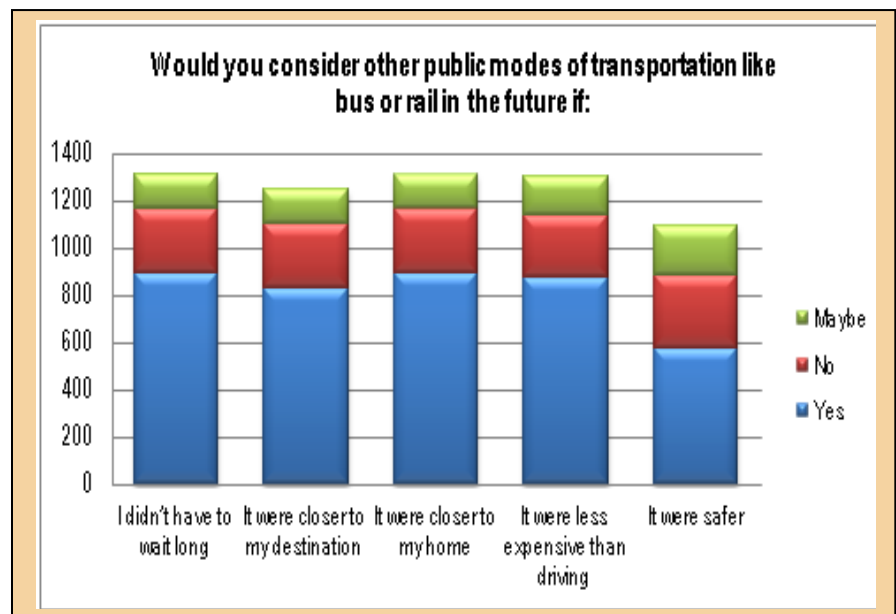
³ Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Traffic flow conditions are divided into six levels of service (LOS) ranging from LOS “A” (ideal, free flow) through LOS “F” (breakdown). The Northern Virginia Transportation Coordinating Council (TCC) coined a seventh LOS “G”, to describe the breakdown in travel conditions over an expanded peak period.

⁴ Memorandum from Gorove/Slade Associates, Inc., June 10, 2009.

a number of traffic studies are already underway in the County. Two of the most notable ones include the Ashburn-Sterling Traffic Funnel Analysis and the Eastern Loudoun Transportation Study. The Funnel Analysis will be conducted by a consultant and a Request for Proposal (initiated in January 2012) is being developed to solicit responses from interested consultants. This study is intended to evaluate long term traffic operations throughout the County based on full build-out and implementation of the 2010 Countywide Transportation Plan. As further clarification, the end product of the study is intended to determine if the traffic network will have any deficiencies even after the roadway network as planned under the Countywide Transportation Plan is implemented. The Eastern Loudoun Transportation study is being undertaken by the Loudoun County Office of Transportation Services to document gaps in the roadway network east of Belmont Ridge Road (Route 659) and Northstar Boulevard (Route 659 Relocated) as it compares to the Countywide Transportation Plan. This study will identify (1) locations where proffers and other improvements are planned to construct portions of the roadway network and (2) locations where there are no methods or specific plans to construct the roadway network planned under the Countywide Transportation Plan.

Dulles Corridor Metrorail (Metro)

The survey results and workshop sessions produced many comments related to the Dulles Corridor Metrorail Project (Metro). Based on responses and workshop discussions, the Community appeared to believe that development of the Metro was certain and that timing was the only variable. The comments involved land use around the future Metro stations as well as connections to existing communities, safe bicycle access to the future Metro stations, potential feeder/light rail to the Metro, and commuter parking.



Survey respondents were particularly supportive of bringing rail to Loudoun. When asked to choose the top three areas where the Board should focus limited transportation resources over the next few years, 761 people out of 1,588 (47.9%) that answered the question selected providing rail service as one of their top 3 choices. In addition, more than half of the respondents indicated that they would consider using public transportation such as bus or rail in the future if they didn't have to wait long, if it were close to their destination or home, and if it were less expensive than driving. Some residents did express concerns about the need to get home to their families quickly during the day if they were using rail but in general, most responses were supportive. Business survey respondents were also supportive of public transportation with 61.8% of the business survey respondents expressing that access to public transit is a current infrastructure concern to their business and 38.3% indicated that the Board should focus resources on improving public transportation.

Increased Bus/Transit Service

Survey respondents and workshop participants indicated that a weekend bus schedule between Ashburn and D.C./Tysons Corner may help to alleviate some of the weekend congestion throughout the Ashburn Community. Comments also included expanding the commuter bus service hours on the weekdays and possibly increasing the number of locations served to include more of the major employers in Fairfax and Arlington Counties, the District of Columbia, and within Loudoun County.

Currently, commuter transit service is provided from park-and-ride lots within the County to various destinations in the Washington Metropolitan region. Destinations include the West Falls Church Metrorail Station in Fairfax County, Rosslyn and the Pentagon in Arlington County, and numerous stops in the District of Columbia. Three park-and-ride lots are located within the Ashburn Community, the Ashburn North Park-and-Ride Lot, Broadlands Marketplace, and Christian Fellowship Church. In addition, the Dulles North Transit Center, located at the intersection of Moran and Lockridge Road, serves residents of the Ashburn Community. The Tysons Express also serves Ashburn residents with commuter bus service to Tysons Corner from Broadlands Marketplace and Broadlands South Park-and-Ride Lot.

Many survey respondents indicated that they would like to see the Board of Supervisors focus on providing access to transit/rail (see graph on Page 18). These recommendations were consistent with comments received during the update to the Countywide Transportation Plan (CTP). As such, the Countywide Transportation Plan provides “as funding is available, service hours will be expanded to synchronize fixed-route service with some early morning commuter routes and all returning evening trips. Limited Saturday service will be introduced with focus on retail, tourism, and other economic development opportunities.”



Source: Office of Transportation Services

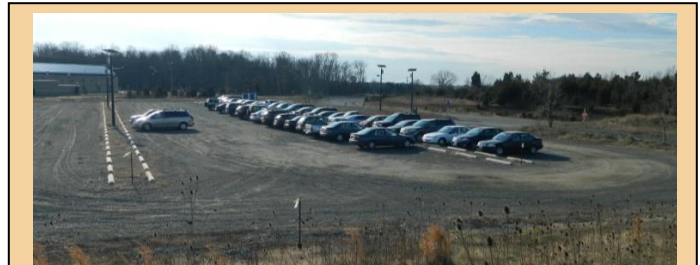
The Transit Development Plan

The Transit Development Plan: Fiscal Years 2012-2017 completed in October 2011, identifies transit service improvements based on reasonably anticipated funding during the time period. To help alleviate overcrowding on existing commuter buses, additional commuter buses are anticipated during the six-year timeframe. Three new commuter buses are planned for FY 2012, two in FY 2013, two in 2014, and two in 2015. Additionally, periodic adjustments to bus route schedules and stop patterns are anticipated during each fiscal year to accommodate shifts in passenger demands. With Metrorail to Wiehle Avenue anticipated to open in FY 2014, transit services currently operating to the West Falls Church Metrorail Station will be modified. Service will be provided instead to the Wiehle Avenue Metrorail Station with the expectation to expand the number of peak period trips as well as adding midday trips. The Transit Development Plan anticipates Metrorail to Route 772 in operation by FY 2017. At this time commuter bus service is anticipated to be reduced by 20 percent. However, local service is anticipated to be expanded. The Ashburn Community is planned to have an extensive network of feeder bus routes operating from 5:30 a.m. to 8:30 p.m. in FY 2017. While specific routes will need to be determined, service is anticipated from the Route 772 Metrorail Station to INOVA Hospital, Ashbrook Park, Dulles Town Center, Dulles 28 Centre, and Brambleton. The Transit Development Plan assumes seven buses to serve these routes. With the introduction of Metrorail into Loudoun County, local service along Atlantic and Pacific Boulevards are proposed to begin/end at the Route 606 Station. Additional improvements to the local fixed route service is anticipated in the Transit Development Plan, such as a new route beginning at Dulles Town Center to the Herndon-Monroe park-and-ride lot in FY 2012. Assumed frequencies are 60-minutes all-day weekdays only with express or limited stop service in the peak periods, and more local service in the midday. Transit service to the Route 28 and Loudoun County Parkway corridors are proposed in fiscal years 2014 and 2015. Weekend service connecting the Route 28 Corridor with the Wiehle Avenue Station is anticipated in FY 2015. Similarly Sunday service is anticipated on the 7 to 7 on Route 7 in FY 2015.

The Countywide Transportation Plan also recognizes that the County is lacking a commuter service that provides direct connections between Loudoun residents who work in Fairfax employment centers, and Fairfax residents who work at Loudoun employment centers. While many of these trips could ultimately be served by the Dulles Corridor Metrorail, to serve immediate needs as well as help to build ridership for Metrorail, the Countywide Transportation Plan identifies the need for a point-to-point service between Loudoun locations and Herndon, Reston, and Tysons Corner. In October 2011, a Transit Development Plan was prepared to further detail the implementation of transit service.

Park and Ride Lots

Many members of the Ashburn Community commented that park and ride lots were too small to accommodate the number of users. Some people noted that satellite parking lots have much better availability of parking, but they are not well advertised. Suggestions were also made for the County to improve bicycle and pedestrian access to the park and ride lots so that people can safely use alternative modes of transportation to access the lots.



The Broadlands South temporary park and ride lot located on Old Ryan Road near the intersection of the Dulles Greenway and Mooreview Parkway.

Limit Commercial Traffic on Waxpool Road

Some members of the community mentioned that Waxpool Road had too much commercial traffic. Suggestions were made to potentially limit the hours trucks can utilize the roadway. While this suggestion could result in less truck traffic it would likely be difficult to implement as truck drivers, like all motorists, have limited alternative roadways. Furthermore, since much of the Waxpool Road Corridor is lined by businesses, any limitation on truck traffic could affect the vitality of those businesses.

Increased Traffic Patrols/Enforcement

Survey respondents felt that increased police presence on some of the more heavily-traveled commuter roads, especially those through neighborhoods, might help to improve safety.

HOV Lanes

In terms of commuting, some suggested that HOV lanes may be appropriate to ease traffic and encourage carpooling.

Staff Recommendations

There is no one clear solution to issues of traffic congestion in the vicinity of Waxpool Road. The County has already studied traffic congestion and potential solutions and continues to study traffic patterns. Studies done to date have identified solutions in the form of roadway improvements that come at high cost.

Based on preliminary analysis of the roadway network, the Gloucester Parkway connection has perhaps the greatest potential to significantly improve traffic conditions. However, this is a high cost improvement with no immediately available funding source. Furthermore, the County has already negotiated for this connection to be completed as a proffer associated with the Kincora project and the developer is currently seeking opportunities for funding from the State Infrastructure Bank. The County can continue to monitor the actions of the developer of the Kincora project to accelerate development of the Gloucester Parkway Connections.

As an interim solution, the County can continue to pursue opportunities at the state and federal level to influence the owners of the Dulles Greenway to pursue graduated tolls or other solutions for the eastern most interchanges.

In summary, continued discussions with stakeholders may be helpful to further identify solutions to the traffic problems that exist near Waxpool Road while the County waits for planned roadway connections to be developed.

D. Summary of Staff Recommendations

The Ashburn Community Outreach Project generated numerous comments and discussion on a broad range of issues. This report has summarized the comments into common themes and priority issues. While several priority issues were identified, a key finding, based on evaluation of all comments is that residents are generally satisfied with the quality of life in Ashburn. Nevertheless, where issues were identified, residents in Ashburn are seeking more than just solutions to specific problems.

Residents articulated aspirations for Ashburn that required a more comprehensive approach. For example, while traffic was a frequently discussed concern raised by members of the community, singular road improvements would not fully address the broad desires for increased mobility expressed by the community. Adding roadway capacity would not enhance pedestrian connectivity of neighborhoods, community identity, or the desired integration of neighborhoods within Ashburn. While residents were very vocal about traffic issues, they clearly want more than just roads.

The issues raised during the Ashburn Outreach Project are not new. Efforts to address traffic, provision of community facilities, bicycle and pedestrian infrastructure, and provision of parks and open space have been studied in the past and there are new studies underway. Unfortunately, citizens may not be aware of the various County initiatives. There is a need to better report on County efforts. Opportunities exist to open new channels of communication with participants, HOAs, and other groups that have assisted in this process.

The actions below consider ways to build upon existing studies and target any potential investments or improvements.

Priority Issue	Potential Solutions to Community Identified Issues*
Improve access to community centers/facilities in Ashburn	Study alternative financing mechanisms or CIP priorities to fund new facilities.
	Consider entering into partnerships with leagues and/or creating a nonprofit fundraising group or foundation to potentially defer cost and introduce a new revenue stream.
	Consider opportunities for partnerships with private businesses.
	Consider developing a coalition of HOA leaders to identify potential opportunities for shared use of HOA facilities.
Protect open space	Inventory the remaining open space within the Ashburn Community to determine the practicality of allowing public access to those open spaces.
Provide active recreation opportunities	Explore increased public access to natural areas through creation of new parks or an improved trail network that capitalizes on natural features.
	Consider a focus group of HOA representatives to assist the County's program to regularly review any maintenance issues in existing parks.
	Consider partnerships with HOAs and owners of private facilities to allow for shared use.
	Explore the feasibility of installing turf fields and lighting at existing parks to increase availability of fields and prevent weather disruptions.
Improve pedestrian and bicycle connectivity and safety	Consider a study that explores opportunities to create dedicated on-road bike lanes or wider shoulders where such bicycle infrastructure can be safely provided to improve access to the W&OD.
	Evaluate opportunities to implement improvements in previously identified Bicycle and Pedestrian Priority Areas and identify new priorities as others are completed.
	Request VDOT to study accident data involving cyclists and pedestrians to determine if there are any patterns or apparently dangerous areas.
	Consider analyzing potential low cost improvements and funding to enhance connectivity of existing sidewalk and trail infrastructure.
	Explore partnerships between the County and affected HOAs which own and maintain the majority of the pedestrian and trail network within the Ashburn Community.
	Explore opportunities to work with HOA leaders to identify mutually beneficial connections of existing trail and sidewalk networks.
	Request VDOT to develop a program that evaluates sidewalk conditions and identifies parties responsible for repair of those sidewalks.
Improve access to the Washington and Old Dominion Trail (W&OD)	Evaluate opportunities to increase/improve access to the W&OD from intersecting north-south roads.
	Investigate opportunities to work with NVRPA to promote tools and maps that more effectively show access points, parking areas, and intersecting trails.
	Consider a study that explores opportunities to create dedicated on-road bike lanes or wider shoulders where such bicycle infrastructure can be safely provided to improve access to the W&OD.
Identify solutions to traffic along the Waxpool Road Corridor and adjacent roadways	Explore opportunities for funding planned crossings of the Broad Run as shown on the CTP.
	Continue to monitor the actions of the developer of the Kincora project to accelerate development of the Gloucester Parkway connections.
	Continue to pursue opportunities at the state and federal level to influence the owners of the Dulles Greenway to pursue graduated tolls.

*Some potential solutions related to transportation fall under the responsibilities of the Virginia Department of Transportation (VDOT). The County may wish to seek opportunities to work collaboratively with VDOT to implement these potential solutions.

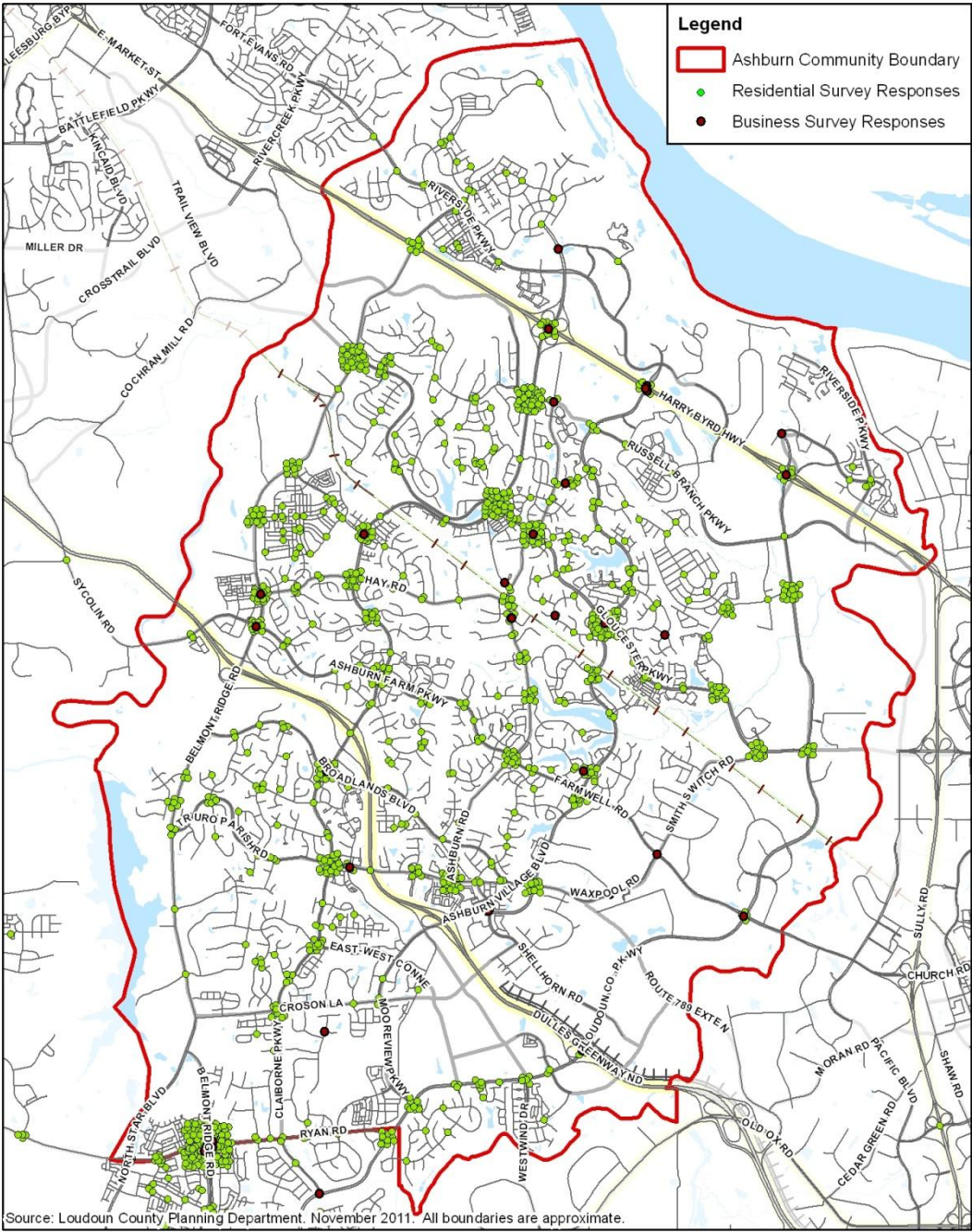


Figure 1
Survey Participants

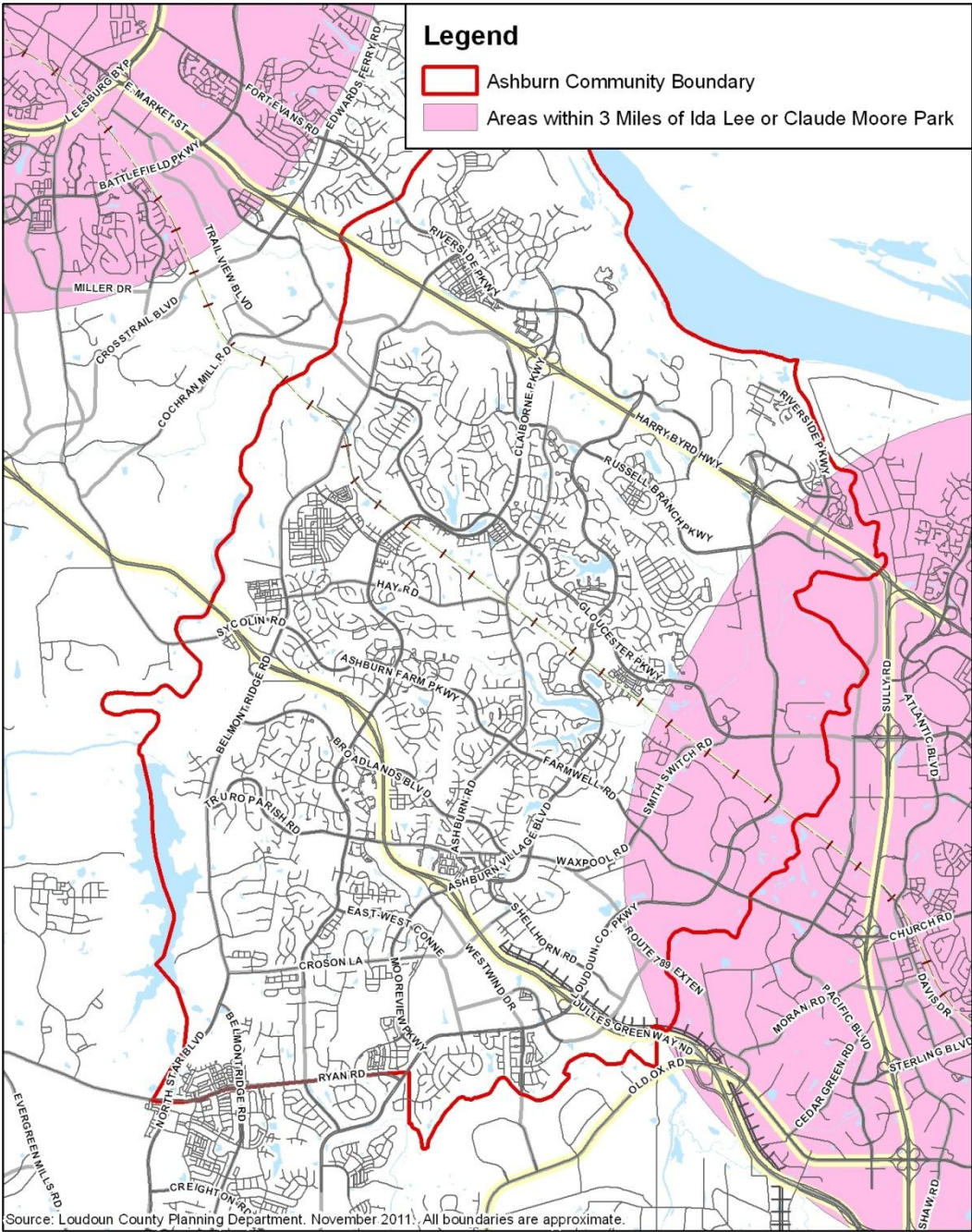
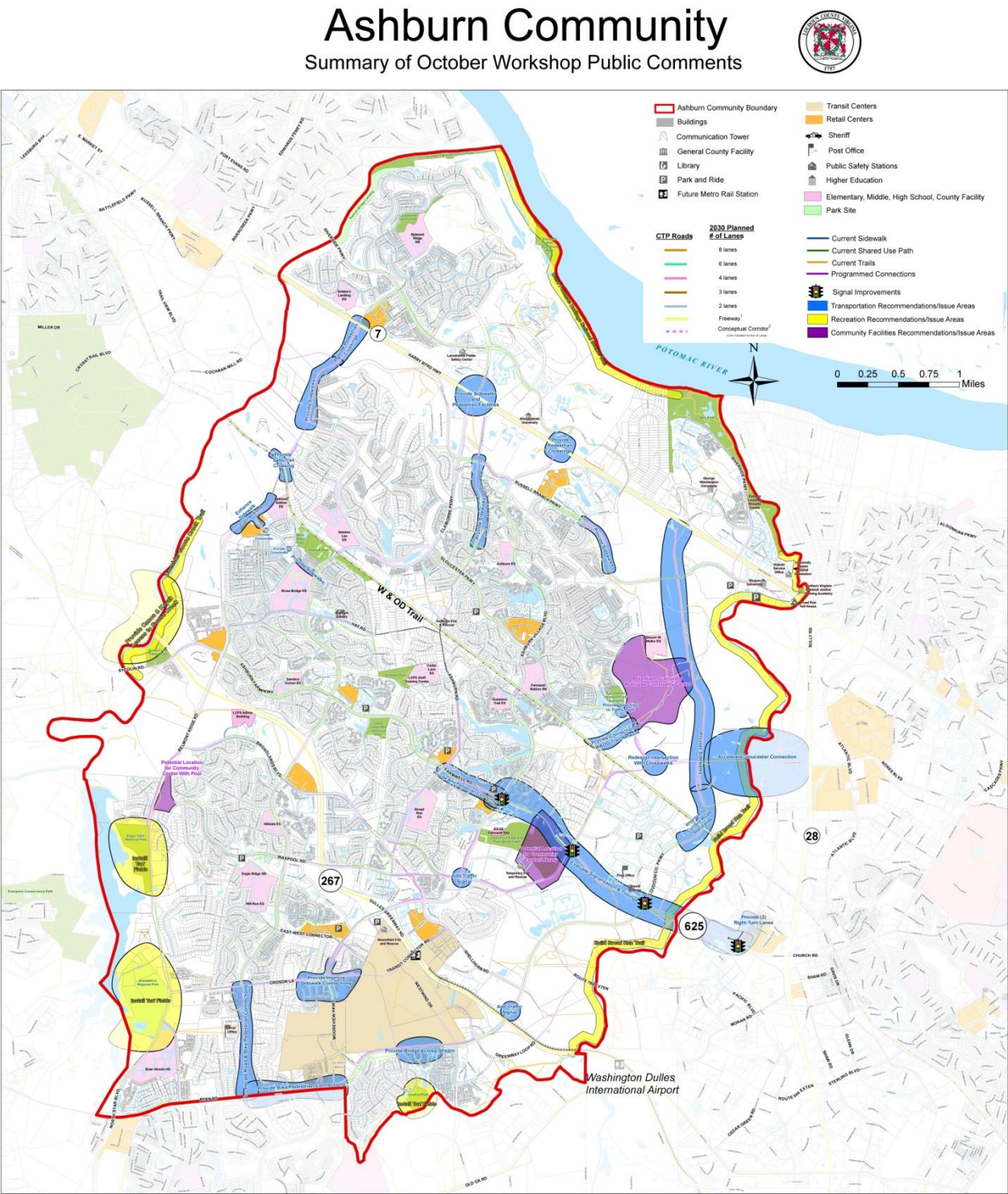


Figure 2
Community Facilities



A full scale version of this map is available for review on the project website:
www.loudoun.gov/ashburn-outreach

Figure 3
Workshop Issues

Appendix A

Project Background



A. Introduction

The Ashburn Outreach Project was initiated by the Board of Supervisors in April 2011 following the success of previous outreach efforts. The purpose of the project is to conduct a dialogue with citizens of the Ashburn community in order to identify neighborhood and community-wide priorities and to develop recommended strategies to aid in future planning and programmatic activities.

At the onset of the project, participants were encouraged to provide feedback and comments on all topics involving quality-of-life issues in Ashburn which included but were not limited to:

- infrastructure investment;
- revitalization areas/projects;
- opportunities for business development;
- road capacity, alignment and safety improvements;
- location of public facilities;
- opportunities for pedestrian connectivity and open space development; and
- other quality of life issues.

B. Geography

The Ashburn Community is located in the eastern portion of Loudoun County where the majority of the suburban-scale residential and non-residential development has occurred. The Loudoun County Comprehensive Plan recognizes the Ashburn Community as one of four distinct communities in the County's Suburban Policy Area (the others being Dulles, Potomac, and Sterling). The boundaries of the Ashburn Community include the Potomac River to the north, the Broad Run to the east, the Goose Creek and Beaverdam Reservoir to the west, and Ryan Road and Broad Run to the south and includes the following communities: Alexan at Ryan's Corner, Alexandra's Grove, Amberleigh, Ashbriar, Ashbrook, Ashburn Farm, Ashburn Manor, Ashburn Meadows, Ashburn Village, Ashby Ponds, Ashleigh, Belmont, Belmont Glen, Belmont Greene (Belmont Forest), Belmont Ridge, Broadlands, Cameron Chase, Carisbrooke, Cedar Ridge, Courts of Ashburn, Dulles Parkway Center, The Estates of Forest Ridge, Farmwell Hunt, Flynn's Crossing (Ryan Park Center), Forest Manor, Goose Creek Village South, Hunt at Belmont Country Club, Lansdowne, Leisure World, Loudoun Parkway Center, Loudoun Valley Estates, Moorefield Station, Moreland Estates, The Park at Belle Terra, Potomac Farms, Potomac Green, Potter Property, The Regency, The Reserve at Belle Terra, The Ridges at Ashburn, Timberbrooke, University Center, Vantage Pointe, Villages of Waxpool, and Windermere.

It should be noted that the Brambleton community is split by the Ashburn Community Boundary. While portions of the community are not within the boundary, all comments received from the Brambleton Community were considered in the final report.

C. Demographics

The Ashburn Community, in both 1999 and 2005-2009, had a higher median household income than the County as a whole. The Ashburn Community had a median household income of \$91,537 in 1999, compared to a median household income of \$80,648 for the entire County. The median household income between 2005 and 2009 for the Ashburn Community was \$121,525, compared to \$112,021 Countywide (U.S. Census Bureau, 2000 Census and 2005-2009 American Community Survey five-year estimates).

In Loudoun County as a whole, the percentage of the population that is foreign born increased from 11% in 2000 to an average of 20% between 2005 and 2009. The Ashburn Community contains a similar percentage of foreign born people, with 10% in 2000 and 20% on average between 2005 and 2009 (U.S. Census Bureau, 2000 Census and 2005-2009 American Community Survey five-year estimates¹).

In 2010, the largest portion of the Ashburn Community population was White (56,936) followed by Asian (15,347) and African-American (6,635). The racial diversity of the Ashburn Community is similar to the County as a whole, except for the Asian population, which is more prevalent in the Ashburn Community. The Asian population comprised 18.1% of the Ashburn Community's 2010 population, compared to 14.7% for Loudoun County. Also of note is the percentage of Hispanic or Latino population within the Ashburn Community, which doubled between 2000 and 2010, also similar to the County as a whole. The Hispanic or Latino population, which can be of any race, comprised 8.8% of the Ashburn Community's 2010 population (7,454), compared to 12.4% (38,576) for Loudoun County as a whole (U.S. Census Bureau, 2000 and 2010 Census).

D. Project Process

The Ashburn Community Outreach Project comprised an 8-month public process with three distinct phases (see Workplan below):

Phase 1 – Data Collection Research, Preparation and Education;

Phase 2 – Public Workshops; and,

Phase 3 – Preparation of Consensus Reports.

¹ 1999 income is not inflation-adjusted. The 2005-2009 five-year estimate is in 2009 inflation-adjusted dollars.

Ashburn Community Outreach Project: *Workplan*



Phase 1 - Data Collection Research, Preparation and Education

As a first step, staff prepared an Ashburn Community Existing Conditions Report based on data research and field visits to the community. The report provides a snapshot of the existing conditions within the Ashburn Community including: natural and cultural features, current land uses, zoning, infrastructure, transportation networks, public facilities, population, housing, employment, and economic development. The report was available prior to the launch of the surveys as well as at the public workshops and was posted on the project web page for citizens and other stakeholders to use as an information resource.

Following the preparation of the Existing Conditions Report, two surveys were developed designed specifically to hear from the community. The first survey was geared towards residents of the community and the second was designed for business owners and operators in the Ashburn Community. Both surveys were opened on July 12, 2011 and closed on September 12, 2011.

Another outreach effort early in the process included a project kick-off meeting with leaders of the Ashburn Home Owners Associations (HOAs) to discuss the surveys and their intent. The Ashburn Community is made up almost entirely of planned communities and HOAs have a very strong presence in Ashburn. The workplan recognizes this unique opportunity and the HOAs have been a key component of the outreach effort. As a result of the kick-off meeting, many HOAs assisted in the project efforts by promoting the project and the surveys through their resident newsletters/websites.

The surveys captured citizens' key issues and concerns, their ideas for addressing these concerns, and their perceptions of key community assets. The surveys were available on the Internet via Survey Monkey and were advertised through a variety of methods including: Loudoun Alerts (County operated e-mail/text messaging notification system), the project website (www.loudoun.gov/ashburn-outreach), advertisements in the Leesburg and Ashburn Today

newspapers (both online and in print), and fliers in local businesses within the Ashburn Community. A social media campaign with Facebook and Twitter was also initiated to help interested members of the Community stay connected with the project.

The county received 1,687 residential surveys and 52 business surveys, capturing a broad spectrum of the community with respondents from most of the neighborhoods in Ashburn. The survey captured a nearly equal number of males and females. Most respondents were 35 years old or older and were homeowners with household incomes of \$100,000 or more. The survey results also included thousands of write-in responses and captured responses from individuals that do not typically interact with county officials. This is demonstrated by the fact that 77.4% of those that responded to the survey answered no to the question “Prior to receiving this survey, had you expressed your opinion to county officials about problems/projects in the Ashburn Community during the past year?”

The results of the survey were summarized in a report that was made available on the project website prior to the start of the workshops. The full survey responses including write-in responses are available for review at the Loudoun County Planning Department, 1 Harrison Street, Leesburg, Virginia 20177. The major areas of concern from the surveys were utilized during the workshop discussions. It should be noted that despite voicing concerns, when survey respondents were asked about their chances of living Ashburn five years from now, over 80% selected good or excellent citing the quality of the community, schools, and proximity to work.

Although the number of business survey responses was significantly lower than the residential survey responses received, the business survey responses were largely positive about Ashburn with 60% of these respondents indicating that Ashburn was a good or excellent place to do business. However, business survey respondents indicated that real estate costs together with traffic congestion were the most significant location concerns affecting their businesses today.

Phase 2 - Stakeholder Engagement

Building on information obtained in Phase 1 of the outreach effort, interactive public workshops were held during the months of October and November 2011. The workshops were intended to actively engage the public in discussions about the community. In all, four workshop sessions were held with two unique agendas:

- October 13, 2011
Eagle Ridge Middle School
- October 18, 2011
Stone Bridge High School
- November 10, 2011
Eagle Ridge Middle School
- November 17, 2011
Stone Bridge High School

The two workshops held in October followed the same agenda and were primarily intended to solicit preliminary feedback from the public and stakeholders. At the October workshop sessions, participants were invited mark-up maps with ideas and areas of concern.

The workshops held in November followed a different agenda which was primarily intended to build consensus on priority issues identified during the October sessions. For this series of

workshops, the marked-up maps from the October workshops were summarized into a single summary (refer to Figure 3 in the final report). Those who participated in the November workshops were invited to add any ideas or issues missing from the map and to discuss how the identified issues might be prioritized.

The purpose of having two workshop sessions with the same agenda was to give the entire community and residents multiple opportunities to be engaged in the project throughout the process. Approximately 100 people participated in the workshops.

In addition to the surveys and public sessions, citizens and stakeholders were also invited to provide written comments via e-mail throughout the course of the project.

Phase 3 – Final Report

The Final Report completes Phase 3 of the Ashburn Outreach Project. The report summarizes the public comments received and identifies priorities based on common themes and the topical areas that received the most attention in the survey responses and during public meetings. It should be noted that the report does not attempt to document and identify solutions to all comments received from the public. Rather, the priority issues are discussed and summarized along with a range of suggested solutions that can potentially address those issues. Other comments were received that covered broad issues and recommendations not tied to a specific location or problem. The entire survey results document, including all write-in responses, is available for review at the Loudoun County Planning Department, 1 Harrison Street, Leesburg, Virginia 20177.

Appendix B

Ashburn Community Outreach Project Residential and Business Survey Results

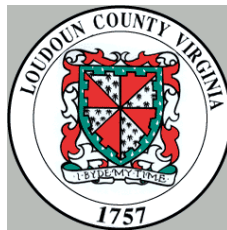


Ashburn Community Outreach Project

Residential and Business Survey Results

October 6, 2011

Prepared by
Loudoun County Department of Planning



This page is intentionally blank.

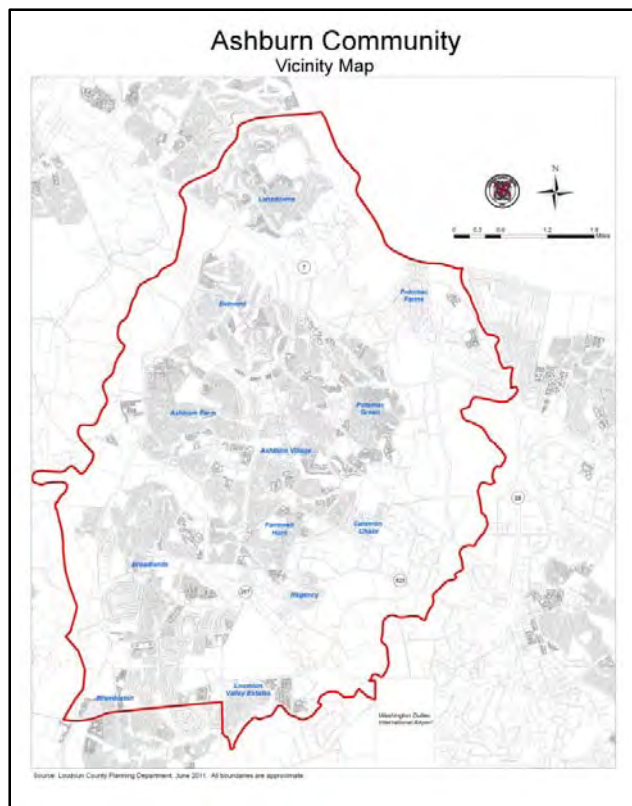
Foreword

In accordance with the Loudoun County Board of Supervisors' Strategic Plan, in April 2011, the Board of Supervisors initiated an outreach process for the Ashburn Community as a first step in future Suburban Community Planning efforts. The 2001 Loudoun County Comprehensive Plan (Plan) calls for the development of Community Plans to guide the growth of the Plan-defined Suburban Communities, including the Ashburn Community.

The Ashburn Community Outreach Project is designed to conduct a dialogue with citizens of the Ashburn Community to identify neighborhood and Community-wide priorities and to develop strategies to aid in future planning and programmatic activities. The project is designed to be as inclusive as possible and conclude with a consensus report given to the Board of Supervisors in the first quarter of 2012.

Community Boundary

The Loudoun County Comprehensive Plan recognizes the Ashburn Community as one of four distinct communities in the County's Suburban Policy Area (the others being Dulles, Potomac, and Sterling). The boundaries of the Ashburn Community include the Potomac River to the north, the Broad Run to the east, the Goose Creek and Beaverdam Reservoir to the west, and Ryan Road and Broad Run to the south.



Surrounding Development

The Ashburn Community is located in the eastern portion of the County where the majority of the suburban-scale residential and non-residential development has occurred. The Ashburn Community includes the following residential areas: Alexan at Ryan's Corner, Alexandra's Grove, Amberleigh, Ashbriar, Ashbrook, Ashburn Farm, Ashburn Manor, Ashburn Meadows, Ashburn Village, Ashby Ponds, Ashleigh, Belmont, Belmont Glen, Belmont Greene (Belmont Forest), Belmont Ridge, Broadlands, Cameron Chase, Carisbrooke, Cedar Ridge, Courts of Ashburn, Dulles Parkway Center, The Estates of Forest Ridge, Farmwell Hunt, Flynn's Crossing (Ryan Park Center), Forest Manor, Goose Creek Village South, Hunt at Belmont Country Club, Lansdowne, Leisure World, Loudoun Parkway Center, Loudoun Valley Estates, Moorefield Station, Moreland Estates, The Park at Belle Terra, Potomac Farms, Potomac

Green, Potter Property, The Regency, The Reserve at Belle Terra, The Ridges at Ashburn, Timberbrooke, University Center, Vantage Pointe, Villages of Waxpool, and Windermere.

Introduction

On July 12, 2011, two surveys were activated to begin gathering data from the Community. The first survey was geared towards residents of the Community and the second was designed for business owners and operators in the Ashburn Community. The surveys were advertised through local media, both in print and online, the Loudoun County website, Facebook and Twitter and flyers placed throughout the Community. In addition, Loudoun County staff hosted a meeting specifically for representatives from the numerous Home Owners' Associations within the Ashburn Community. Both surveys closed on September 12, 2011. The County received 1,687 residential surveys and 52 business surveys.

Survey Respondents

Residential Surveys: Nearly an equal number of males (44.9%) and females (55.1%) completed the residential surveys. Most survey respondents identified themselves as being between the ages of 35 and 44 years old. Most of the respondents live in Ashburn and own their home. The majority of responses indicate that they have lived longer than 5 years in the Community. Most respondents are employed full time and have household incomes of greater than \$100,000.

Business Surveys: The most common business industries represented among the survey respondents are Professional and Technical Services (26.9%) and Financial/Insurance/Real Estate (21.2%). The majority of those that responded identified themselves as the business owner. Over half indicated that they lease their space, while 42.9% own their space. The majority of respondents operate smaller businesses with less than 5 employees and occupy less than 5,000 square feet of space.

Survey Results

The survey results are based on the number of responses received for each question. It is important to note that respondents were not required to answer every question of the survey. And in fact, many respondents chose to skip at least one question. Any question that was answered was counted in the results. A detailed listing of each question and the responses received is contained in Attachment 1: Residential Survey Results and Attachment 2: Business Survey Results. The survey also included write-in comments these are summarized in the report and are available for review in the Loudoun County Department of Planning, 1 Harrison Street, S.E., Leesburg, Virginia, 20177.

Based on the responses received, the following summary report is organized according to topic: quality of life; transportation; bicycle and pedestrian connectivity; housing; county facilities; and business activity. Within the report, selected quotes from the write-in comments are also provided.

This report does not provide a full analysis of all survey data but is intended for the public to use as a resource for their participation in the outreach workshops, scheduled for October and November 2011.

Additional information on the outreach project, including an electronic copy of this report and details regarding the upcoming workshops can be found at www.loudoun.gov/ashburn-outreach.

"This area is amazingly beautiful, especially my neighborhood ... there are few places that compare to Virginia."

"The quality of the instructional program within the schools should be a major focus."

"When new homes are being developed, all of the trees are cut down"

Quality of Life:

Survey responses indicated general satisfaction with many different facets of Ashburn. When asked about their chances of living in the Community five years from now, 80.3% of the survey respondents selected "good" or "excellent," citing the quality of the community, schools, and proximity to work as reasons why they were not seeking to relocate. For those who were considering relocation, traffic congestion and cost of living factored largely into that decision. Traffic congestion was a pervasive concern throughout the survey and was also noted in the business survey responses.

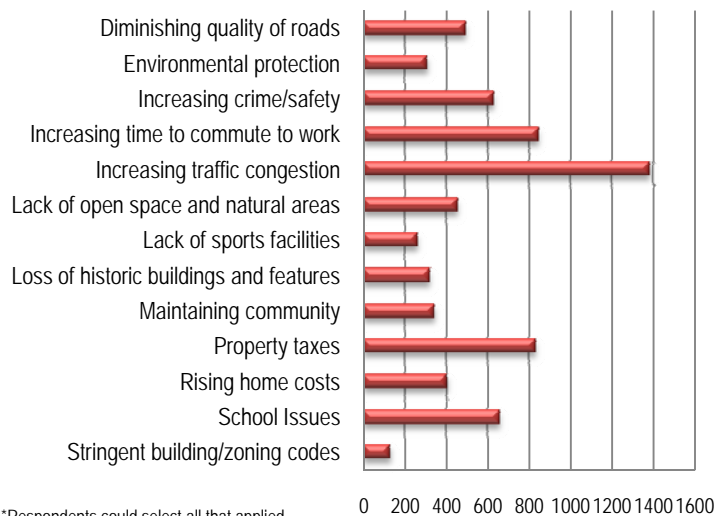
Overall, most respondents were "satisfied" or "very satisfied" with:

- Community events & activities
- Crime rate
- Natural environment and open space
- Neighborhood design
- Parks and recreation
- Proximity to work
- Public safety
- Quality/condition of roads
- Quality of the schools
- Retail shopping opportunities in the area.

Housing affordability and taxes saw a higher number of "dissatisfied" or "very dissatisfied" responses suggesting that cost of living in the Ashburn Community is of growing concern.

While the majority of respondents initially indicated their overall satisfaction with the quality and condition of roads; increasing traffic congestion was the most common response, with 82.9% of survey

Which of the following are you concerned about in terms of the Ashburn Community's future*?



*Respondents could select all that applied

"If you have to commute to work you only have two options: pay a hefty toll or get stuck on Waxpool and 28."

"There is not a comprehensive network of trails throughout Ashburn. There are many trails, but they are not linked."

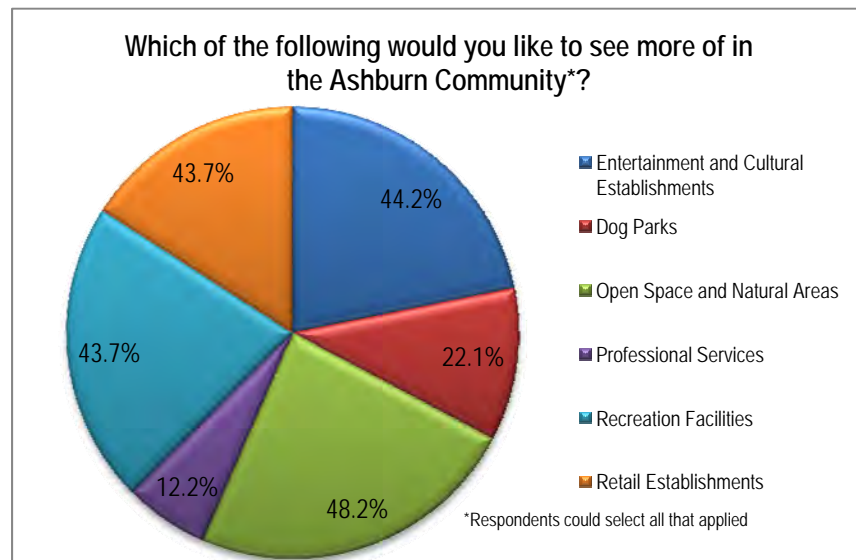
"Adults, singles, and families residing in Loudoun have little to nothing to do for extra-curricular activities."

respondents selecting this as one of their top concerns for Ashburn's future. Similarly, a large number of respondents were satisfied or very satisfied with the quality of schools, but at the same time indicated school issues such as overcrowding and construction were of concern.

In addition to the selected responses, several questions offered the opportunity for residents to write-in their own responses (see Attachment 1). The write-in comments received for this section of the survey focused largely on the congestion of major traffic corridors such as Waxpool Road, Route 28, and Belmont Ridge Road as well as the cost of utilizing the Dulles Greenway/Toll Road as an alternative route into or out of Ashburn.

When asked where the Board of Supervisors should focus their resources, providing access to alternative transportation (such as bus or rail) was the most common response, followed closely by improving roads. Other dominant themes in the write-in comments included concerns about the school budget, and desire for additional shopping and restaurant opportunities in the community.

The majority of respondents also initially indicated their satisfaction with the natural and open spaces in Ashburn. However, when asked what they would like to see more of in the Community, 742 (48.2% of respondents) people selected "open space and natural areas" and 673 (43.7%) people selected "recreation facilities." This desire for additional open/natural areas was also featured prominently in the write-in comments for multiple questions in this section of the survey, with many respondents citing overbuilding and the development of open spaces for new homes as an area of concern.



"Commuter buses should have extended hours. We need to be at work in DC at 8:00 am and cannot get there by public transportation from Loudoun."

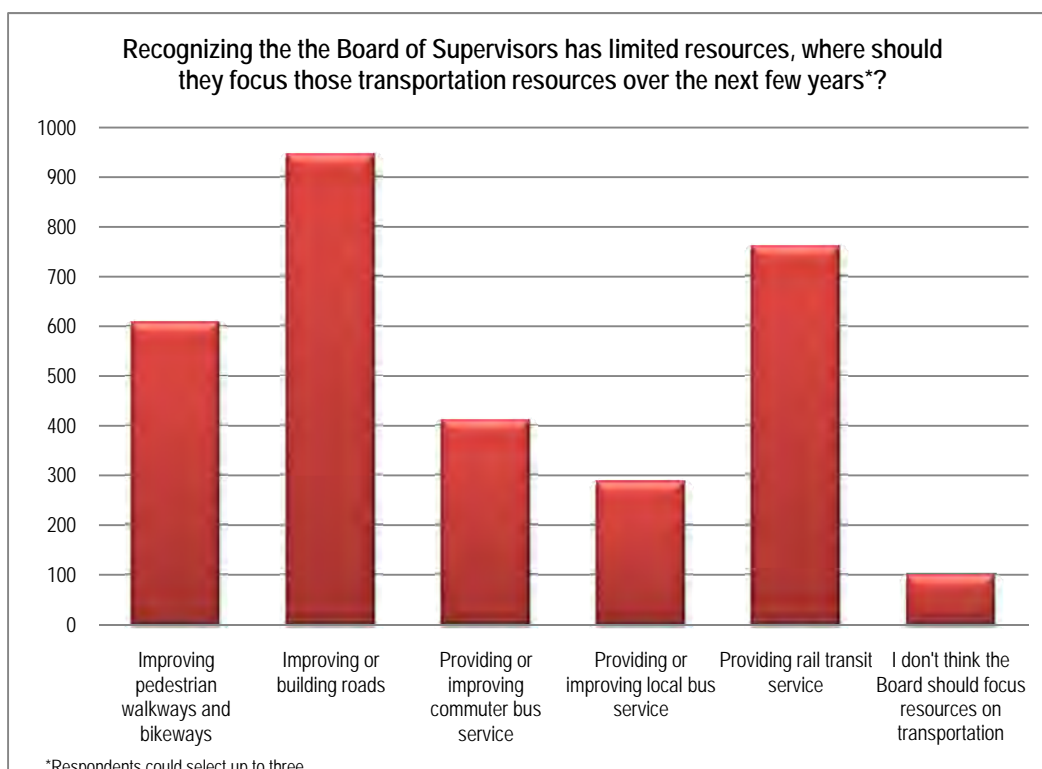
"Ashburn has many awesome walking paths and should keep them maintained and find ways to make them connect."

"Concentrate on building new roads to connect to Route 28 to eliminate traffic congestion around Waxpool Road."

A substantial number of respondents also indicated that they would like to see more entertainment and cultural establishments in the Community. Although most respondents stayed within the Ashburn Community for restaurants, groceries, personal services such as salons and dry clean, professional services such as medical offices, and other convenience items; the opportunities to partake in entertainment and cultural activities such as museums and performance theatres were found outside of Loudoun County.

Transportation:

After asking residents about their general perceptions of the quality of life in Ashburn, the residential survey then focused on transportation. Questions in this section were intended to provide residents with the opportunity to express specific transportation and traffic-related concerns. Although 643 people (39.9%) indicated their satisfaction with the overall road network, traffic congestion and a lack of east/west alternatives were prominent concerns in this section of the survey.



In addition to concerns about traffic, respondents also indicated their desire for the Board of Supervisors to focus transportation resources on improving or building roads as well as providing rail transit services. Only 6.2% of the respondents felt that the Board should not focus

"There need to be alternate routes out of Ashburn other than Waxpool and the Greenway."

resources on transportation. The desire for rail was also reiterated with the majority of respondents indicating that they would use public transportation (such as bus or rail), if available, to get to work in the future.

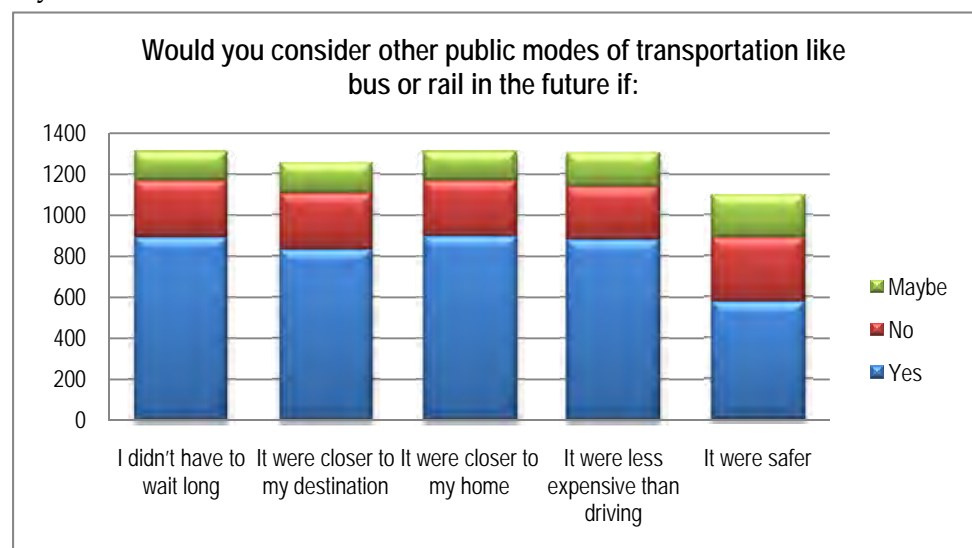
When asked specifically which intersections or corridors were in most need of improvement, several major roads within the County were continually discussed with the majority of comments focusing on the traffic congestion in Ashburn. The most commonly mentioned roadways in need of improvement were:

- Waxpool Road
- Loudoun County Parkway
- Route 28
- Belmont Ridge Road
- Route 7
- Ashburn Village Parkway

"The Greenway is prohibitively expensive, particularly for those in Ashburn who may only need to travel a few exits."

Traffic congestion concerns reflect the large number of people commuting to work from the Ashburn Community: 38% (615 people) indicated that they work in Fairfax County and 25.8% (418 people) specified that they work in Loudoun County, with approximately half of those working in the Ashburn Community. However, very few respondents used alternative means of transportation (such as walking, biking, bus or carpooling) and nearly 73% of the respondents indicated that they travel to work by personal car. Respondents expressed their frustration in the write-in comments regarding the high cost of travel on the Dulles Greenway and felt forced to endure traffic on the other major roadways as a result.

"I'd have better options for work if we had better public transit in and out of the County."



"The W&OD is amazing! An improvement would be to have more connecting paths from residential to the W&OD without having to ride along beside cars."

"Most sidewalks are only on one side of the street, they need to be on both. Everywhere."

"Intersections are dangerous to pedestrians due to high speed traffic, aggressive drivers, and not enough crosswalks."

Bicycle & Pedestrian Connectivity:

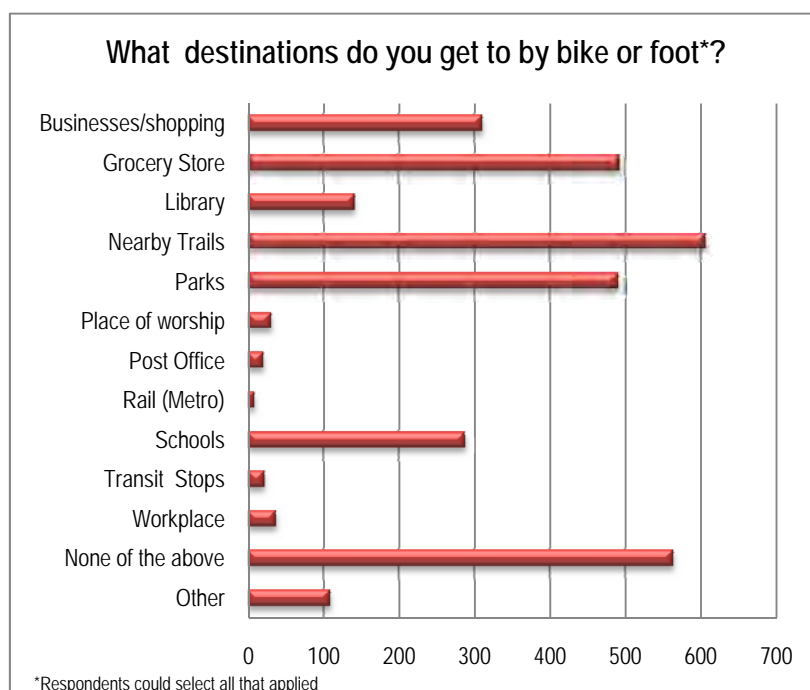
In addition to focusing on the road network in Ashburn, the residential survey also gathered data on bicycle and pedestrian activity within the Community. Most respondents indicated that the current conditions for walking and biking in the Ashburn Community were "good" or "excellent." The most common destinations to access by bike or foot were:

- Nearby trails
- Parks
- Grocery stores.

However, many respondents indicated that they do not walk or bike to destinations within the Community at all. Nearly 85% of the respondents indicated that they walk for fitness or recreation and nearly 89% indicated that they bike for recreation.

Walking and biking with children were also common

Several factors discourage people from walking or biking. Respondents indicated that distance to destinations was the most common deterrent for walking whereas crossing busy roads was the most common restraint for bicyclists. Traffic safety (such as speed and motorist behavior), a lack of safe crossings and a lack of designated sidewalks, trails or bicycle lanes were common concerns for both walking and bicycling. A disconnected network of sidewalks or trails between communities and to/from destinations was also commonly reported in the write-in responses to questions throughout this section with many residents indicating that the lack of a connected trail network discouraged them from walking or bicycling outside of their neighborhood more frequently.

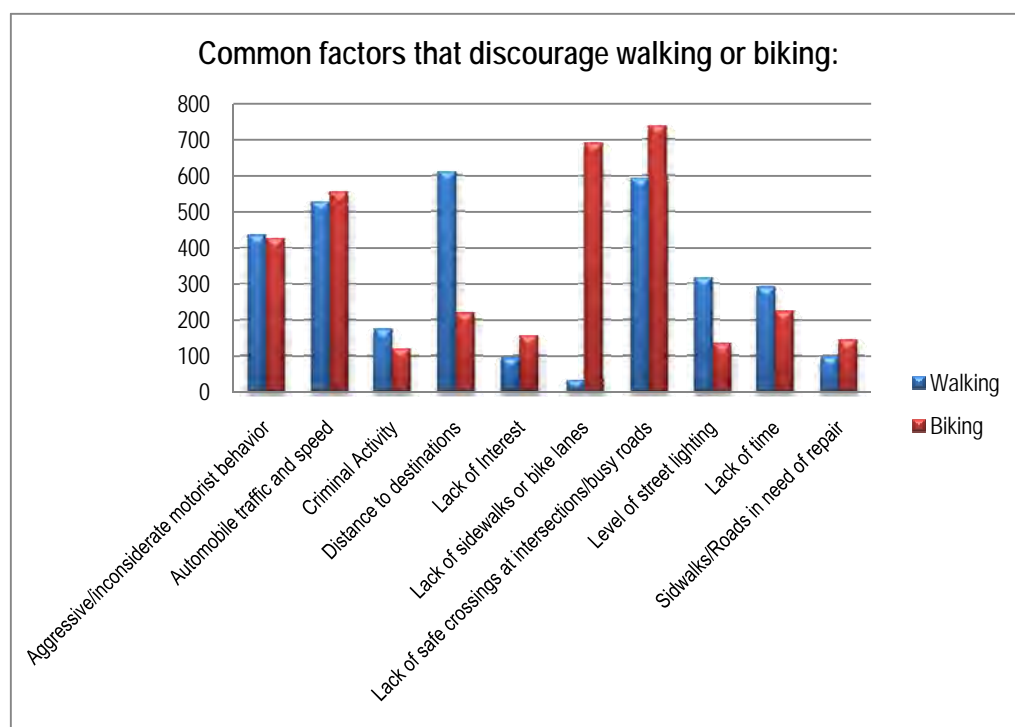


"The schools were not designed for the children to walk or bike to."

"Street lighting is very important and the Ashburn community lacks it, big time."

"I would like teachers, fire fighters and police to be able to live in the communities that they serve."

Safety along sidewalks and trails throughout the Community was also a concern for walkers and bicyclists in Ashburn. Respondents indicated a lack of street lighting (or inadequate street lighting), driver awareness and aggressive motorist behavior (especially prominent among the write-in responses regarding bicycling), safe and walkable paths to schools, and crossing major roads or intersections hampered getting to destinations or continuous walking on a designated path. The following graph shows a comparison of similar factors that restrict pedestrian and bicycle activity in the Community:



Housing:

The majority of survey respondents indicated that they were home owners living in the Ashburn Community with less than 100 respondents indicating that they rented their home (only 6% of the survey responses). The estimated mix of housing in the Community for 2010¹ is:

- 39% single-family detached
- 35% single-family attached (townhouse)
- 26% multi-family units (apartments and condos).

¹ Source: Ashburn Community Existing Conditions Report, August 2011, based on preliminary analysis of housing unit growth since 2000.

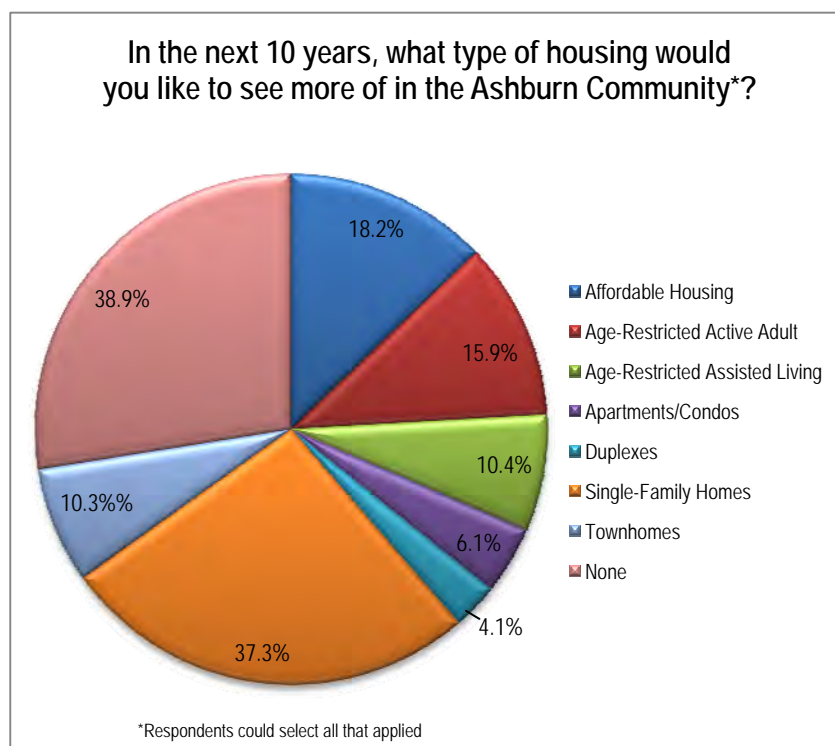
"I think Ashburn is already full of homes. With the traffic and other needs for resources, I think Ashburn is filled up. I'd rather keep some green spaces."

"I would rather improve the roads and traffic conditions before we add more residents."

"Bring in businesses!!! We have enough housing!!"

By comparison, 60.9% of the survey respondents indicated that they owned or rented single-family detached houses versus 29% indicating that they resided in townhomes and only 9.1% resided in apartments or condos. Most of the survey respondents have lived in the Community between 5 and 10 years. This trend reflects the relatively recent establishment of the Ashburn Community, where 94% of the housing units have been built since 1990².

The most common trend among responses to the housing questions was a desire to slow or stop residential development in the Ashburn Community.



When asked what types of housing they would like to see more of in the next 10 years, the most common response was "none of the above" followed closely by "single-family homes." The desire to reduce new home development was reiterated in the majority of the write-in responses for this question. As with many of the write-in comments in the Quality of Life section, residents cited a desire for open space and natural areas, as well concerns over existing traffic and school congestion and the current plethora of existing housing units for sale.

² Source: Ashburn Community Existing Conditions Report, August 2011

"The library is very crowded especially in the summer."

"There is a lack of true park land ... It would be nice to have park land with trails, picnic facilities and water nearby."

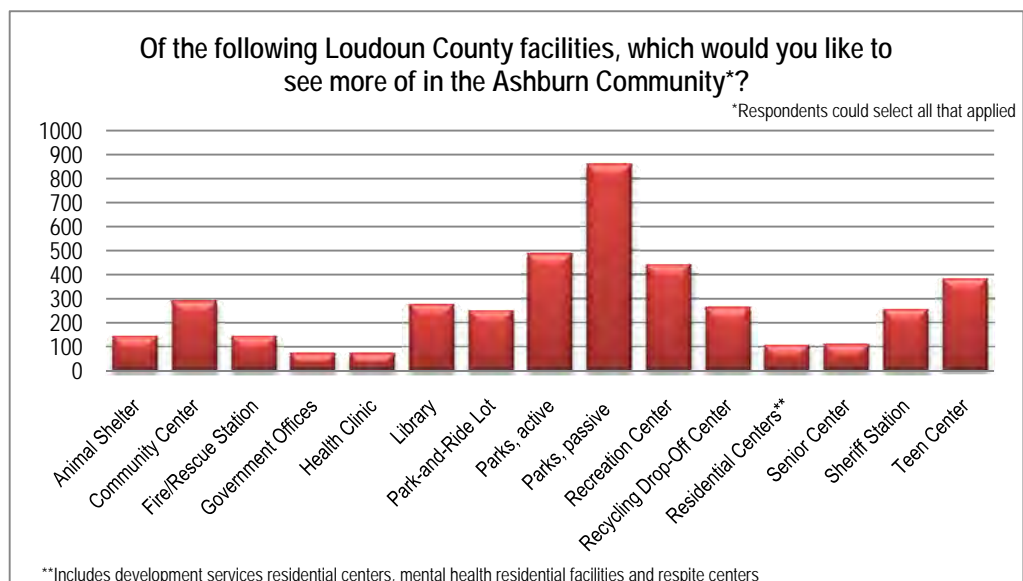
"We desperately need more athletic parks – teams are overcrowded because they can't reserve enough parks for practice times."

County Facilities:

The final section of the residential survey focused on County facilities in the Ashburn area. The most frequented facilities were the library and parks. The majority of respondents were "satisfied" or "very satisfied" with both the library facilities and parks. Very few respondents indicated that they were "dissatisfied" or "very dissatisfied" with any of the facilities. Several respondents provided write-in comments related to their level of satisfaction with County facilities. Suggestions and concerns included:

- The desire for additional library branches
- Improvements to the current library – specifically a larger selection of books
- The desire for larger parks
- Concerns about the lack of parking at park and ride lots
- The desire for a recreation/community center within the Ashburn Community

In keeping with trends from other sections of the survey, when residents were asked which County facilities they would like to see more of in the Ashburn Community, the most common response was passive parks (such as nature preserves or hiking trails) followed closely by active parks (such as athletic fields). The desire for a teen/community/recreation center was also reiterated in responses to this question.



"Bring some more business to Ashburn which will generate revenue as well as provide employment opportunity."

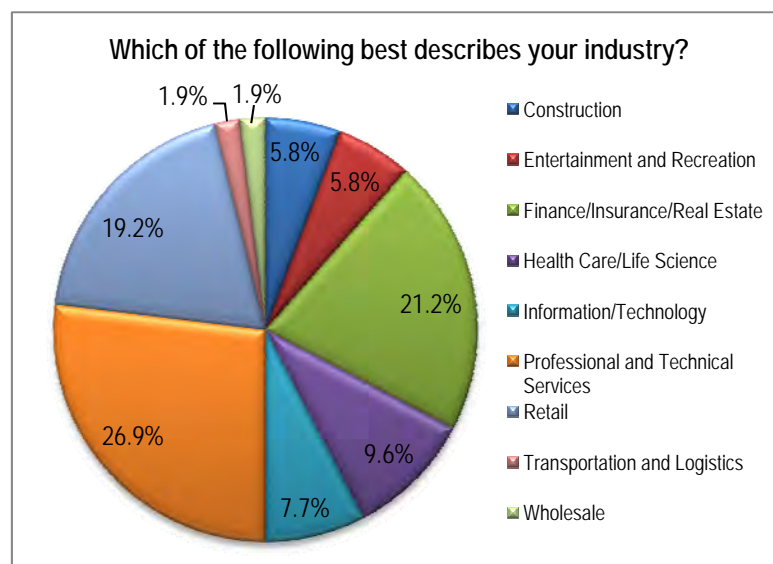
"I'd love to see a stronger more proactive economic development plan ... how wonderful for the tax base and new jobs!"

"We are concerned about the lack of nearby light rail."

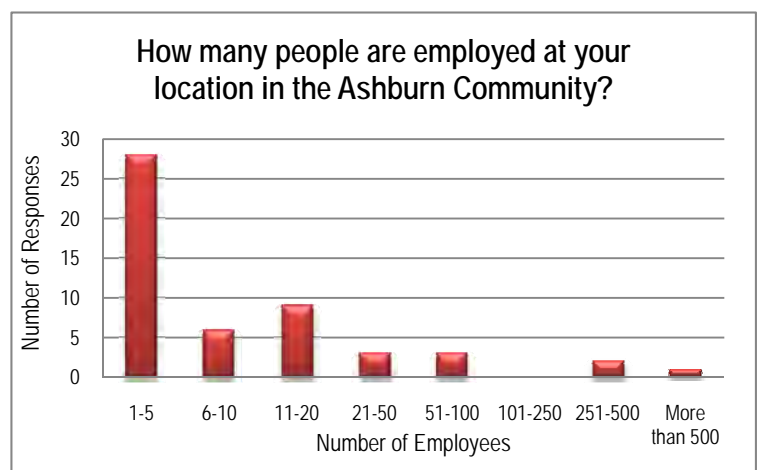
Business Activity:

In order to capture input from the more than 3,000 businesses located within the Ashburn Community, a business survey was also provided for owners, operators and employees.

Of the responses to the business survey, most of the respondents identified themselves as professional and technical services. This was followed closely by finance/insurance/real estate industry representatives. Most of the business respondents were relatively new to the Ashburn Community, in operation for less than 10 years (with most of these in operation for only 1-5 years).



The majority of respondents were business owners (versus employees or managers) and identified their businesses as having less than 20 employees, operating in less than 5,000 square feet. Slightly more than half of the respondents (57.1%) leased their space and only 17.3% indicated that their business was located in their home (these respondents may have also taken the residential survey).



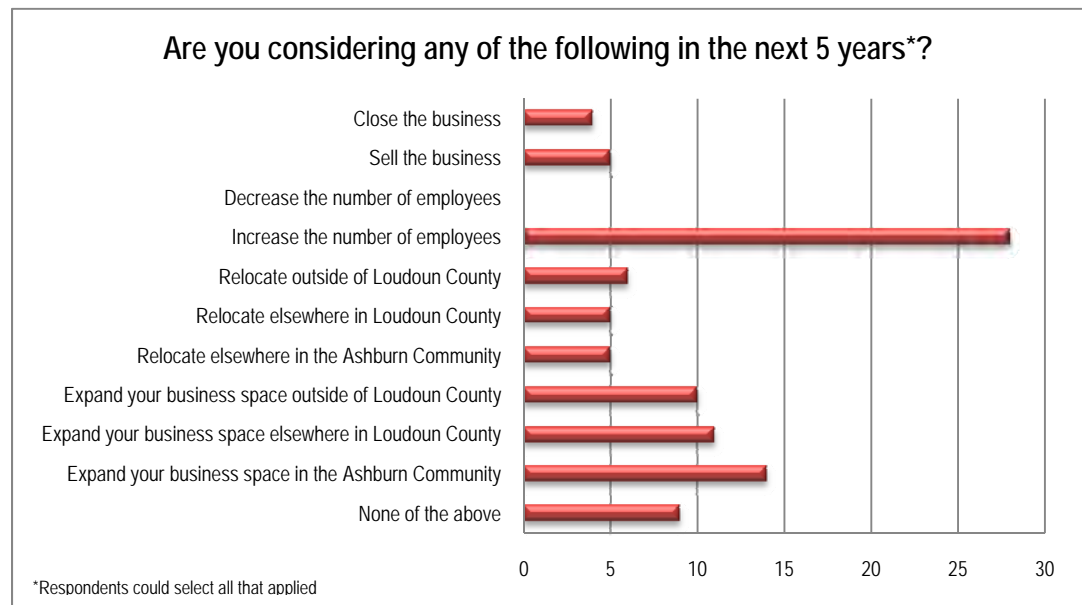
"Loudoun businesses cannot survive due to the high commercial rental rates and competition from the big box stores that put the small mom and pop businesses out of business."

"It is a well known and respected area, so good 'word of mouth' for our location."

"Attract more Federal and private jobs to the County."

When asked about their satisfaction with the Ashburn Community, most of the business respondents indicated that Ashburn was a "good" or "excellent" place to do business and 68.7% indicated that they were "somewhat likely" or "very likely" to locate in Ashburn if they were opening a new business today. This mirrors the general satisfaction with the Community seen in the residential survey responses.

A majority of the respondents indicated that they are planning to increase their number of employees within the next 5 years and/or expand their businesses.



When asked to identify those factors that are very important to the success of their business in the Ashburn Community, some of the most important factors were:

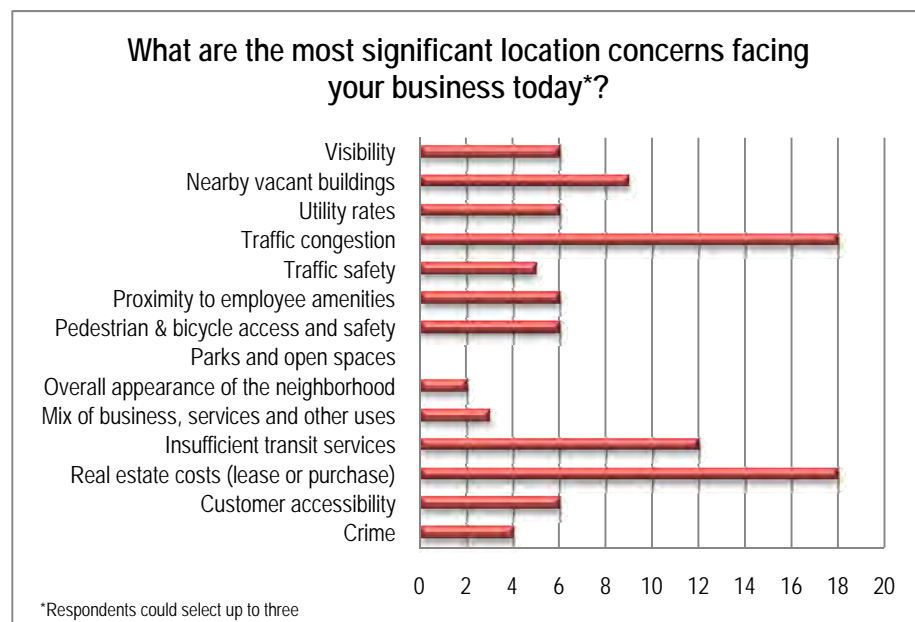
- Access to markets and customers
- Business-friendly environment
- Cost of Doing Business (including taxes)
- Quality of life for employees and quality of schools
- Transportation system

Most of the respondents indicated that the cost of doing business, the cost of living for employees, the taxes and the transportation system were all concerns that made Ashburn less attractive to employers. These concerns mirror many of the concerns cited in the Quality of Life portion of the residential survey.

"Attract businesses and services that meet our needs without having to drive to Sterling or Leesburg."

Business respondents suggested that the Board of Supervisors should focus resources on improving the transportation system, lowering business fees, and promoting Loudoun as a business location. Transportation concerns, including lack of access to public transportation, featured prominently as a trend in business survey responses, similar to the residential survey responses. Like residents, business respondents also indicated that real estate costs and traffic congestion were the most significant location concerns facing their businesses today.

"We have no access to broadband which is a HUGE problem."



Given the volume of surrounding residential neighborhoods and the number of "in community" commercial/retail areas, it is not surprising that "proximity to Ashburn neighborhoods" and "proximity to nearby communities" were the two most positive physical aspects of having a business in Ashburn identified in the survey. While there were no specific questions related to business activity included in the residential survey, the variety and availability of retail, entertainment and restaurant businesses within the Community was mentioned in response to the Quality of Life questions.

"It is not a matter of building more shopping centers but attracting businesses to the ones we already have."

Attachment 1

Residential Survey Questions and Results*

*Responses to questions 11, 19, 23, 31, 33, 34, and 41 were received in written form. Copies of the written responses are available in the Loudoun County Planning Department, 1 Harrison Street SE, Leesburg, VA 20177.




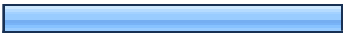









Ashburn Community Outreach Project Resident Survey










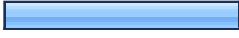






1. If asked by a friend who is thinking of moving to your neighborhood, how would you rate your level of satisfaction about the following?

	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	Response Count
Community events and activities	23.6% (392)	44.8% (744)	24.6% (408)	6.0% (99)	1.0% (16)	1,659
Cost of living	3.9% (65)	30.1% (502)	32.8% (547)	27.3% (455)	6.0% (100)	1,669
Crime rate	21.4% (356)	49.6% (826)	18.4% (306)	9.5% (158)	1.2% (20)	1,666
Cultural diversity	21.6% (361)	49.3% (823)	23.1% (386)	4.8% (81)	1.2% (20)	1,671
Employment opportunities	9.1% (151)	33.1% (550)	37.9% (630)	16.3% (272)	3.7% (61)	1,664
Housing affordability	4.2% (70)	27.0% (451)	33.3% (557)	27.6% (462)	7.8% (131)	1,671
Medical Facilities	27.3% (457)	48.9% (818)	14.9% (249)	7.2% (121)	1.6% (27)	1,672
Natural environment/open space	22.3% (373)	48.1% (803)	12.9% (216)	13.2% (220)	3.5% (58)	1,670
Neighborhood design (size, aesthetics, amenities)	27.1% (452)	47.5% (793)	14.4% (241)	8.4% (141)	2.5% (42)	1,669
Parks and recreation	22.4% (375)	46.3% (773)	16.0% (268)	12.2% (204)	3.1% (51)	1,671
Proximity to rural areas	22.8% (380)	51.1% (851)	19.9% (332)	4.8% (80)	1.3% (22)	1,665
Proximity to work	15.4% (256)	34.6% (574)	26.4% (439)	17.2% (285)	6.4% (106)	1,660
Public Safety	20.3% (338)	57.2% (952)	15.9% (265)	5.1% (84)	1.4% (24)	1,663
Quality of roads/condition of roads	15.0% (251)	44.6% (744)	15.3% (256)	17.6% (294)	7.5% (125)	1,670
Quality of schools	35.1% (585)	38.9% (647)	20.8% (346)	4.0% (67)	1.2% (20)	1,665
Shopping/retail opportunities	24.3% (405)	47.3% (789)	16.3% (272)	10.1% (169)	2.0% (34)	1,669
Taxes	2.0% (33)	21.9% (365)	37.7% (628)	26.5% (442)	11.9% (198)	1,666
answered question						1,678
skipped question						6

2. From the following list, what are you most concerned about in terms of the Ashburn Community's future: (Please select all that apply)

		Response Percent	Response Count
Diminishing quality of roads		29.6%	494
Environmental protection		18.5%	309
Increasing crime/safety		37.7%	630
Increasing commute time to work		50.6%	846
Increasing traffic congestion		82.9%	1,385
Lack of sports facilities		15.6%	261
Lack of open space & natural areas		27.3%	456
Loss of historic buildings & features		19.2%	320
Maintaining community		20.5%	343
Property taxes		49.9%	833
Rising home costs		24.1%	402
School issues (buildings, overcrowding, etc.)		39.6%	661
Stringent building/zoning regulations		7.8%	130
Other (please specify)			240
answered question			1,671
skipped question			13


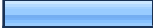




3. Recognizing the Loudoun County Board of Supervisors has limited resources, where should it focus those resources over the next few years? (Please select three (3) only)

		Response Percent	Response Count
Encouraging more business/employment opportunities		38.3%	640
Encouraging more cultural/entertainment opportunities		11.4%	191
Expanding shopping/retail opportunities		9.9%	165
Fighting crime		26.7%	446
Improving roads/condition of roads		41.0%	686
Improving schools		31.9%	533
Increasing public safety/emergency services		10.8%	181
Lowering Taxes		35.0%	586
Maintaining neighborhoods (aesthetics, amenities)		18.8%	314
Protecting the natural environment/open space		24.7%	413
Providing/improving parks and recreational facilities		18.6%	312
Providing greater access to alternative transportation options (bus, rail)		42.0%	702
Providing more affordable housing		8.9%	149
Sponsoring community events and activities		6.5%	108
Other (please specify)			160
		answered question	1,673
		skipped question	11

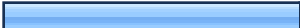



4. For each category below, where do you most frequently go for the following?

	Ashburn Community	Eastern Loudoun	Leesburg	Outside the County	Not applicable	Response Count
Restaurants	61.9% (1,033)	21.7% (362)	5.5% (92)	10.2% (170)	0.7% (11)	1,668
Nightclubs/Bars	16.4% (269)	4.4% (72)	3.0% (50)	31.0% (509)	45.2% (743)	1,643
Clothes/Apparel	6.6% (109)	50.6% (841)	22.1% (368)	20.0% (333)	0.7% (12)	1,663
Comedy clubs	1.0% (17)	0.6% (9)	2.1% (34)	31.4% (513)	65.0% (1,063)	1,636
Convenience Items	80.7% (1,338)	11.5% (190)	4.5% (75)	2.1% (34)	1.2% (20)	1,657
Furniture	8.2% (135)	45.6% (750)	3.9% (64)	32.3% (532)	10.0% (165)	1,646
Groceries	76.8% (1,280)	12.7% (212)	8.2% (137)	2.1% (35)	0.2% (3)	1,667
Movie theaters	63.5% (1,058)	21.4% (357)	4.1% (68)	5.5% (91)	5.5% (91)	1,665
Museums	0.5% (8)	1.5% (25)	0.8% (13)	86.5% (1,427)	10.7% (177)	1,650
Performance theaters	1.5% (25)	1.5% (24)	1.2% (19)	65.2% (1,063)	30.7% (500)	1,631
Personal services (ex: salon, dry-cleaning)	72.9% (1,208)	12.3% (203)	3.6% (60)	9.1% (150)	2.2% (36)	1,657
Professional/semi-professional sports	6.4% (105)	2.4% (40)	0.4% (7)	63.4% (1,036)	27.3% (445)	1,633
Professional services (ex: lawyers, accountants, medical)	40.2% (665)	16.3% (270)	11.3% (187)	27.3% (451)	4.9% (81)	1,654
Public parks	51.4% (849)	14.6% (241)	6.5% (108)	20.3% (336)	7.1% (118)	1,652
answered question						1,677
skipped question						7

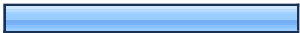

















5. Which of the following would you like to see more of in the Ashburn Community? (Please select all that apply)

		Response Percent	Response Count
Entertainment and Cultural Establishments (ex: theatres, museums, nightclubs, etc)		44.2%	681
Dog Parks		22.1%	341
Open Space and Natural Areas		48.2%	742
Professional Services (ex: lawyers, accountants, medical, etc.)		12.2%	188
Recreation Facilities (ex: parks, swimming pools, skate parks, etc.)		43.7%	673
Retail Establishments		32.2%	496
	Other (please specify)		176
answered question			1,540
skipped question			144

















6. What are your chances of living in the Ashburn Community five years from now?

		Response Percent	Response Count
Excellent		44.5%	725
Good		35.8%	583
Fair		13.5%	220
Poor		6.2%	101
answered question			1,629
skipped question			55






7. If you are considering moving out of the Ashburn Community, what are some of your reasons?(Please select up to three (3) only)

		Response Percent	Response Count
I am not considering moving		44.0%	620
Better job opportunities		10.4%	146
Cost of living		28.0%	395
Crime/Safety		3.2%	45
Downsizing my home		9.8%	138
Lack of affordable housing		9.0%	127
Lack of entertainment/nightlife		4.0%	57
Lack of medical facilities		1.3%	18
Lack of public transportation		9.6%	135
Lack of recreation		3.3%	46
Moving closer to my current job		10.0%	141
Moving closer to my family		5.2%	73
Need more space/land		12.8%	180
Personal finances		4.8%	68
Retiring		7.0%	98
Schools		4.5%	64
Taxes		13.2%	186
Too much traffic congestion		32.1%	452
	Other (please specify)		103
answered question			1,410
skipped question			274







8. If you are not considering relocating, what overall factors have influenced your decision to remain in the Ashburn Community? (Please select up to three (3) only)

		Response Percent	Response Count
I am considering moving		12.7%	171
Access to public transportation		2.2%	30
Affordable housing		5.4%	73
Family considerations		35.0%	471
I don't have enough equity to sell my home		16.5%	222
I live close to my current job		25.3%	340
Job opportunities		7.4%	100
Low crime rate		17.0%	228
Market timing is not right to sell my home		21.9%	295
Proximity to medical facilities		8.9%	119
Proximity to rural areas		7.8%	105
Proximity to the D.C. metro area		17.1%	230
Quality of community		42.9%	577
Quality of County services		5.9%	79
Quality of recreation and entertainment options		5.4%	73
Schools		35.0%	470
Other (please specify)			56
answered question			1,344
skipped question			340

9. How satisfied are you with the overall road network (roads, streets, parkways, etc.) within the Ashburn Community?

		Response Percent	Response Count
Very Satisfied		10.2%	165
Satisfied		39.9%	648
Neutral		17.4%	282
Dissatisfied		21.4%	347
Very Dissatisfied		11.3%	183
		answered question	1,625
		skipped question	59





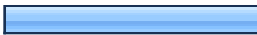








10. Recognizing that the Loudoun County Board of Supervisors has limited resources, where should it focus those transportation resources over the next few years? (Please select up to three (3) only)

		Response Percent	Response Count
Improving pedestrian walkways and bikeways		38.3%	608
Improving or building roads		59.6%	946
Providing or improving commuter bus service		25.8%	410
Providing or improving local bus service		18.1%	288
Providing rail transit service		47.9%	761
I don't think the Board should focus resources on transportation		6.2%	99
Other (please specify)			189
		answered question	1,588
		skipped question	96










11. What intersections or corridors in the Ashburn Community are in most need of improvement? (Please specify)

	Response Count
	1,170
answered question	1,170
skipped question	514

12. Where do you work?

		Response Percent	Response Count
Ashburn Community		12.7%	206
Alexandria City		0.4%	7
Arlington Co.		4.2%	68
Elsewhere in Loudoun Co.		13.1%	212
Fairfax Co. (includes Fairfax & Falls Church)		37.9%	614
Frederick Co. (MD)		0.2%	3
Montgomery Co. (includes Gaithersburg, Rockville, Takoma Park)		2.6%	42
Prince William Co. (includes Manassas & Manassas Park)		0.7%	12
Washington D.C.		9.0%	146
Other city or county in the metro D.C. area		2.0%	32
A city or county outside the metro D.C. area		0.6%	9
I work at home		7.4%	119
I don't work		9.1%	148
answered question			1,618
skipped question			66

13. How do you primarily travel to work?

		Response Percent	Response Count
Bike		0.2%	3
Bus		3.5%	56
Rail		0.2%	3
In a car pool		3.4%	55
Personal car		72.5%	1,167
Walk		0.3%	5
Combination of modes		3.5%	57
I work at home		7.5%	120
I don't work		8.9%	144

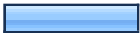











Other (please specify) 55

answered question	1,610
skipped question	74



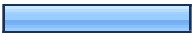

14. Would you consider other public modes of transportation, like bus or rail, to get to work in the future if:

	Yes	No	Maybe	Response Count
I didn't have to wait long	68.2% (893)	20.8% (273)	11.0% (144)	1,310
It were closer to my destination	66.3% (830)	21.7% (272)	12.0% (150)	1,252
It were closer to my home	68.4% (896)	20.7% (271)	10.9% (143)	1,310
It were less expensive than driving	67.4% (877)	19.9% (259)	12.7% (165)	1,301
It were safer	52.5% (575)	28.4% (311)	19.2% (210)	1,096
Other (please specify)				144
answered question				1,429
skipped question				255







**15. What destinations in and around the Ashburn Community do you get to by bike or foot?
(Please select all that apply)**

		Response Percent	Response Count
Businesses/shopping		19.8%	311
Grocery store		31.4%	493
Library		9.0%	142
Nearby trails (Ex: W&OD)		38.6%	606
Parks		31.3%	491
Place of worship		2.0%	31
Post Office		1.3%	21
Rail (Metro)		0.6%	9
Schools		18.3%	288
Transit Stops		1.4%	22
Workplace		2.4%	37
None of the above		35.9%	564
Other (please specify)			109
answered question			1,570
skipped question			114

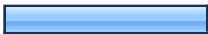








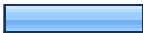

16. How do you rate the current conditions for walking in the Ashburn Community?

		Response Percent	Response Count
Excellent		13.7%	219
Good		46.0%	734
Fair		27.9%	444
Poor		12.4%	197
answered question			1,594
skipped question			90

17. For what purposes do you currently walk or would you walk for in the future? (Please select all that apply)

		Response Percent	Response Count
Commuting to work or school		15.3%	239
Fitness and/or recreation		84.3%	1,317
Getting to local destinations (park, grocery store, post office, library, etc.)		52.1%	814
Social activities		31.4%	491
With children		53.3%	832
Walking the dog		41.1%	642
Other (please specify)			38
answered question			1,562
skipped question			122





**18. What factors discourage you from walking in and around the Ashburn Community?
(Please select all that apply)**

		Response Percent	Response Count
Aggressive motorist behavior		30.4%	434
Automobile traffic and speed		37.0%	529
Criminal activity		12.2%	175
Distance to commercial/park/civic destinations		42.6%	609
Lack of interest		6.5%	93
Lack of pedestrian facilities for those with disabilities		2.2%	32
Lack of safe crossings at intersections		41.3%	590
Lack of sidewalks or paved trails		41.4%	592
Lack of time		22.0%	315
Level of street lighting		20.5%	293
Sidewalks in need of repair		6.8%	97
Other (please specify)			127
		answered question	1,429
		skipped question	255

19. Optional: List specific locations of any barriers or obstacles to pedestrian travel in and around the Ashburn Community

	Response Count
	387
answered question	387
skipped question	1,297




















20. How do you rate the current conditions for bicycling in the Ashburn Community?

		Response Percent	Response Count
Excellent		10.4%	156
Good		47.3%	711
Fair		32.5%	489
Poor		9.8%	147
	answered question		1,503
	skipped question		181

21. For what purposes do you currently bike or would you bike for in the future? (Please select all that apply)

		Response Percent	Response Count
Fitness and/or recreation		88.9%	1,179
Commuting to work or school		16.7%	222
Getting to local destinations (park, grocery store, post office, library, etc.)		37.9%	502
Social activities		24.1%	319
With children		52.0%	690
Other (please specify)			64
		answered question	1,326
		skipped question	358

22. What factors discourage you from bicycling in and around the Ashburn Community? (Please select all that apply)






		Response Percent	Response Count
Criminal activity		8.8%	120
Crossing busy roads		54.0%	737
Distance to commercial/park/civic destinations		15.9%	217
High-speed automobile traffic		40.6%	555
Inadequate shoulder width		41.2%	563
Inconsiderate motorists		31.2%	426
Lack of bicycle lanes		50.5%	690
Lack of bicycle parking at destinations throughout Ashburn		24.5%	334
Lack of interest		11.3%	155
Lack of off-street paved trails		21.2%	289
Lack of showers and/or lockers at workplace		7.8%	107
Lack of time		16.4%	224
Level of street lighting		9.7%	132
Loose gravel/potholes/debris on road		10.5%	143
Narrow lanes		16.3%	222
No road cycling education courses available		2.1%	29
Other modes of travel are safer or more comfortable		16.4%	224
Physical ability		4.0%	54
Traffic volume		26.6%	364

Weather		10.9%	149
Other (please specify)			82
answered question			1,366
skipped question			318





23. (Optional) List specific obstacles or barriers to bicycle travel in and around the Ashburn Community

	Response Count
	189
answered question	189
skipped question	1,495

24. Which option below best describes you? (Please select all that apply)







		Response Percent	Response Count
I live in Ashburn and rent my home		6.0%	94
I live in Ashburn and own my home		91.0%	1,423
I own property in Ashburn but live elsewhere		0.6%	9
I live elsewhere in the County		2.8%	43
I live outside the County		0.1%	2
Other (please specify)			37
answered question			1,563
skipped question			121

25. What type of home do you rent or own in the Ashburn Community?

		Response Percent	Response Count
Single-Family Detached House		60.9%	939
Duplex		1.1%	17
Townhouse		29.0%	447
Apartment or Condo		9.1%	140
Other (please specify)			29

answered question	1,543
skipped question	141

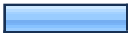






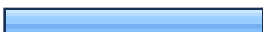
26. How long have you rented or owned property in the Ashburn Community?

		Response Percent	Response Count
Less than 1 year		5.0%	78
1 to 2 years		10.6%	166
3 to 4 years		14.5%	226
5 to 10 years		40.0%	625
11 to 14 years		17.7%	277
15 years or more		12.1%	189
answered question			1,561
skipped question			123











27. Please tell us if you agree or disagree with the following statements:

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree	Response Count
People in your neighborhood keep their homes safe and in good condition	43.4% (686)	50.2% (793)	2.0% (31)	4.0% (63)	0.4% (6)	1,579
County programs are needed to help residents purchase, rent, or rehabilitate homes in the Ashburn Community	5.5% (86)	14.9% (234)	37.8% (593)	26.2% (411)	15.7% (246)	1,570
There is currently a wide range of housing choices within the Ashburn Community	19.7% (308)	52.5% (822)	14.4% (225)	11.4% (178)	2.1% (33)	1,566
answered question						1,582
skipped question						102

28. In the next ten years, what type of housing would you like to see more of in the Ashburn Community? (Please select all that apply)

		Response Percent	Response Count
Affordable Housing		18.2%	269
Age-Restricted Active Adult (Independent Living)		15.9%	235
Age-Restricted Assisted Living		10.4%	154
Apartments/Condos		6.1%	90
Duplexes		4.1%	61
Single-Family Homes		37.3%	553
Townhomes		10.4%	154
None of the above		38.9%	576
Other (please specify)			230
		answered question	1,481
		skipped question	203

29. Of the following Loudoun County facilities, which do you most frequent? (Please select up to three (3) only)

		Response Percent	Response Count
Animal Shelter		4.2%	61
Community Center		8.2%	120
Government Offices		18.7%	272
Health Clinic		4.9%	72
Library		71.8%	1,047
Park		65.5%	955
Park-and-Ride Lot		10.2%	148
Recreation Center		19.7%	287
Recycling Drop-Off Center		7.1%	103
Senior Center		3.2%	46
Other (please specify)			52
		answered question	1,458
		skipped question	226

30. Of the Loudoun County facilities you frequent, how satisfied are you with the overall quality and condition of the facilities?

	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied	I do not frequent this facility	Response Count
Animal Shelter	5.3% (61)	7.0% (81)	6.1% (70)	1.1% (13)	0.2% (2)	80.6% (928)	1,151
Community Center	5.4% (62)	13.3% (154)	7.3% (85)	1.6% (18)	0.5% (6)	72.7% (841)	1,157
Government Offices	9.1% (110)	23.8% (287)	11.6% (140)	2.0% (24)	0.5% (6)	53.3% (643)	1,206
Health Clinic	2.6% (29)	9.1% (102)	6.5% (73)	1.0% (11)	0.2% (2)	81.0% (907)	1,120
Library	38.5% (541)	37.4% (525)	5.9% (83)	2.3% (32)	0.4% (5)	16.1% (226)	1,405
Park	23.9% (322)	47.2% (637)	9.1% (123)	3.3% (45)	0.6% (8)	16.3% (220)	1,350
Park-and-Ride Lot	3.7% (42)	11.1% (125)	7.3% (82)	2.4% (27)	0.4% (4)	75.6% (854)	1,130
Recreation Center	10.1% (119)	20.5% (241)	8.4% (99)	1.8% (21)	0.5% (6)	59.1% (694)	1,174
Recycling Drop-Off Center	3.8% (43)	7.9% (89)	7.6% (86)	1.6% (18)	0.4% (5)	78.9% (892)	1,130
Senior Center	2.7% (30)	2.7% (30)	5.3% (58)	0.5% (6)	0.2% (2)	88.7% (977)	1,102











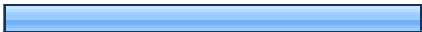






Other (please specify) 35

answered question	1,511
skipped question	173

31. If you answered dissatisfied or very dissatisfied with any of the Loudoun County facilities you frequent, please explain:

		Response Count
		176
answered question		176
skipped question		1,508

32. Of the following Loudoun County facilities, which would you like to see more of in the Ashburn Community? (Please select all that apply)

		Response Percent	Response Count
Animal Shelter		10.4%	143
Community Center		20.9%	288
Developmental Services Residential Facility		2.1%	29
Fire/Rescue Station		10.4%	143
Government Offices		5.2%	71
Health Clinic		5.1%	70
Library		20.0%	275
Mental Health Residential Facility		2.5%	34
Park-and-Ride Lot		18.2%	250
Parks, active (Ex: Athletic fields including baseball, softball, and soccer)		35.3%	486
Parks, passive (Ex: Nature preserves, hiking trails, etc.)		62.5%	860
Recreation Center		32.1%	442
Recycling Drop-Off Center		19.1%	262
Respite Center		3.0%	41
Senior Center		7.9%	109
Sheriff Station		18.5%	254
Teen Center		27.9%	383
Other (please specify)			81
answered question			1,375
skipped question			309



33. Please identify the closest road intersection to your home or property:

	Response Count
	1,520
answered question	1,520
skipped question	164

34. Which neighborhood in the Ashburn Community do you most identify with?

	Response Count
	1,492
answered question	1,492
skipped question	192

35. What is your gender?

		Response Percent	Response Count
Female		55.1%	852
Male		44.9%	694
	answered question		1,546
	skipped question		138



36. What age range do you fall into?

		Response Percent	Response Count
Under age 18		0.1%	2
18 to 24		0.7%	11
25 to 34		16.3%	253
35 to 44		37.5%	582
45 to 54		27.0%	418
55 to 64		11.4%	177
65 to 74		4.6%	72
75 or older		2.3%	35
answered question			1,550
skipped question			134



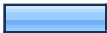

37. Which of the following best describes your racial identity?

		Response Percent	Response Count
White/Caucasian		84.2%	1,261
Black/African-American		2.9%	43
Asian		10.2%	152
Two or more races		2.7%	41
Other (please specify)			37
answered question			1,497
skipped question			187

38. Do you consider yourself to be Hispanic or Latino?

		Response Percent	Response Count
Yes		3.3%	50
No		96.7%	1,447
answered question			1,497
skipped question			187

39. How many people (including yourself) live in your home?

		Response Percent	Response Count
1 or 2		32.4%	502
3 or 4		52.0%	807
5 or 6		14.8%	229
More than 6		0.8%	13
answered question			1,551
skipped question			133





40. How many children live in your home? (If you do not have children in your home, skip to question 4 below)

	None	One	Two	Three	Four	More than Four	Response Count
Under age 5	59.0% (561)	26.4% (251)	13.6% (129)	1.2% (11)	0.1% (1)	0.0% (0)	951
Age 5 to 12	46.4% (491)	29.5% (312)	20.1% (213)	3.4% (36)	0.6% (6)	0.1% (1)	1,058
Age 13 to 19	60.1% (548)	22.5% (205)	14.1% (129)	3.0% (27)	0.3% (3)	0.0% (0)	912
answered question							1,388
skipped question							296










41. How many school-aged children in your household attend Loudoun County Public Schools?

	Response Count
	1,121
answered question	1,121
skipped question	563



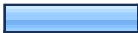


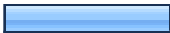





42. What is your employment status? (Please select all that apply)

		Response Percent	Response Count
Full-time		77.0%	1,189
Part-time		6.7%	104
Not employed		12.9%	200
Self-employed		5.4%	84
answered question			1,545
skipped question			139









43. In 2010, what was your household's estimated total income before taxes?

		Response Percent	Response Count
Less than \$15,000		0.4%	6
\$15,000 to \$24,999		0.4%	5
\$25,000 to \$49,999		3.0%	41
\$50,000 to \$74,999		6.5%	90
\$75,000 to \$99,999		10.1%	140
\$100,000 to \$124,999		17.2%	238
\$125,000 to \$149,999		16.6%	230
\$150,000 to \$199,999		21.2%	293
\$200,000 or more		24.6%	341
answered question			1,384
skipped question			300

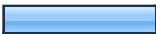

44. How involved are you in local civic or government affairs? (Please select all that apply)

		Response Percent	Response Count
I attend local government meetings		12.4%	190
I attend School Board meetings		9.4%	143
I attend Parent Teacher Association meetings		19.8%	302
I attend HOA meetings		30.7%	469
I watch webcasts or broadcasts of local government meetings		12.2%	186
I follow these groups on twitter, facebook, or other social media sites		24.6%	376
I read local newsletters		65.2%	997
I read local newspapers		85.5%	1,308
I read and/or participate in community websites or blogs (ex: HOA forums)		35.8%	548
I am not involved in any of the above but would like to be		5.3%	81
I do not want to be involved in Loudoun County or Ashburn Community issues.		2.9%	45
Other (please specify)			69
		answered question	1,529
		skipped question	155

45. In what ways are you involved in your local community? (Please select all that apply)

		Response Percent	Response Count
I attend community group meetings (ex: Lions Club, Rotary Club)		6.8%	93
I volunteer at my child's school		39.5%	544
I attend events in the Ashburn Community (ex: sports, music, theatre)		48.7%	670
I'm active with my local house of worship		31.6%	435
I volunteer with youth sports leagues		23.3%	321
I'm active with other local groups (please specify below)		16.7%	230
I am not involved in any of the above but would like to be		13.9%	192
I do not want to be involved.		8.7%	120
Other (please specify)			282
answered question			1,377
skipped question			307

46. Prior to receiving this survey, had you expressed your opinion to county officials about problems/projects in the Ashburn Community during the past year?

		Response Percent	Response Count
Yes		22.6%	351
No		77.4%	1,204
		answered question	1,555
		skipped question	129

47. If you would like to stay involved in the Ashburn Community Outreach effort and be notified of meetings or the availability of new information, please provide your e-mail address below

		Response Count
		561
answered question		561
skipped question		1,123

Attachment 2

Business Survey Questions and Results*

*Responses to questions 4 and 12 were received in written form. Copies of the written responses are available in the Loudoun County Planning Department, 1 Harrison Street SE, Leesburg, VA 20177.

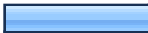



Ashburn Community Outreach Project Business Survey



1. Which of the following best describes your industry?




		Response Percent	Response Count
Accommodation and Food Services		0.0%	0
Construction		5.8%	3
Defense/Aerospace		0.0%	0
Educational Services		0.0%	0
Entertainment and Recreation		5.8%	3
Finance/Insurance/Real Estate		21.2%	11
Health Care/Life Science		9.6%	5
Information/Technology		7.7%	4
Manufacturing		0.0%	0
Mining and Quarrying		0.0%	0
Professional and Technical Services		26.9%	14
Retail		19.2%	10
Transportation and Logistics		1.9%	1
Utilities		0.0%	0
Warehousing		0.0%	0
Wholesale		1.9%	1
answered question			52
skipped question			0

2. Which of the following best describes your business?

		Response Percent	Response Count
Branch Location		21.3%	10
Franchise		14.9%	7
Headquarters		38.3%	18
Home-based		25.5%	12
Other (please specify)			6

answered question	47
skipped question	5

3. Which option best describes your relationship to the business?








		Response Percent	Response Count
Employee		5.9%	3
Manager		19.6%	10
Owner		74.5%	38
Other (please specify)			1

answered question	51
skipped question	1



4. Please identify the closest road intersection to the business:

	Response Count
	50
answered question	50
skipped question	2










5. How many people are employed at your location in the Ashburn Community

		Response Percent	Response Count
1-5		53.8%	28
6-10		11.5%	6
11-20		17.3%	9
21-50		5.8%	3
51-100		5.8%	3
101-250		0.0%	0
251-500		3.8%	2
More than 500		1.9%	1
	answered question		52
	skipped question		0







6. Does your business lease or own the building where the business is located?

		Response Percent	Response Count
Own		42.9%	21
Lease		57.1%	28
answered question			49
skipped question			3










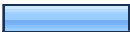
7. How much physical space does the business occupy?

		Response Percent	Response Count
Less than 5,000 square feet		55.8%	29
5,001 – 10,000 square feet		7.7%	4
10,001 – 25,000		3.8%	2
25,001 - 50,000		3.8%	2
50,001 - 75,000		1.9%	1
75,001 - 100,000		0.0%	0
100,001 - 250,000		1.9%	1
250,001 square feet or more		5.8%	3
My business is located in my home		17.3%	9
I don't know		1.9%	1
answered question			52
skipped question			0




8. How long has your business operated in the Ashburn Community?

		Response Percent	Response Count
Less than 1 year		9.8%	5
1 – 5 years		47.1%	24
6 – 10 years		35.3%	18
11 – 20 years		3.9%	2
21 – 30 years		2.0%	1
31 – 50 years		2.0%	1
50+ years		0.0%	0
answered question			51
skipped question			1





9. Are you considering any of the following actions within the next 5 years? (Please select all that apply)

		Response Percent	Response Count
Expand your business space in the Ashburn Community		28.6%	14
Expand your business space elsewhere in Loudoun County		22.4%	11
Expand your business space outside of Loudoun County		20.4%	10
Relocate elsewhere in the Ashburn Community		10.2%	5
Relocate elsewhere in Loudoun County		10.2%	5
Relocate outside of Loudoun County		12.2%	6
Increase the number of employees		57.1%	28
Decrease the number of employees		0.0%	0
Sell the business		10.2%	5
Close the business		8.2%	4
None of the above		18.4%	9
Other (please specify)			1
answered question			49
skipped question			3

10. Is your business a member of any of the following? (Please select all the apply)

		Response Percent	Response Count
Business Property Owners Association (please specify below)		15.4%	4
Loudoun County Chamber of Commerce		88.5%	23
Local Trade/Industry Organization (please specify below)		34.6%	9
	Other (please specify)		11
answered question			26
skipped question			26

11. How do you rate the Ashburn Community as a place to do business?

		Response Percent	Response Count
Excellent		20.0%	10
Good		40.0%	20
Average		34.0%	17
Poor		6.0%	3
Very Poor		0.0%	0
answered question			50
skipped question			2

12. If you answered "poor" or "very poor" please tell us why:












	Response Count
	4
answered question	4
skipped question	48

13. How important are the following factors to the success of your business in the Ashburn Community?










	Very important	Important	Neutral	Not important	Response Count
Access to fiber optic infrastructure	54.2% (26)	18.8% (9)	22.9% (11)	4.2% (2)	48
Access to markets and customers	74.0% (37)	20.0% (10)	4.0% (2)	2.0% (1)	50
Access to suppliers	12.5% (6)	37.5% (18)	33.3% (16)	16.7% (8)	48
Affordable housing	25.0% (12)	22.9% (11)	35.4% (17)	16.7% (8)	48
Availability of land	6.3% (3)	20.8% (10)	43.8% (21)	29.2% (14)	48
Availability of space for lease or purchase	14.6% (7)	39.6% (19)	25.0% (12)	20.8% (10)	48
Business friendly environment	73.5% (36)	22.4% (11)	2.0% (1)	2.0% (1)	49
Community safety	64.6% (31)	29.2% (14)	0.0% (0)	6.3% (3)	48
Conference and meeting spaces	8.3% (4)	25.0% (12)	37.5% (18)	29.2% (14)	48
Cost of doing business	70.8% (34)	22.9% (11)	4.2% (2)	2.1% (1)	48
Higher education resources	12.5% (6)	31.3% (15)	39.6% (19)	16.7% (8)	48
Public Transportation	31.9% (15)	21.3% (10)	34.0% (16)	12.8% (6)	47
Planning and permitting process	28.6% (14)	30.6% (15)	26.5% (13)	14.3% (7)	49
Proximity to international airport	22.9% (11)	16.7% (8)	27.1% (13)	33.3% (16)	48
Quality of life for employees	49.0% (24)	40.8% (20)	8.2% (4)	2.0% (1)	49

Quality of K-12 schools	36.7% (18)	34.7% (17)	16.3% (8)	12.2% (6)	49
Skilled/Educated Workforce	51.0% (25)	36.7% (18)	10.2% (5)	2.0% (1)	49
Taxes	70.0% (35)	24.0% (12)	6.0% (3)	0.0% (0)	50
Transportations system (roads, connections, intersections, etc)	61.2% (30)	28.6% (14)	6.1% (3)	4.1% (2)	49
Utility costs	42.9% (21)	42.9% (21)	12.2% (6)	2.0% (1)	49
Variety of amenities (ex: Hotels, restaurants, etc.)	16.7% (8)	37.5% (18)	39.6% (19)	6.3% (3)	48
answered question					50
skipped question					2





**14. What are the issues that make the Ashburn Community less attractive to employers?
(Please select all that apply)**

		Response Percent	Response Count
Access to markets and customers		10.4%	5
Access to suppliers		4.2%	2
Availability of land		0.0%	0
Availability of workforce		8.3%	4
Conference and meeting spaces		6.3%	3
Cost of doing business		56.3%	27
Cost of living for employees		50.0%	24
Higher education resources		0.0%	0
Incentives		10.4%	5
Quality of K-12 schools		0.0%	0
Taxes		45.8%	22
Transportation system		39.6%	19
Variety of amenities (ex: Hotels, restaurants, etc.)		10.4%	5
There are no issues with the Ashburn Community		12.5%	6
Other (please specify)			5
answered question			48
skipped question			4












15. Recognizing that the Loudoun County Board of Supervisors has limited resources, where should it focus those resources for business development over the next few years? (Please select up to three (3) only)

		Response Percent	Response Count
Improve efficiency of planning and permitting processes		34.0%	16
Improve community safety		2.1%	1
Improve public transportation		38.3%	18
Improve transportation system (roads, connections, intersections, etc.)		57.4%	27
Lower business taxes and fees		51.1%	24
Modify development regulations (ex: zoning, environmental, etc.)		12.8%	6
Offer more business assistance services		19.1%	9
Promote Loudoun as a business location		51.1%	24
Provide affordable housing		14.9%	7
Other (please specify)			1
answered question			47
skipped question			5

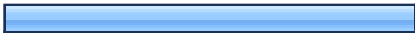




16. How would you characterize your current business activity level (i.e. last 12 months of operation)?

		Response Percent	Response Count
Business is rapidly growing, increasing		10.4%	5
Declining business activity (fewer clients, fewer sales, less income)		18.8%	9
Holding your own (same level of business, fairly steady)		27.1%	13
Business is moderately growing, increasing		43.8%	21
Other (please specify)			1
		answered question	48
		skipped question	4




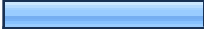









17. What are the most significant operational issues facing your business today? (Please select up to three (3) only)

		Response Percent	Response Count
Ability to expand our facility		2.1%	1
Business costs		45.8%	22
Current state of the economy		56.3%	27
Decreased sales		20.8%	10
Employee retention		12.5%	6
Employee health insurance		29.2%	14
Financing		6.3%	3
Government regulation		20.8%	10
Increased competition		10.4%	5
Taxes		33.3%	16
None of the above		6.3%	3
Other (please specify)			3
answered question			48
skipped question			4











18. What infrastructure concerns do you have? (Please select all that apply)

		Response Percent	Response Count
Access to public transportation		61.8%	21
Customers and employees can't walk or bike to my business		20.6%	7
Parking		5.9%	2
Streets/building access		20.6%	7
Utilities/telecommunications		29.4%	10
Other (please specify)			6
answered question			34
skipped question			18














19. Does your business currently employ any of the following environmentally sensitive business practices? (Please select all that apply)

		Response Percent	Response Count
Energy efficient lighting/heating		62.2%	23
Energy efficient water usage		35.1%	13
Telecommuting/flex-time policy		37.8%	14
Green technology		29.7%	11
Monitor energy usage on an annual basis		37.8%	14
Participate in the Loudoun County Green Business Challenge		16.2%	6
Provide a transit benefit program (public transportation, walking, or biking)		13.5%	5
Provide shower/lockers in office for bike commuters		18.9%	7
Purchase local products and supplies		51.4%	19
Recycling/waste reduction policy		64.9%	24
Sustainable landscaping strategies (drip irrigation, drought resistant plants, bio-swales, rain gardens, etc)		13.5%	5
Energy efficient equipment/appliances		51.4%	19
Reclaimed or non-potable water system		5.4%	2
Other (please specify)			2
answered question			37
skipped question			15

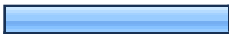



**20. What are the most positive aspects of the physical location of your business site?
(Please select up to three (3) only)**

		Response Percent	Response Count
Appearance of the commercial area		44.7%	21
Current road design		8.5%	4
Existing mix of businesses		21.3%	10
Good access to major roads		48.9%	23
Easy to reach by car		38.3%	18
Easy to reach by bicycle or on foot		8.5%	4
Easy to reach by bus or other transit		6.4%	3
Proximity to nearby communities (Ex: Leesburg, Reston, Sterling)		46.8%	22
Proximity to Washington Dulles International Airport		31.9%	15
Proximity to Ashburn neighborhoods		53.2%	25
Other (please specify)			2
answered question			47
skipped question			5




21. What are the most significant location concerns facing your business today? (Please select up to three (3) only)

		Response Percent	Response Count
Crime		8.7%	4
Customer accessibility		13.0%	6
Real estate costs (lease or purchase)		39.1%	18
Insufficient transit services		26.1%	12
Mix of business, services and other uses		6.5%	3
Overall appearance of the neighborhood		4.3%	2
Parks and open spaces		0.0%	0
Pedestrian & bicycle access and safety		13.0%	6
Proximity to employee amenities (restaurants, shops, personal services, etc.)		13.0%	6
Traffic safety		10.9%	5
Traffic congestion		39.1%	18
Utility rates		13.0%	6
Nearby vacant buildings		19.6%	9
Visibility		13.0%	6
Other (please specify)			1
answered question			46
skipped question			6

22. If you were starting a new business today, how likely would you be to choose the Ashburn Community?

		Response Percent	Response Count
Very likely		33.3%	16
Somewhat likely		35.4%	17
Don't know		16.7%	8
Somewhat unlikely		14.6%	7
Very unlikely		0.0%	0
answered question			48
skipped question			4

23. How would you rate your overall confidence in the economic future of Loudoun County as a whole?

		Response Percent	Response Count
High		29.8%	14
Moderate		59.6%	28
Low		10.6%	5
Don't Know		0.0%	0
answered question			47
skipped question			5

24. If you would you like to be contacted by a Loudoun County business retention specialist to discuss your survey responses, please provide your email below:

Response Count	
9	
answered question	9
skipped question	43

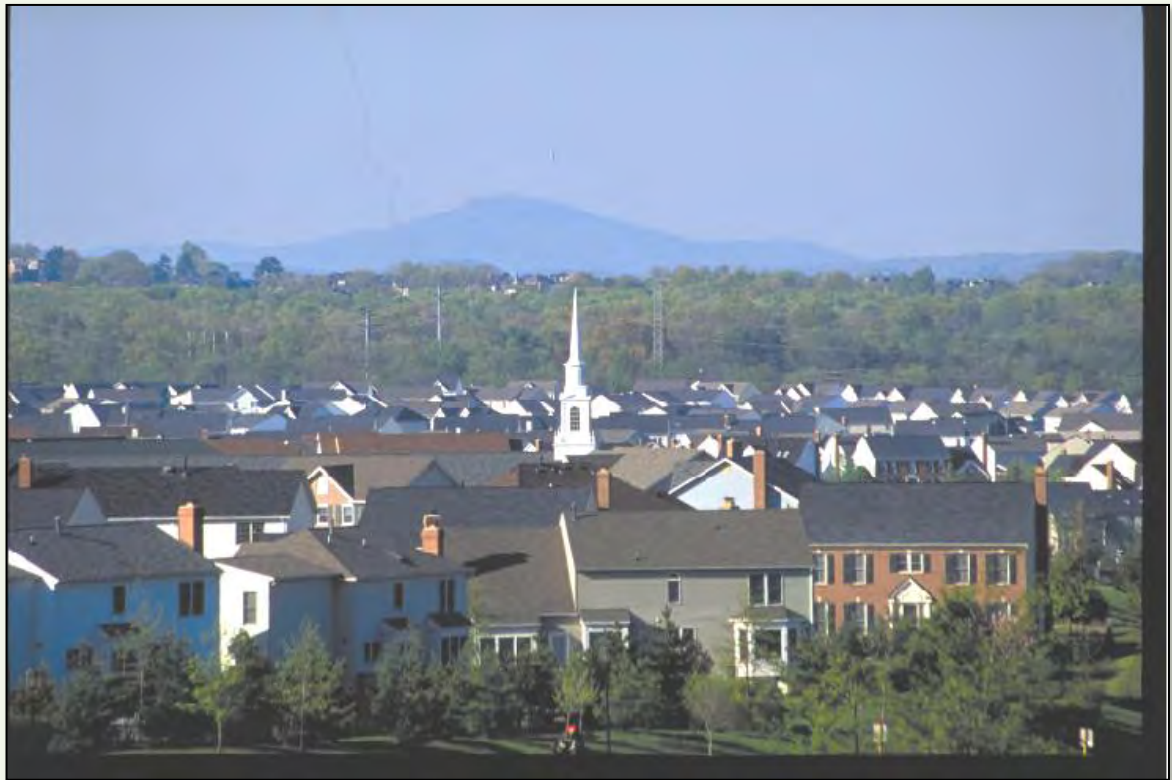
Appendix C

Ashburn Community Outreach Project

Existing Conditions Report

Ashburn Community Outreach Project

Existing Conditions Report Ashburn Community



Revised August 8, 2011
Loudoun County
Department of Planning

Table of Contents

Acknowledgements	vii
Foreword	1
Ashburn Community Summary Statistics	2
Introduction	3
Community Boundary	3
Surrounding Development	3
Natural Environment	4
Water Resources	4
Flora and Fauna	6
Community Resources	6
Diabase Resources	7
Airport Noise	8
Archaeological and Heritage Resources	10
Socio-Economic Characteristics	13
Income	13
Diversity	13
Land Use	13
Population and Residential Development	13
Planned Land Use	16
Zoning	19
Affordable Housing	23
Foreclosures	24
Economic Development	24
Employment	25
Retail and Commercial Service Development	27
Community Facilities	28
Circulation and Transportation	34
Existing Road Network	36
Planned Future Road Network	36
Ongoing Projects/Studies	38
Transit Services	40

Commuter Bus Service	40
Local Bus Service	41
Support Services	42
Metrorail.....	42
Bicycle & Pedestrian Facilities	43
Infrastructure, Utilities, and Other Facilities.....	44
Water and Sewer	44
Stormwater Management	46
Electricity	48
Cable TV, Internet, Telephone.....	48
Natural Gas.....	48
 Maps of the Ashburn Community.....	 49
Vicinity Map.....	49
2008 Aerial	51
Former Election Districts	53
New Election Districts.....	55
Existing Conditions	57
Major Watersheds.....	59
Airport Noise Contours	61
Luck Stone Quarry	63
Planned Land Use.....	65
Existing Zoning Districts.....	67
Vacant Parcels	69
Public Facilities and County Properties.....	71
Countywide Transportation Plan	73
Bicycle & Pedestrian Circulation	75
Water and Sewer Facilities	77
Route 28 Tax District	79

All photos in this report, unless otherwise noted, were taken by staff in the Loudoun County Department of Planning.

Acknowledgements

The Loudoun County Department of Planning wishes to acknowledge the following organizations for their assistance and efforts in the production of this report, in particular: Loudoun County Departments of Building & Development (B&D); Construction and Waste Management (CWM); Economic Development (ED); Family Services (FS); Management & Financial Services (MFS); Mapping and Geographic Information (OMAGI); Loudoun County Public Schools (LCPS); Loudoun Water (LW); Parks, Recreation and Community Services (PRCS); Sheriff's Office (SO); Transportation Services (OTS); and the Virginia Department of Transportation (VDOT).

Special thanks to those who contributed research and writing to this report including: Robyn Bailey, ED; Jan Boothby, FS; Kristin Brown, OMAGI; Jack Brown, MFS; Ron Circe, PRCS; Mike Clem, B&D; Dan Csizmar, CWM; Dennis Cumbie, B&D; Sarah Coyle Etro, FS; Arkopal Goswami, OTS; Beth Hilkemeyer, MFS; Jill Kaneff, MFS; Kelly Marrocco, FS; Regina Meck, MFS; Lou Mosurak, OTS; Catherine Nash, SO; Mark Novak, PRCS; Sara Howard-O'Brien, LCPS; Stephanie Payne, FS; Beverly Tate, LCPS; Steve Torpy, PRCS; David Ward, B&D.

This page is intentionally blank.

Foreword

In accordance with the Loudoun County Board of Supervisors' Strategic Plan, in April 2011, the Board of Supervisors initiated a community outreach process for the Ashburn Community to identify community sentiment, issues, and priorities as a first step in future Suburban Community Planning efforts. The 2001 Loudoun County Comprehensive Plan (Plan) calls for the development of Community Plans to guide the growth of the Plan-defined Suburban Communities, including the Ashburn Community.

The Ashburn Community Outreach Project is designed to conduct a dialogue with citizens of the Ashburn Community to identify neighborhood and community-wide priorities and to develop strategies to aid in future planning and programmatic activities. The project is designed to be as inclusive as possible and conclude with a consensus report given to the Board of Supervisors in the first quarter of 2012.

The purpose of the Ashburn Community Existing Conditions Report is to provide a "snapshot" of the Ashburn Community for the public who can then use the information as a resource for their participation in the outreach process.

Additional information on the outreach project, including an electronic copy of the Ashburn Community Existing Conditions Report, can be found at www.loudoun.gov/ashburn-outreach.

Ashburn Community Summary Statistics

- **Community Boundary:** The area is bounded by Ryan Road and the Broad Run to the south, by the Potomac River to the north, by the Broad Run to the east, and by the Goose Creek and the Beaverdam Reservoir to the west.
- **Acreage:** The area contains approximately 20,129 acres and 24,649 parcels or portions of parcels (based on Community Boundary Area inclusive of right-of-ways).
- **Population:** According to the U.S. Census Bureau, the population in the year of 2010 was 84,834 for the Ashburn Community. Between 1990 and 2010, the population in the Ashburn Community increased by 51,575 persons or 155%.
- **Employment:** The employment estimate for 2010 is 31,487, with a jobs-to-household ratio of approximately 1.07:1. By 2040, the employment forecast is 76,422.
- **Housing Units:** According to the 2008 Growth Summary the number of housing units forecasted in 2010 was 30,796, consisting of 43% single family detached, 33% single family attached, and 24% multi-family units. The number of housing units forecasted in 2040 is 50,648.
- **Parcel Size:** The majority of the parcels (approximately 72%) are 1/4 acre or less. The average parcel size is approximately 0.86 acres. The largest parcel lying entirely within the Ashburn Community is part of Moorefield Station and consists of 387 acres.
- **Watersheds:** The area is located in the Potomac, Broad Run, and Goose Creek watersheds, which ultimately drain into the Potomac River.
- **Major and Minor Floodplain:** There are approximately 2,693 acres of floodplain, or 13% of the total land area.
- **Forested Area:** Approximately 4,962 acres, or 25% of the total land area, is forested.
- **Quarries:** Approximately 404 acres of land is quarried, or 2% of the total land area.
- **Major Developments:** Residential– Lansdowne, Broadlands, Ashburn Farm, Ashburn Village, portions of Brambleton
Office/Industrial – Beaumeade, WorldCom, One Loudoun
Retail – Brambleton Town Center, Broadlands Village Center
- **Existing Land Use:**

Land Use	Parcel Acreage	Percent
Residential including HOA land	7,890	45%
Office	1,091	6%
Industrial	747	4%
Commercial/Retail	360	2%
Public/Civic	2,192	12%
Vacant	5,502	31%
Total	17,782	100%

Estimate based on a combination of data sources: Loudoun County GIS and LMIS records. Based on actual parcel acreage, excluding right-of-way.

- **Planned Land Use:**

Land Use	Acreage	Percent
Residential	10,048	50%
Existing Village of Ashburn	263	1%
High-Density Residential	200	1%
Keynote Employment	4,002	20%
Business	5,047	25%
Industrial	165	1%
Heavy Industrial	404	2%
Total	20,129	100%

Estimate based on Loudoun County GIS records. Based on acreage of Community Area Boundary, including right-of-way.

Sources: 2008 and 2009 Annual Growth Summaries; Fiscal Impact Committee Guidelines; Department of Management and Financial Services; US Census Bureau, (1990, 2000, 2010); and COG Round 8.0 Cooperative Forecasts, adopted November 2010.

Introduction

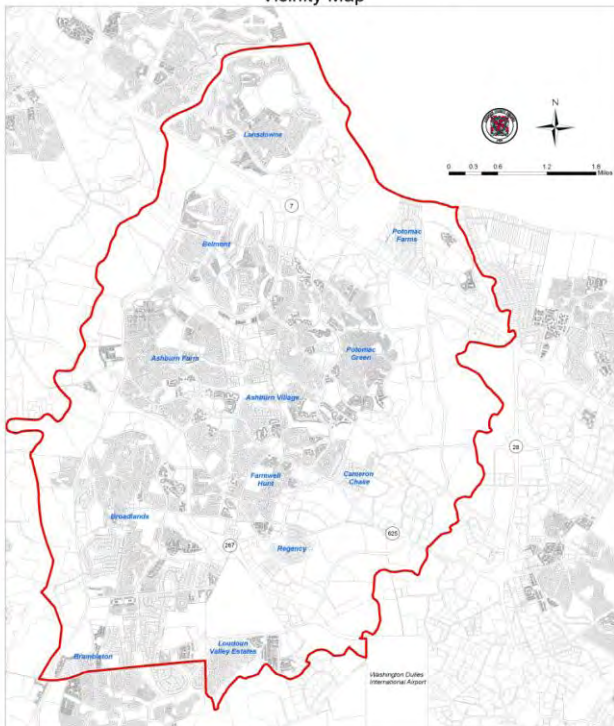
The Ashburn Community Existing Conditions Report describes the existing conditions of the Ashburn Community, including its natural, cultural, and social aspects. It contains information on current land uses, zoning, existing and proposed infrastructure and transportation networks, and public facilities. It also provides a detailed description of community conditions such as population, housing, employment, and economic development.

Data for the report were collected by analyzing existing County information, researching applicable literature and websites, conducting interviews with County staff, reviewing historical information, and conducting field visits in the community. The existing conditions described within this report are not an exhaustive list, but rather are highlights of certain conditions. Other conditions may exist that have not been included in this report.

Community Boundary

The Loudoun County Comprehensive Plan recognizes the Ashburn Community as one of four distinct communities in the County's Suburban Policy Area (the others being Dulles, Potomac, and Sterling). The boundaries of the Ashburn Community include the Potomac River to the north, the Broad Run to the east, the Goose Creek and Beaverdam Reservoir to the west, and Ryan Road and Broad Run to the south (See Vicinity Map, p. 3 and p. 49).

Ashburn Community
Vicinity Map



Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Surrounding Development

The Ashburn Community is located in the eastern portion of the County where the majority of the suburban-scale residential and non-residential development has occurred. Most of the area surrounding the Ashburn Community is already developed or slated for development. Major developments surrounding the community include: to the east, the approved Dulles World Center and approved Kincora mixed-use projects, Dulles Town Center, Raytheon Company, AOL, and Orbital Sciences Corporation; to the south, Washington Dulles International Airport and the South Riding residential community; to the west, Goose Creek Reservoir; and, to the northwest, the Town of Leesburg.

Natural Environment

The Ashburn Community is an area of rich, diverse, and sensitive natural resources. In addition to approximately 5,000 acres of forest cover, the Community includes approximately 2,700 acres of floodplain and associated water resources, including streams and wetlands, flora and fauna resources, diabase resources, and archaeological and heritage resources (See Existing Conditions Map, p. 57).

Water Resources

The Potomac River, the Broad Run, and the Goose Creek are defining natural features of the Ashburn Community. Both the Broad Run and the Goose Creek drain to the Potomac River (See Major Watersheds Map, p. 59). The Broad Run and Goose Creek watersheds include numerous streams, including Beaverdam Run, Russell Branch, and various unnamed tributaries. The quality of these waters and the surrounding riparian areas are important not only to aquatic life and wildlife, but to County residents and businesses. A substantial number of streams in the Ashburn Community are perennial. According to County estimates, a drainage area of approximately 59 acres generally indicates a stream with perennial flow.



The Broad Run

Stream Monitoring

The US Geological Survey (USGS) and Virginia Department of Environmental Quality (VDEQ) assess both chemicals and fish. Loudoun County is involved in stream monitoring through the Loudoun Watershed Watch (LWW), a consortium of groups, which also includes the Loudoun Wildlife Conservancy and the Goose Creek Association. LWW has monitored Ashburn sites for several years. In addition to monitoring a network of streams throughout the County, LWW holds an annual Family Stream Day, which includes exploration of local urban streams, hands-on landscaping, stormwater and erosion control, stream assessment and monitoring, and measures to improve local streams and environmental health.

Stream Health

In 2009, a countywide stream assessment was performed, which helped the County gain a better understanding of stream conditions across the County,

including the Ashburn Community. The survey examined a total of 500 stream segments with 200 of the sites undergoing a more detailed assessment of benthic (bottom-dwelling) organisms. The detailed assessment examined physical and biological characteristics such as vegetation, stream bank stability, stream bed composition, aquatic diversity, and land use. The Ashburn Community lies within three of the subwatersheds used in the countywide assessment. These include areas that drain directly to the Potomac, the Lower Goose Creek subwatershed, and the Broad Run/Sugarland Run subwatersheds. Approximately 71% of the Ashburn Community is within the Broad Run subwatershed, while 9% drains directly to the Potomac, and 20% is within the Lower Goose Creek subwatershed. Condition ratings for streams in these areas were as follows:

Table 1: Stream Conditions by Subwatershed

ASSESSMENT AREA	Excellent*	Good*	Stress*	Severe Stress*
Broad Run/Sugarland Run	0.0%	0.0%	8.0%	92.0%
Direct to Potomac	0.0%	9.1%	9.1%	81.8%
Lower Goose Creek	3.7%	3.7%	44.4%	48.1%

**percentage of total stream miles*

The Broad Run/Sugarland Run area had the greatest amount of stream miles classified as Severe Stress in the County. Stress and Severe Stress means that these waterways are impaired for aquatic life use, as defined by VDEQ for aquatic life use under the Clean Water Act.

VDEQ has determined that the main branch of Broad Run from Waxpool Road to the confluence with the Potomac River is impaired within the Ashburn Community based on levels of PCBs (polychlorinated biphenyls) in fish tissue. The Broad Run segment was first listed as impaired for PCBs in 2006. The source of the impairment is currently listed as “unknown” in the 2010 Virginia Water Quality Assessment Report. The Broad Run also has aquatic life impairments as evaluated from the benthic insects from the northernmost limit of Washington Dulles International Airport to the Potomac River. The source of the contaminants has not been investigated. In 2010 mercury has been found in fish in the Broad Run. Virginia only monitors the main channels of Goose Creek and the Broad Run for fish health impacts. Others streams may need to be assessed for fish health impacts to gain a better understanding of impairments and the source of the contaminants. For stream health, VDEQ monitors and assesses approximately one-third of the perennial streams in Loudoun County for the water-related uses designated under the Clean Water Act.

Another significant water resource in the area is the Potomac River. Although numerous County waterways flow to the Potomac River, water quality monitoring and water quality improvement of the Potomac River are responsibilities of the State of Maryland. Virginia does not typically advise residents of the water quality conditions of the Potomac River. It is the

responsibility of Maryland to make people aware of fish advisories and water quality notices for the Potomac River. However, Maryland does not post these advisories on Virginia lands. The Potomac River is impaired due to bacteria, although the source of the pollution has not yet been identified. The Potomac River also has fish advisories for channel catfish off the Loudoun shoreline due to PCBs and methylmercury. Fairfax Water, which has a water intake on the Potomac River, monitors the Potomac River for pollutants.

Flora and Fauna

Natural and constructed areas within the Ashburn Community encompass a wide range of environments and support a rich diversity of plant and animal species. Ecological features include habitat along streams, portions of the Washington and Old Dominion Railroad Regional Park (W&OD Trail), Bles Park, various areas surrounding Bles Park, and other open spaces. Within these areas, both within and adjacent to the Ashburn Community, various rare, threatened, or uncommon species and plant communities have been identified. These include the Northern Hardpan Basic Oak-Hickory Forest, a rare plant community, Hairy Beardtongue, a state-identified rare plant associated with soils derived from diabase rock, Yellow Lamp Mussel, Epiphytic Sedge, White Trout Lily, Fowl Bluegrass, and Canada Plum. The area also features the Green Floater Mussel, a globally threatened species that lives in the Goose Creek. Rare bird species, identified in the Breeding Birds Atlas as compiled by the US Geological Survey, in or adjacent to the Ashburn Community include the Bald Eagle, Barn Owl, Bobolink, Cerulean Warbler, Common Nighthawk, Dickcissel, Horned Lark, Northern Bobwhite, Red-Breasted Nuthatch, Rusty Blackbird, Savannah Sparrow, and Whip-Poor-Will. Additionally, the Virginia Department of Game and Inland Fisheries (VDGIF) identified a heron rookery with more than 40 nests on a portion of Broad Run south of the Route 7 bridge. Rookeries are considered a critical wildlife resource and are protected by both state and federal law. VDGIF also identified occurrence of the state-threatened Wood Turtle within upstream tributaries of Broad Run.

The Virginia Department of Conservation and Recreation (VDCR) has recognized some of these areas through its Natural Heritage Program, a database of significant natural resources. Natural Heritage resources include the habitat of rare, threatened, or endangered plant and animal species, rare or state-significant natural communities or geologic sites, and similar features of scientific interest. Within the Ashburn Community, the State has identified resources in the area generally north of Route 7, between the Broad Run and the Goose Creek.

Community Resources

Several organizations are active in promoting the ecological health of the Ashburn Community. One of these is the Loudoun Wildlife Conservancy. The Conservancy is a local, all-volunteer, non-profit organization that promotes the

preservation and proliferation of healthy wildlife habitats throughout Loudoun County by fostering an understanding of the value of nature and providing opportunities for applying that knowledge to the betterment of the natural environment.

Another community resource is The Earth Day @ Loudoun Family Festival. The Festival is an annual community event, founded and organized by the Wildlife Habitats Committee of the Broadlands Homeowners Association (HOA). Organizers estimate that more than 6,000 people attended in 2011 and visited more than 100 ecological exhibits, viewed animal and wildlife demonstrations, listened to live music and performers, and explored a green marketplace with a variety of environmentally-friendly products and services. The 2011 event took place at the Spring Valley Nature Preserve in Broadlands, located next to Clyde's at Willow Creek Farm.

The Broadlands HOA maintains a Nature Center of approximately 5,000 square feet. It accommodates local animals, programs, events, and HOA staff offices. The Audubon Naturalist Society and the Broadlands HOA have partnered to provide year-round nature programs for the community. Broadlands participates in the National Wildlife Federation (NWF) Certified Wildlife Habitat Program. Broadlands registered with NWF for certification in March 2003 and was certified in February 2008. Broadlands is the 25th Certified Community in the nation. It has been recognized as a Community Wildlife Habitat through its actions in preserving, enhancing, and restoring wildlife habitat, communicating the importance of habitat stewardship to the public, and establishing a network of communities where people, flora, and fauna can flourish. The Wildlife Habitats Committee keeps Broadlands actively engaged in its Community Wildlife Habitat project and the NWF requires the Habitat Team and community members to participate in post-certification activities and submit yearly updates.

Another community resource is the Aquary, an interpretive center located at Loudoun Water's Broad Run Water Reclamation Facility. The Aquary features water-related indoor and outdoor educational areas and exhibits. The indoor exhibits are located in the administration building and showcase water treatment and distribution, watersheds, water use, and below-ground water facilities. The indoor facility is open during normal business hours and is available for scheduled tours. The outdoor facility features an interpretive trail showcasing a fountain, low-water landscape, bioretention basin, wetlands, overlooks, reforestation areas, ponds, a former farm site, and the Broad Run. The outdoor interpretive trails are always open and are a designated NWF Certified Wildlife Habitat site.

Diabase Resources

The Ashburn Community contains concentrations of diabase rock, an economically important rock that is quarried for high-quality crushed stone for

use in road construction and as an aggregate in concrete production. Diabase, known locally as “trap rock,” is some of the hardest and best rock for concrete and road base material found on the East Coast.

The Luck Stone Corporation of Richmond, Virginia has a number of existing and planned quarries on both the east and west sides of the Goose Creek known as the “Leesburg Plant” (See Luck Stone Quarry Map, p. 63). Access to the quarry is provided from Belmont Ridge Road (Route 659). Luck Stone has



operated on the east side of Goose Creek since 1971. The Leesburg Plant includes Quarries “A” and “B,” which are located north and south of the W&OD Trail, respectively, and connected by a tunnel under the trail. These quarry areas comprise approximately 375 acres east of Goose Creek. Luck Stone also operates the existing Quarry C on the west side of Goose Creek, between the W&OD Trail

and Route 7. Quarry C is approximately 135 acres. Quarry D is planned for the area south of Quarry C and the W&OD Trail and west of Goose Creek. Quarry D is approximately 198 acres. Luck Stone plans to commence extractive quarrying activities here within three to five years. Luck Stone received zoning approval for a combined 472 acres for a quarry area expansion south of Quarry D and west of Goose Creek. Current totals for existing and planned quarry uses in the area are approximately 375 acres east of Goose Creek and 805 acres west of Goose Creek. A tunnel is also planned under Goose Creek to connect the existing quarries east of Goose Creek with the approved, but not yet built, quarries west of Goose Creek. Quarry operations could continue at the Luck Stone quarries for up to 100 years. While the amount of rock quarried from the Luck Stone plant located within the Ashburn Community varies depending on demand, over the past three years the plant has quarried between 1.8 million and 2.2 million tons of diabase rock.

Airport Noise

The Metropolitan Washington Airports Authority operates and maintains the Washington Dulles International Airport (Dulles Airport), which is southeast of the Ashburn Community. Although outside of the Ashburn Community, the Airport has a significant land use influence on the community. Much of the County’s Airport Impact Overlay District for the Dulles Airport lies within the Ashburn Community. Based on airport activity, the Federal Aviation Administration (FAA) has designated the Dulles Airport as an Operational Evolution Partnership (OEP 35) airport. These commercial airports have significant activity with more than 70% of all passengers nationwide moving through them. The FAA expects Dulles Airport to grow fastest among all the

OEP airports for the period 2010 to 2030, with an annual growth rate of 4.2%¹ (See Table 2). Dulles Airport currently operates with four runways but is ultimately planned for five.

Table 2: Washington Dulles International Airport Activity

	May 2010 – April 2011²	2030 Forecast
Total Passengers	23,861,093	52,496,000 ³
Aircraft Operations (takeoffs & landings)	337,496	749,000 ⁴
Cargo (tonnes⁵)	330,803	760,000 ⁶

The Airport Impact Overlay District for the Dulles Airport acknowledges the unique land use impacts of the airport, regulates the siting of noise sensitive uses, ensures that the heights of structures are compatible with airport operations, and complements FAA regulations regarding noise and height. Noise contours for the Dulles Airport are derived from a computer model based on the best available data regarding forecast aircraft fleet mix, number of operations, flight tracks, altitudes, and hours of operation for the airport at its ultimate, 5-runway, build-out (See Airport Noise Contours Map, p. 61).

Noise contours depict daily noise averages rather than noise “spikes.” These contours are the County’s primary means to preclude the encroachment of noise-sensitive land uses close to the airport and to ensure the future viability of the Airport, a significant public investment and component of the County economy. The three regulated contours are as follows: (i) areas within the Ldn⁷ 65 or greater noise contour; (ii) areas between the Ldn 60-65 aircraft noise contours; and, (iii) areas outside of, but within one mile of the Ldn 60. Although the overlay reflects the best available information, physical noise impacts may occur outside of these modeled areas and should be expected, particularly due to noise spikes. Additionally, wind direction dictates the direction of aircraft takeoffs and landings. Changes in wind direction, seasonal or otherwise, result in changes in aircraft flight direction with subsequent changes in localized noise impacts. Although the modeled noise contours reflect a 5-runway configuration of the airport, the full utilization of 5 runways

¹ Federal Aviation Administration, “Terminal Area Forecast Summary, Fiscal Years 2010-2030,” p. 1.

² Metropolitan Washington Airports Authority, “Washington Dulles International Airport, Monthly Air Traffic Summary Report, April 2011.”

³ Federal Aviation Administration, “Terminal Area Forecast Summary, Fiscal Years 2010-2030,” p. 9. Per discussion with MWAA staff, the total number of passengers is assumed to be roughly equivalent to twice the number of enplanements, July, 2011.

⁴ Federal Aviation Administration, “Terminal Area Forecast Summary, Fiscal Years 2010-2030,” p. 11.

⁵ 1 tonne = 1 metric ton = 2,200 pounds.

⁶ Metropolitan Washington Airports Authority, “The Loudoun County Round Table on Air Cargo Development,” presentation, March 2011. Cargo forecast is for the Year 2029.

⁷ Ldn is the symbol for “yearly day-night average sound level,” which is the 365-day average, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m. local time.

in the future will increase and change the physical noise environment surrounding the airport, which might not be in keeping with the expectations of businesses or residents.

Archaeological and Heritage Resources

The presence of environmental features such as the Potomac River, Goose Creek, and Broad Run played a significant part in the early settlement and land use pattern of the Ashburn Community. These major waterways are the primary location of early historic and prehistoric settlement sites in eastern Loudoun County. The Virginia Department of Historic Resources (VDHR) Data Sharing Service (DSS) (*Virginia Department of Historic Resources, May 2011*) identified 178 previously surveyed archaeological sites in the Ashburn Community; evenly divided between historic and prehistoric⁸ archaeological sites.

Prehistoric Resources

The Native Americans living in the area made use of local waterways and trails. Several large Native American village sites have been identified along the Potomac floodplain and along the larger streams in the Ashburn area. These village sites primarily date to what is known as the Woodland Period (circa 1000 B.C. – A.D. 1500) and were home to dozens, if not hundreds, of people. The people of the Woodland Period were relatively sedentary and developed a form of subsistence farming cultivating corn, beans, and squash.

Some of these village sites also date back to the last part of the earlier Archaic Period (circa 8000-1000 B.C.). Many small temporary camp sites and small tool-making sites from the period have also been identified on the hilltops and along smaller water sources in the area. The native people of the period were more transient than those of the Woodland Period. These people moved around the landscape as they exploited the food sources available during different seasons.

Very little evidence has been found in the area that dates to the earlier Paleo Period (prior to 8,000 B.C.), although some researchers are now actively attempting to find evidence of a “Pre-Paleo” period. Some believe that the East Coast may have been settled much earlier than previously thought. While only a few distinctive and definitive tools from the Paleo Period have been found in Loudoun County, it is certain that people were moving across the area. The people of this period were also hunters and gatherers who made use of whatever food sources they could find and were likely nomadic.

⁸ The prehistoric period is identified as anything predating the first settlement by Europeans in America.

Historic Resources

The first historic period settlers in the Ashburn Community were English plantation owners from Tidewater Virginia seeking fertile agricultural lands. Some of the early historic archaeological sites are associated with the Belmont and Coton Plantations (present day Lansdowne). In addition to the plantations, archaeologists have identified several sites related to enslaved African-Americans who provided the labor that made these larger plantations possible. Numerous smaller tenant farm sites have also been identified in the area.



Janelia Farm

from the nineteenth century. Some of the more noted extant historic buildings in the Ashburn Community include: Belmont Plantation, a federal style plantation house; the wood-frame Gothic Revival style Mt. Hope Baptist Church built in 1899 on Belmont Ridge Road; and Janelia Farm, a French Chateau-inspired home constructed in 1936, which is part of the Howard Hughes Medical Institute (HHMI) Campus.

Old Ashburn

The Village of Ashburn is an example of an early nineteenth century community, which was located at the convergence of several local roads and the Alexandria, Loudoun & Hampshire Railroad (later the Washington & Old Dominion Railroad, and now the W&OD Trail). In 1860, the aptly named crossroads of Farmwell became one of the many rail stops that served agrarian Loudoun County. The railroad transported the cash crops of wheat, corn, and oats as well as livestock and dairy products. In 1896, after an ash tree caught fire and supposedly burned for a week, Farmwell changed its name to Ashburn.

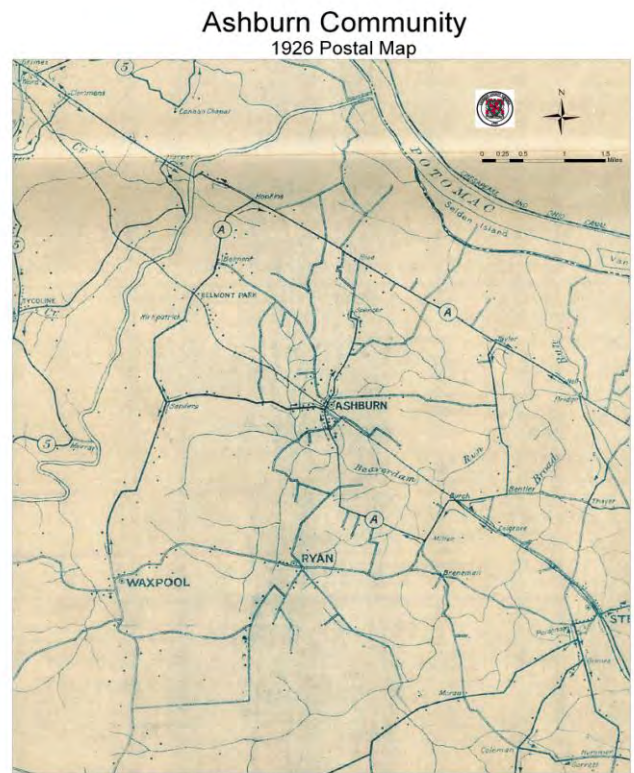
The VDHR Data Sharing Service (DSS) (*Virginia Department of Historic Resources, 2011*) identified 85 previously surveyed historic standing structures in the Ashburn Community, which include residences, agricultural structures, churches, cemeteries, and commercial structures, that date from the late eighteenth century through the mid-twentieth century. Along the banks of Goose Creek are the ruins of industrial sites including mills, mill races, and locks and dams

The village is comprised of numerous turn-of-the-century Victorian homes and commercial structures located near the railroad junction. Although the village has been determined to be eligible for listing on the National Register of Historic Places, only the Carpenter Gothic style Ashburn Presbyterian Church, which was constructed in 1878, is listed in the National Register within the Village. Other smaller historic crossroads communities, including Waxpool and Ryan, were established during the late nineteenth and early twentieth centuries as the agricultural economy of the Ashburn Community boomed. These places have all but disappeared and exist only as place names (See Ashburn Community 1926 Postal Map, p. 12).

Other Historic Resources

Several notable transportation-related historic resources in the area include: portions of pre-revolutionary Vestal's Gap Road; the ruins of the locks associated with the failed Goose Creek Canal; and the Broad Run Bridge and Toll House, which were part of the Leesburg Turnpike System to connect Leesburg with Alexandria and which later became modern day Route 7. Additionally, the road bed of the Washington & Old Dominion Railroad, currently owned by the Northern Virginia Regional Park Authority, bisects the community and serves as an east-west regional multi-use trail connecting Purcellville with Alexandria.

There are a number of historic cemeteries in the Ashburn Community either associated with existing churches or family cemeteries. A large cemetery associated with enslaved African-Americans and their families is located in the southeast quadrant of the intersection of Belmont Ridge Road and Route 7 near Belmont Plantation. A number of small family cemeteries are located throughout the Ashburn Community including the Lee family cemetery at Belmont Plantation, the LeFevre family cemetery located behind the existing pool and clubhouse in Broadlands, and the Craven Family cemetery located in the Ashburn Town Square Shopping Center.



Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Socio-Economic Characteristics

Income

The Ashburn Community, in both 1999 and 2005-2009, had a higher median household income than the County as a whole. The Ashburn Community had a median household income of \$91,537 in 1999, compared to a median household income of \$80,648 for the entire County. The median household income between 2005 and 2009 for the Ashburn Community was \$121,525, compared to \$112,021 Countywide (*U.S. Census Bureau, 2000 Census and 2005-2009 American Community Survey five-year estimates*).⁹

Diversity

In Loudoun County as a whole, the percentage of the population that is foreign born increased from 11% in 2000 to an average of 20% between 2005 and 2009. The Ashburn Community contains a similar percentage of foreign born people, with 10% in 2000 and 20% on average between 2005 and 2009 (*U.S. Census Bureau, 2000 Census and 2005-2009 American Community Survey five-year estimates*).

In 2010, the largest portion of the Ashburn Community population was White (56,936) followed by Asian (15,347) and African-American (6,635). The racial diversity of the Ashburn Community is similar to the County as a whole, except for the Asian population, which is more prevalent in the Ashburn Community. The Asian population comprised 18.1% of the Ashburn Community's 2010 population, compared to 14.7% for Loudoun County. Also of note is the percentage of Hispanic or Latino population within the Ashburn Community, which doubled between 2000 and 2010, also similar to the County as a whole. The Hispanic or Latino population, which can be of any race, comprised 8.8% of the Ashburn Community's 2010 population (7,454), compared to 12.4% (38,576) for Loudoun County as a whole (*U.S. Census Bureau, 2000 and 2010 Census*).

Land Use

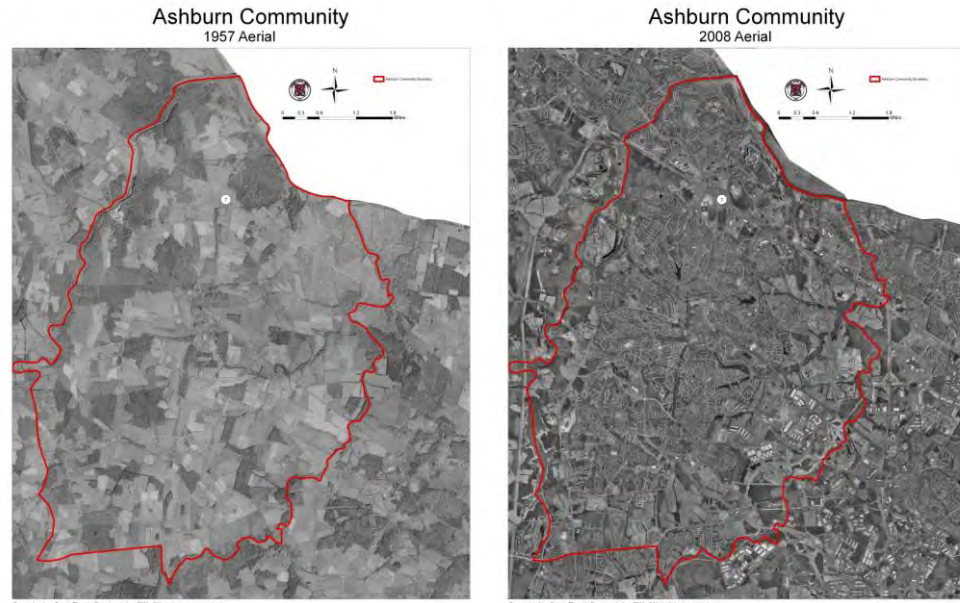
Population and Residential Development

While there were fluctuations, the population within Loudoun County from 1800 (20,523 persons) to 1920 (20,577 persons) remained relatively constant. After 1945, as a result of the automobile, more people were able to work outside of the County. However, the County's population did not increase significantly until 1960 (24,549 persons). Farming began to decline in eastern

⁹ 1999 income is not inflation-adjusted. The 2005-2009 five-year estimate is in 2009 inflation-adjusted dollars.

Loudoun in the late 1950's due to the economic opportunities that followed the construction of the Washington Dulles International Airport. The construction of the airport also brought about purchases of land for commercial development. In 1962, the Zoning Ordinance was amended to allow for planned communities. The development of these communities in eastern Loudoun (Sterling Park and Sugarland Run), as well as subdivisions in Leesburg, were largely responsible for the population of Loudoun County doubling from 21,147 persons in 1950 to approximately 42,000 persons in 1973 and the further demise of agriculture in the County.¹⁰

The Ashburn Community has grown significantly since 1990¹¹ when the community consisted of only 5% of the County's population. Today, the Ashburn Community contains a high percentage (27%) of the County's population. The aerial maps below show the change in development within the Ashburn Community from 1957 to 2008.



The County has also experienced significant growth, nearly doubling in population each decade from 1990 to 2010. However, the Ashburn Community experienced even more growth over the same period with an increase in population from 3,935 persons in 1990 to 84,834 persons in 2010 (See Tables 3 through 6). The Ashburn Community comprised 36% of Loudoun County's growth from 2000 to 2010. When looking at the population by age¹², 25,586 or 33.4% of the population of the Ashburn Community¹³ is nineteen years old or

¹⁰ Poland, Charles P., Jr. (2005). *From Frontier to Suburbia*. Heritage Books, Inc., Westminster, Maryland.

¹¹ Prior to 1990 most of the housing units were located in Ashburn Farm, the Ashbrook area, and Old Ashburn.

¹² 2010 Census Demographic Profiles using the Census Designated Places (CDP) for the Ashburn CDP, Belmont CDP, Broadlands CDP, Lansdowne CDP, Moorefield Station CDP, and University Center CDP.

¹³ This includes a large portion of the Ashburn Community, but not the entire area. The total population of the Ashburn Census Designated Place (CDP), Belmont CDP, Broadlands CDP, Lansdowne CDP, Moorefield Station CDP, and University Center CDP is 76,706 persons.

younger. This is similar to the County as a whole, which in 2010 included 101,042 persons or 32.4% of the total population nineteen years old or younger.

Table 3: Population Trends: Ashburn Community

	Population	Population Change	
	#	#	%
1990	3,935	--	--
2000	33,494	29,558	751%
2010	84,834	51,340	153%

Source: U.S. Census Bureau, Census 1990, 2000, and 2010.

Table 4: Population Trends: Loudoun County

	Population	Population Change	
	#	#	%
1990	86,129	--	--
2000	169,599	83,470	97%
2010	312,311	142,712	84%

Source: U.S. Census Bureau, Census 1990, 2000, and 2010.

Table 5: Household¹⁴ Trends: Ashburn Community

	Household	Household Change	
	#	#	%
1990	1,397	--	--
2000	11,477	10,080	722%
2010	29,509	18,032	157%

Source: U.S. Census Bureau, Census 1990, 2000, and 2010.

Table 6: Household¹⁵ Trends: Loudoun County

	Household	Household Change	
	#	#	%
1990	30,490	--	--
2000	59,900	29,410	96%
2010	104,583	44,683	75%

Source: U.S. Census Bureau, Census 1990, 2000, and 2010.

Ninety-four percent of the housing units located within the Ashburn Community have been developed since 1990. The Metropolitan Washington Council of Governments (COG) forecasts,¹⁶ produced before the 2010 Census data was available, suggest that housing units within the Ashburn Community and Loudoun County will increase by 14,000 and 60,000 respectively from 2010 to 2040. Based on a preliminary analysis of housing unit growth since 2000, the 2010 estimated mix of housing for the Ashburn Community is 39% single-family detached dwellings, 35% single-family attached (townhouses), and 26% multifamily units (apartments and condos). In comparison, housing unit estimates for the County are 54% single-family detached dwellings, 30% single-family attached, and 16% multi-family units (*Loudoun County Department of Management and Financial Services, May 19, 2011*). Most notable is the Ashburn Community's high proportion of apartments and condos compared to Loudoun County as a whole. However, it should be noted that approximately 20% of the multifamily units within the Ashburn Community are age-restricted apartments and condos.

The Ashburn Community contains a mixture of uses including residential, public and civic, retail and commercial services, office, and industrial (light and heavy) with 5,502 acres or 31% of the land vacant as shown in Table 7 (p. 16) (See Vacant Parcels Map, p. 69). It should be noted that 4,181 acres or 76% of the vacant land is approved for development but is yet to be developed.

¹⁴ Households as defined by the U.S. Census include all occupied housing units, while a housing unit is defined as a separate living quarters that is either occupied or if vacant, is intended for occupancy.

¹⁵ Households as defined by the U.S. Census include all occupied housing units, while a housing unit is defined as a separate living quarters that is either occupied or if vacant, is intended for occupancy.

¹⁶ COG Round 8.0 forecasts.

Table 7: Existing Land Uses within the Ashburn Community

Land Use	Parcel Acreage	Percent
Residential including HOA land	7,890	45%
Office	1,091	6%
Industrial	747	4%
Commercial/Retail	360	2%
Public/Civic	2,192	12%
Vacant	5,502	31%
Total	17,782	100%

Estimate based on a combination of data sources: Loudoun County GIS and LMIS records.
Based on actual parcel acreage, excluding right-of-way.

Planned Land Use

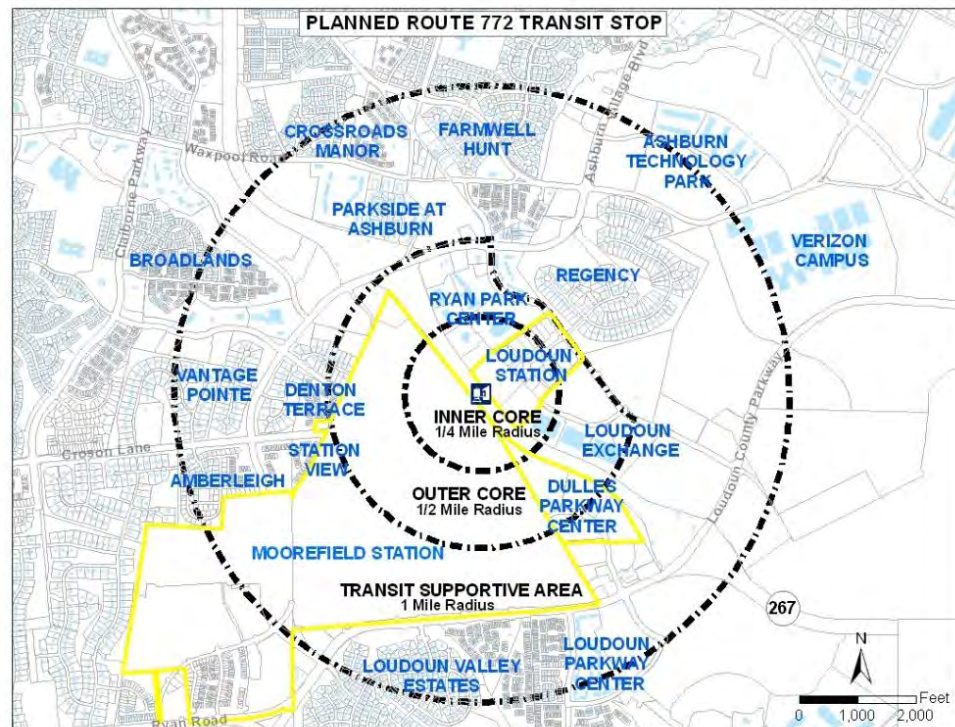
The Comprehensive Plan provides the long-range vision of the County and is the basis for evaluating land-development proposals. The *Revised General Plan* is the foundation for the County's Comprehensive Plan and can be found at www.loudoun.gov/comprehensiveplan.

There are eight different planned land uses designated in the Ashburn Community (Residential, High-Density Residential, Existing Rural Village, Business, Route 28 Business, Keynote Employment, Extractive Industry, and Industrial) as well as a Destination Retail Overlay at the southeast corner of the Dulles Greenway/Route 772 interchange, a Special Activities Area south of the Dulles Greenway and Old Ryan Road, and a Transit-Oriented Development (TOD) designation associated with the Route 772 planned Metrorail transit station (See Planned Land Use Map, p. 65 and Table 8, p. 18). Areas planned for residential uses comprise approximately half of the Ashburn Community (52%). The Village of Ashburn, or Old Ashburn as commonly known, is planned as an Existing Rural Village in an effort to maintain its identity and sense of place. New residential and non-residential development is limited to that which is compatible with existing structures and development patterns. While the Village of Ashburn is within the Suburban Policy Area, the village itself retains a rural character. The earliest residential homes, commercial buildings, and churches remaining in the area are primarily centrally located near the area where the W&OD Trail intersects with Ashburn Road (*Revised General Plan, Chapter 10, Existing Villages*).

The Route 7, Route 267, and Route 625 Corridors are planned as Keynote Employment and Route 28 Business to emphasize their status as emerging business areas (*Revised General Plan, Chapter 4, Business Land Use and Corridor Development*). In addition, the Transit-Oriented Development (TOD) designation associated with the planned Route 772 Metrorail transit station is located along Route 267 between the Loudoun County Parkway and Route 772 interchanges within the southern portion of the Ashburn Community. The TOD is planned as a compact, pedestrian-oriented development with a mix of residential, commercial, public, and employment uses. The TOD encompasses

an area no greater than the 1/2 mile radius from the transit stop to ensure compact mixed-use development, with reliance on transit and pedestrian circulation. A Transit Supportive Area surrounds the TOD, extending from the outer edge (1/2 mile) to one mile from the transit stop. Three developments have been approved with the Planned Development – Transit Related Center zoning designation proximate to the planned Route 772 transit stop (Moorefield Station, Loudoun Station, and Dulles Parkway Center II). The Planned Route 772 Transit Stop Map (Figure 1, p. 17) shows the location of the three approved TODs as well as existing uses within the one-mile radius of the transit stop.

Figure 1



Areas planned as Industrial are located along the Ashburn Community's western boundary along the Route 659 (Belmont Ridge Road) Corridor proximate to the Luck Stone Quarry, taking advantage of the diabase resource within this area (*Revised General Plan, Chapter 5, Mineral Resource Extraction Areas; and Luck Stone Quarry Map, p. 63*).

The Comprehensive Plan envisions that planned residential areas will incorporate a variety of housing types and lot sizes to provide options for a range of lifestyles and incomes, as well as a mix of non-residential land uses to allow residents the opportunity to work and shop nearby. Residential densities up to 4 dwellings per acre are envisioned. Although the densities of individual communities vary greatly, the overall density of the Ashburn Community is

approximately 3.89 dwellings per acre¹⁷. Areas designated for High-Density Residential uses are located along the Dulles Greenway at densities between 8 and 24 dwelling units per acre. The Plan sets forth a requirement that residential and high-density residential communities will incorporate public and civic uses, public parks and other open space areas, and encourages a retail and employment component (*Revised General Plan, Chapter 6, Residential and High-Density Residential*).

The Ashburn Community also has a Destination Retail Overlay which provides an additional development option for properties located within the area. The overlay is located along the Route 267 Corridor in the Ryan Park Center shopping area. The Special Activity Overlay Area, also within the Route 267 Corridor, provides an additional development option for a use or activity that may not be compatible with mixed-use communities due to their scale. Uses include professional sports stadiums, conference facilities, and theme parks. The Route 267 Corridor's location proximate to the airport and future transit make this an attractive area for a Special Activity Use (*Revised General Plan, Chapter 6, Special Activity Uses text*).

Table 8: Ashburn Community Land Use Matrix

Land Use*	Definition
Keynote Employment	Large-scale regional office developments, including office parks, research-and-development parks, and corporate headquarters (example: Howard Hughes Medical Institute's Janelia Farm Research Campus).
Route 28 Business	Low to mid-density office and flex uses; including secure office campuses and research-and-development parks (example: Beaumeade Corporate Park).
Regional Office	Variety of office uses.
Light Industrial	Low-rise (primarily two-story or less) development, includes flex warehouse and small-scale manufacturing.
General Industrial and Extractive Industry	Labor intensive industrial and commercial uses (example: Luck Stone Quarry).
Transit Node: Transit-Oriented Development	Compact mixed-use development at densities to support transit.
Residential	Mixed-type housing neighborhoods. Allows for mix of residential supportive uses (example: Ashburn Village, Broadlands).
High-Density Residential	Single-family attached and multi-family housing. Allows for mix of residential and supportive uses (example: Alexan at Ryan's Corner).
Existing Rural Village	Limited residential and nonresidential activities compatible with existing structures and development patterns.
Destination Retail	Retail uses that act as destinations, attracting customers from a regional market (example: Ryan Park Center).
Special Activity Area	Single use or activity of a scale typically not compatible with mixed-use developments, such as a professional sports stadium, conference facility, or theme park.

* The Plan sets forth a requirement that each of the planned land uses incorporate public and civic uses, public parks and other open space areas. With the exception of the Transit-Oriented Development, which requires a retail and personal service component, the planned land uses permit a retail and personal service component to serve the employees and residents (*Revised General Plan, Chapter 6, Land Use Mix Policies*).

¹⁷ 30,722 housing units in 2010 (includes occupied and vacant dwelling units)/7,890 acres developed with residential uses = 3.89 du/acre

A portion of the Ashburn Community is located within the Route 28 Highway Improvement Tax District (Route 28 Tax District), formed on December 21, 1987 to finance surface transportation improvements to Route 28 in Fairfax and Loudoun Counties (See Route 28 Tax District Map, p. 79). To pay the debt service on the transportation bonds issued to improve Route 28, non-residential property owners within the Tax District currently are assessed additional real property taxes of \$0.18 per \$100. The maximum additional tax assessment is \$0.20 per \$100. Only those properties zoned or used for commercial and industrial purposes are subject to the Tax District's special tax. The County has collected over \$103 million since the district was formed, which has been used to finance the widening of Route 28 and the construction of the Route 28 interchanges (*Department of Management and Financial Services, 2011*).

Plan policies encourage the development of non-residential uses within the Route 28 Tax District to support transportation improvements in the corridor, which in turn broaden economic benefits for the County. Residential development within the Route 28 Tax District is limited to three Mixed-Use Office Centers, the Urban Center, and areas planned Residential and High-Density Residential (*Revised General Plan, Chapter 6, Route 28 Corridor Policy 10*).

Zoning

Loudoun County's Zoning Ordinance is intended to implement the Comprehensive Plan and divides all the land in the County into zoning districts that specify the types of uses allowed and required development standards for each. Residential zoning districts dominate the Ashburn Community, with over 63% of the total acreage. They include Agricultural/Residential (A-3), Countryside Residential-1 (CR1), Countryside Residential-2 (CR2) and a variety of Planned Development-Housing (PD-H) and Residential (R) districts¹⁸. Approximately 33% of the acreage consists of non-residential zoning and industrial districts, including Planned Development – Commercial Center (PD-CC), Planned Development – Commercial Center-Small Regional Center (PD-CC-SC), Planned Development – General Industry (PD-GI), Planned Development – Industrial Park (PD-IP), Planned Development – Office Park (PD-OP), Planned Development – Research and Development Park (PD-RDP), Planned Development –Special Activity (PD-SA), and Mineral Resource-Heavy Industrial (MR-HI). The remaining 4% of the acreage consists of mixed use districts including Planned Development – Town Center (PD-TC) and Planned Development – Transit Related Center (PD-TRC) (See Existing Zoning Districts Map, p. 67).

The majority of the housing stock in the Ashburn Community has been

¹⁸ All of these residential zoning districts permit certain non-residential uses. For example, the PD-H districts are intended to support the development of mixed-use residential communities with supportive non-residential uses.

constructed within the past 20 years. Based on a preliminary analysis of housing unit growth since 2000, the 2010 estimates illustrate a somewhat evenly distributed mix of housing with 39% single-family detached units, 35% townhouses, and 26% multi-family units. The apartment and condominium communities are generally scattered throughout the residential areas.

Most of the residential developments within the Ashburn Community have Homeowner Associations (HOAs) and community amenities (*See Community Facilities Section, p. 28*). The largest master planned residential areas within the Ashburn Community include Ashburn Village, Ashburn Farm, Broadlands, Lansdowne, Belmont, and Belmont Green. Other residential communities in the Ashburn Community include The Regency, Loudoun Valley Estates, Cameron Chase, Potomac Farms, and the historic Village of Ashburn. The majority of the neighborhoods within the Ashburn Community are served by public sewer and water, with the exception of Potomac Farms, portions of the Village of Ashburn, individual homes along Belmont Ridge Road, and the Mt. Hope-Waxpool area.

Larger Residential Subdivisions within the Ashburn Community

Ashburn Farm - Most of the 1,274 acre Ashburn Farm master planned community was originally the Gray Dairy Farm. The development includes 3,792 dwelling units (1,743 single-family detached, 1,499 single-family attached, and 561 multi-family), with its first home being purchased in 1988. Amenities serving Ashburn Farm include a 10,000-square foot community center, 3 swimming pools, 12 tennis courts, 8 multi-purpose courts, 1 sand volleyball pit, 13 tot lots, 1 in-line skating hockey deck, jogging and biking trails, five ponds, the Greg Crittenden Memorial Park, the Trailside Park, and the Ashburn Library. Ashburn Farm also contains two shopping centers: Ashburn Farm Village Center (Parkhurst Plaza) and Junction Plaza (www.ashburnfarmassociation.org; www.ashburnweb.com; and 2008 Growth Summary, Tables F-6 and G-6 Supplement).

Ashburn Village - Open in 1988, the 652-acre Ashburn Village master planned community consists of 4,821 dwelling units (1,475 single-family detached, 2,395 single-family attached, and 951 multi-family) of which several are age-restricted for those 55 years and older. An additional 268 age-restricted units (15 single-family detached, 111 single-family attached, and 142 multi-family) remain to be developed. Ashburn Village amenities include a 32,130-square foot Ashburn Village Sports Pavilion with indoor and outdoor pools and exercise and weight-lifting facilities; three community centers (each with a pool), tennis courts, and basketball and multipurpose courts; the pavilion marina with pedal boats, kayaks, and canoes; six ponds; baseball and soccer fields, a roller hockey rink; tot lots; a butterfly park; and wildlife preserve. Ashburn Village Center also provides shopping for the community residents (www.ashburnweb.com; www.ashburnvillage.org; and 2008 Growth Summary,

Tables F-6, F-7, and G-6 Supplement).

Belmont Country Club - Built around an 18-hole golf course, the 1,144-acre Belmont Country Club includes 1,933 dwelling units (886 single-family detached, 849 single-family attached, and 198 multi-family) in a gated community. Home construction began in 1999. The Belmont Plantation Manor House built in the 1790's and listed on the National Register of Historic Places serves as the golf clubhouse. The clubhouse is a 38,000-square foot facility, including additions made to the original structure. In addition to the golf course and clubhouse, Belmont Country Club offers a recreation center with pool, basketball courts, multipurpose athletic fields, tennis courts, and a volleyball pit (www.ashburnweb.com; www.belmontcountryclub.com; and 2008 Growth Summary, Table F-6).

Broadlands - The more than 1,500-acre Broadlands master planned community is approved for 4,017 dwelling units (1,946 single-family detached, 1,225 single-family attached, and 846 multi-family). As of January 1, 2009, 3,360 units were either built or permitted (1,812 single-family detached, 1,016 single-family attached, and 532 multi-family). Amenities include a community center, three pools, tennis courts, the Broadlands Nature Center, Hillside Park, Oaktree Grove, the Stream Valley Park, tot lots, and jogging and biking trails. Broadlands also contains three shopping centers: Broadlands Marketplace, Broadlands Village Center, and Broadlands Retail and Office Center (www.broadlands.org and 2008 Growth Summary, Tables F-7 and G-6).

Lansdowne¹⁹ - The more than 1,000-acre Lansdowne development, including Lansdowne Village Greens, Leisure World, and Linden Row, is approved for 5,623 units (1,242 single-family detached, 920 single-family attached, and 3,461 multi-family). As of January 1, 2009, 4,138 units were either built or permitted (1,242 single-family detached, 1,032 single-family attached, and 1,864 multi-family). Amenities include two 18-hole golf courses; a 9-hole short course; the renovated Coton Barn clubhouse; fitness, swimming, and tennis facilities; an outdoor amphitheatre; tot lots; sand volleyball court; biking and walking trails; Elizabeth Mills Riverfront Park; and Kephart Bridge Landing. Businesses include INOVA Loudoun Hospital, Lansdowne Resort, Prison Ministries



Potomac Club, Lansdowne

¹⁹ A portion of Lansdowne is located outside the Ashburn Community.

headquarters, and the Jack Kent Cooke Foundation. Lansdowne Village Greens provides shopping for residents.

Located within the Lansdowne development is Leisure World, a 91-acre condominium community offering many on-site amenities for its residents including a clubhouse, indoor swimming pool, rooftop tennis courts, library, computer center, chapel, beauty salon, convenience store, restaurant, bank, and shuttle bus (www.lansdownehoa.com; www.lwva.org; and 2008 Growth Summary, Tables F-7 and G-6).



Moorefield Village Apartments

Other residential communities in the Ashburn Community include Alexan at Ryan's Corner, Alexandra's Grove, Amberleigh, Ashbriar, Ashbrook, Ashburn Manor, Ashburn Meadows, Ashleigh, Belmont Glen, Belmont Greene (Belmont Forest), Belmont Ridge, Cameron Chase, Carisbrooke, Cedar Ridge, Courts of Ashburn, Dulles Parkway Center, The Estates of Forest Ridge, Farmwell Hunt, Flynn's Crossing (Ryan Park Center), Forest Manor, Goose Creek Village South, Hunt at Belmont Country Club, Loudoun Parkway Center, Loudoun Valley Estates, Moorefield Station, Moreland Estates, The Park at Belle Terra, Potter Property, The Regency, The Reserve at Belle Terra, The Ridges at Ashburn, Timberbrooke, University Center, Vantage Pointe, Villages of Waxpool, and Windermere. In addition to Leisure World, the area contains several retirement housing communities providing age-restricted housing for adults 55 years and older. These include Potomac Green as well as portions of Ashburn Village. The Regency at Ashburn is an additional approved but unbuilt residential development within Ashburn Village approved for 268 age-restricted units. Ashby Ponds, also located within the Ashburn Community, is a continuing care retirement facility offering a mix of independent living, assisted living, and skilled nursing units.



Chelsea Courts, University Center

Ashburn Community properties located within the Route 28 Tax District include several residentially-developed properties north of Route 7 that are not taxed and include University Center, Riverside Villages, Chelsea Courts Condominiums, and Regents Walk. A onetime "buy-out" of the Route 28 Tax

District is required for all properties that change from a non-residential to a residential zoning district.

Affordable Housing

More than 60 Affordable Dwelling Units (ADUs) are located within the Ashburn Community as part of the County's ADU Program²⁰. Prices for ADUs are much lower than comparable market rate homes and typically range from approximately \$106,500 to \$142,700 (*Loudoun County Department of Family Services*). These properties are subject to restrictive covenants related to refinancing and transfer for 15 years, after which the units can be sold at market rates with the profit being split between the seller and the County's Housing Trust Fund.

In addition to the home ownership program, an ADU rental program is available for those earning between 30 and 50% of the area median income. Through this program, non-homeowners have the opportunity to rent an apartment from a participating apartment complex at a rent below that of similar units at the complex. Average rental rates range from approximately \$500 to \$1,185 depending on the type and size of the units, excluding cost of utilities. Unit types and sizes range from one-bedroom/one-bath to three-bedroom/two-bath units (*Loudoun County Department of Family Services*). Unit rents are controlled for a period of 20 years. Seven apartment complexes within the Ashburn Community participate in the program with a total of 173 rental units: The Ashborough (32), Archstone Stoneridge (25), Broadlands (15), Camden Lansdowne (26), Camden Silo Creek (18), Moorefield Village (28), and Westwind Farms (29).

Additional opportunities exist for affordable housing in the Ashburn Community outside of the ADU program through grants and services such as the Housing Choice Voucher (HCV) Program and the Low-Income Housing Tax Credit Program. The HCV Program, funded by the U.S. Department of Housing and Urban Development (HUD), provides low-income families, elderly persons, and persons with disabilities with rental housing at affordable prices through rental assistance subsidies. The Low-Income Housing Tax Credit Program, sponsored by the U.S. Treasury Department, administered in Virginia by the Virginia Housing Development Authority, encourages the development of affordable rental housing by providing owners a federal income tax credit. It also provides incentives for private investors to participate in the construction and rehabilitation of housing for low-income families (www.vhda.com). Two apartment complexes within the Ashburn Community offer income-restricted housing: The Wingle House, which offers age-restricted housing for individuals 55 years old and older, and the Fields of Ashburn.

²⁰ The County's ADU Program enables eligible first time homebuyers with moderate income the opportunity to purchase a newly constructed or resale ADU townhouse or condominium. To be eligible, total household income must be more than 30% and less than 70% of the area median income (currently set at \$106,100) based on the Primary Washington Metropolitan Statistical Area.

Foreclosures

While the number of foreclosures in Loudoun County and the Ashburn Community are dramatically lower than levels seen during the peak of the housing crisis/recession (2007/2008), they are still above pre-recession levels. The number of “short sales”²¹ also remains above pre-recession levels. In addition to foreclosures, Loudoun County and the Ashburn Community are affected by a high number of properties where the amount owed on the mortgage exceeds the market value of the home. For example, as of July 2010, two Ashburn zip codes, 20147 and 20148 were estimated to have about 36% and 39%, respectively, of their owner-occupied properties in this “negative equity or underwater” situation (*CoreLogic database report, September, 2010*). By comparison, in Loudoun County as a whole, 37% were “underwater.” While property values are now gradually appreciating in the Ashburn area²², homeowners who either purchased or refinanced during the peak of the housing boom will require a number of years of property appreciation before they will see their equity return. As a result, many homeowners who may need to sell their homes, may find themselves in a short sale situation. This does not provide much in terms of incentives to invest in property improvements.

Economic Development

Loudoun County experienced success in attracting businesses and developers during the economic expansion of the 1990’s. The Ashburn Community contains portions of three business corridors: Route 7, Route 267, and Route 625.

Route 7 Corridor

The Route 7 Corridor is planned for office and research uses and is home to the George Washington University, Shenandoah University, Strayer University, and the Howard Hughes Medical Institute’s Janelia Farm Research Campus. The County estimates that approximately 640 acres within the Ashburn Community will be available for development in the next three years. However, 605 of these acres, or 95%, are classified as “Developer/Build only” and typically are not for sale. There are 520 acres and 5.3 million square feet of existing office and light industrial uses along the portion of the Route 7 Corridor within the Ashburn Community (*Economic Development Market Analysis of Eastern Loudoun County Office and Industrial Land, December 2010 Update, Table IV*).

Route 267 Corridor

The Route 267, or Dulles Greenway, Corridor is planned for high-density transit-oriented development. The majority of the vacant land along the corridor is likely to remain vacant while awaiting the arrival of rail, allowing for maximum densities to be realized. There are 108 acres and 1 million square

²¹ A short sale is a sale of real estate in which the proceeds from the sale are less than the balance owed on the loan.

²² 2011 Assessment Summary, Office of the Loudoun County Assessor.

feet of existing office and light industrial uses along the portion of the Route 267 Corridor within the Ashburn Community (*Economic Development Market Analysis of Eastern Loudoun County Office and Industrial Land, December 2010 Update, Table IX*).

Route 625 Corridor

The Route 625 Corridor is planned for office and business uses and is home to many technology companies and the majority of the County's data centers. The County estimates that approximately 508 acres within the Ashburn Community will be available for development in the next three years, all of which are classified as "Developer/Build only" and typically are not for sale. There are 540 acres and 6.5 million square feet of existing office and light industrial uses along the portion of the Route 625 Corridor within the Ashburn Community (*Economic Development Market Analysis of Eastern Loudoun County Office and Industrial Land, December 2010 Update, Table VIII*).

Employment

The Ashburn Community has experienced significant job growth. According to the most recent estimates, jobs increased by 11,272 (56%) from 2005 to 2010. During this same period, 62% of Loudoun County's job growth was in the Ashburn Community. In 2010, 22% of the County's total jobs were located in the Ashburn Community (an estimated 31,487 jobs compared to 143,736 jobs Countywide). The total number of jobs in the entire County is forecasted to be 285,415 in 2040 (*COG Round 8.0 Cooperative Forecasts, adopted November 2010*). With 29,509 households within the Ashburn Community and a jobs to household ratio of 1.07:1, the Ashburn Community is likely a net provider of workers to other areas. County projections indicate that by 2040, approximately 76,422 people will work in the Ashburn Community, an increase of 44,935 from 2010 to 2040. The increase in jobs from 2010 to 2040 will be directly related to the large amount of land within the Ashburn Community designated as commercial that can still be developed or that has plans already submitted.

Table 9: Largest Employers in the Ashburn Community

Organization	Number of Employees
Loudoun County Public Schools	1,000-4,999 (Countywide 10,000+)
INOVA Loudoun Hospital	1,000-4,999
Verizon	1,000-4,999
Lansdowne Resort	500-900
George Washington University	250-499
NALC Health Benefit Plan	250-499
Telos	250-499

Source: 2009 Growth Summary, Table D-6.

In 2009, 57% of the County's Office and 55% of the County's Industrial uses were located within the Ashburn Planning Subarea²³. Approximately 22 million square feet of employment space (includes office, light industrial, and industrial uses) is located within the Ashburn Planning Subarea (*Loudoun County, 2009 Annual Growth Summary, Table G-3*). Densities for office, light industrial, and industrial land within the Ashburn Community range from an average density of a 0.20 Floor Area Ratio (FAR) along the Route 267 Corridor up to a 0.27 FAR along the Route 625 Corridor (*Economic Development Market Analysis of Eastern Loudoun County Office and Industrial Land, December 2010 Update, Tables IV, VIII, and IX*).

Office development within the Ashburn Community is concentrated along the Route 7, Route 267, and Route 625 corridors. The Route 7 Corridor within the Ashburn Community, planned for office and research development, is home to the George

Washington University, Shenandoah University, and Strayer University's Loudoun campuses and the Howard Hughes Medical Institute's Janelia Farm Research Campus. Additional office development includes the Verizon campus located south of Waxpool Road and west of Loudoun County Parkway as well as one story to multi-story buildings within areas such as Ashbrook and Ashburn Farm Professional Park. The area also contains community-serving professional office buildings like the medical offices located within Lansdowne.



Verizon Campus

The Route 625 Corridor within the Ashburn Community is home to the majority of Loudoun's data centers, located within Beaumeade Corporate Park and Ashburn Corporate Center taking advantage of access to infrastructure, such as fiber optic, electric, and water. Many of these data center uses are located within industrial parks, which also include a mix of office uses. Data centers are also located along the Route 267 Corridor within Loudoun Exchange. Heavier industrial uses associated with the Luck Stone Quarry are located along Belmont Ridge Road taking advantage of the diabase resource in this area.

Major office and industrial parks within the Ashburn Community include

²³ The Ashburn Planning Subarea is not the same as the Ashburn Community boundary. The Ashburn Planning Subarea is one of ten subareas that have been defined and used by the County since 1995 to forecast long-range demographic trends, guide the placement of new capital facilities, and address service delivery needs. The Ashburn Planning Subarea extends east of the Broad Run to Route 28; south of Ryan Road to Route 606; east of Creighton Road; and includes an area west of the Beaverdam Reservoir, south of Reservoir Road, east of Evergreen Mills Road, and north of Beaverdam Creek and does not include the portion of the Brambleton development located within the Ashburn Community.

Ashbrook Corporate Center, Ashburn Center, Ashburn Corporate Center, Beaumeade Corporate Park, Commonwealth Center, Janelia Farm, Lansdowne Corporate Center, Loudoun Exchange, Philips Property, University Center, and the Verizon campus. In addition, several mixed-use developments are approved but unbuilt within the Ashburn Community including Dulles Parkway Center II, Loudoun Station, Moorefield Station, and One Loudoun. These developments together include a significant amount of non-residential and residential development within the Ashburn Community (up to 16.7 million square feet of non-residential and more than 9,000 residential dwelling units). However, it is likely that most of the development potential associated with the Loudoun Station and Moorefield Station Transit-Oriented Developments (TODs) will remain vacant awaiting the arrival of rail, allowing maximum densities to be realized.

Retail and Commercial Service Development



Retail development within the Leesburg and Sterling areas accounts for more than 55% (7.8 million square feet) of Loudoun's retail space. The Ashburn Subarea²⁴, however, has almost 3 million square feet of retail uses itself, reflective of the area's significant residential and employment populations (*Loudoun County, 2009 Annual Growth Summary, Table G-3*). Retail space is spread throughout the Ashburn Community primarily within neighborhood shopping centers, providing personal services and convenience goods. These shopping centers are typically grocery store-anchored (such as Harris Teeter, Safeway, or Global Foods) and contain other retail uses including drug stores, personal service uses, and restaurants targeting the local community. In contrast, some of the larger shopping centers adjacent to Route 7 such as Ashbrook Commons Plaza (HomeGoods and AC Moore) and Route 267 such as Ryan Park Center (Home Depot) include larger footprint retailers (excluding grocery stores) that serve a more regional market (See Table 10, p. 28). In addition to the retail centers, listed in Table 10 (p. 28), a few freestanding businesses such as hotels, gas stations, and restaurants can be found within the Ashburn Community. Compact, pedestrian-oriented mixed-use developments, which include retail, have also been approved within the Ashburn Community as part of the Moorefield Station, Dulles Parkway Center, Loudoun Station, and One Loudoun developments.

²⁴The Ashburn Planning Subarea is not the same as the Ashburn Community boundary. The Ashburn Planning Subarea is one of ten subareas that have been defined and used by the County since 1995 to forecast long-range demographic trends, guide the placement of new capital facilities, and address service delivery needs. The Ashburn Planning Subarea extends east of the Broad Run to Route 28, south of Ryan Road to Route 606, east of Creighton Road; and includes an area west of the Beaverdam Reservoir, south of Reservoir Road, east of Evergreen Mills Road, and north of Beaverdam Creek and does not include the portion of the Brambleton development located within the Ashburn Community.

Table 10: Shopping Centers within the Ashburn Community, 2008¹

Approved retail centers greater than 100,000 square feet with remaining portions to be built		
Retail Center	Built or Permitted (square feet)	Total Approved (square feet)
Ashbrook Commons	189,430	300,000
Belmont Greene	128,811	163,350
Broadlands (Broadlands Village Center, Broadlands Marketplace, Broadlands Retail and Office Center)	280,744	474,600
Cameron Chase Village Center	134,527	136,927
Dulles Parkway Center II	0	100,000
Goose Creek Village Center	0	180,005
Lansdowne	150,780	250,000
Loudoun Station	0	Up to 1,130,627
Moorefield Station	0	Up to 9,750,000 non-residential uses ²
Morley Corner	0	125,000
One Loudoun	0	702,000
Ryan Park Center	90,181	233,000
University Center	0	215,482
Total	974,473	4,010,991³
Completed Retail Centers		
Retail Center	Built (square feet)	
Ashburn Farm (Junction Plaza and Parkhurst Plaza)	203,165	
Ashburn Town Square (Farmwell Hunt Plaza)	87,813	
Ashburn Village Center	213,593	
Old Ashburn Square	31,600	
Old Town Center	27,697	
Total	563,868	
GRAND TOTAL	1,538,341	4,574,859²

Sources: Route 7 Retail Market Analysis, 2006; 2008 Growth Summary, Table G-6 and Table G-6, Supplement; ZMAP 2001-0003, Moorefield Station Concept Development Plan (CDP); ZMAP 2002-0005, Loudoun Station CDP; and ZMAP 2005-0041, Dulles Parkway Center Proffers.

¹Table reflects the most recent available data (2008). Please note that square footages within the table do not reflect retail uses constructed since this date.

²The land use mix for non-residential land uses within the inner and outer core calls for a minimum of 20% for office uses and 10% for commercial retail and service uses and a minimum of 50% for office uses and no minimum for commercial retail and service uses within the transit supportive area.

³Total approved retail does not include Moorefield Station as the total amount of non-residential uses that will be devoted to retail cannot be determined at this time.

Community Facilities

Numerous community and civic facilities are present in the Ashburn Community, including several owned and operated by Loudoun County. These include sixteen public schools, the Loudoun County Public Schools (LCPS) Administration Building, the LCPS Staff Training Center, Ashburn Library, the Lansdowne Public Safety Center, Ashburn Fire and Rescue, Moorefield Fire and Rescue, seven mental health residential facilities, nine park-and-ride lots, and several recreational parks. (See Public Facilities and County

Properties Map, p. 71). The Eastern Loudoun Respite Center is currently under construction adjacent to the Broad Run in the University Center development. In addition, a contract postal unit (located within Parkhurst Plaza), higher education facilities, an existing hospital, and many churches are present within the Ashburn Community.

Schools

Public schools in the Ashburn Community include three high schools (Briar Woods, Broad Run, and Stone Bridge), three middle schools (Belmont Ridge, Eagle Ridge, and Farmwell Station), and ten elementary schools (Ashburn, Belmont Station, Cedar Lane, Dominion Trail, Hillside, Mill Run, Newton-Lee, Sanders Corner, Seldens Landing, and Steuart W. Weller). Current enrollment in most of these schools is at or over capacity. Estimates indicate that school enrollment growth in the Ashburn Community will continue to grow over the next five years. Current 2010-2011 program capacity at two of the area schools (Farmwell Middle School and Broad Run High School) reflect on-site trailers; two more schools (Belmont Ridge Middle School and Briar Woods High School) will include trailers at the start of the 2011-2012 school year to address a temporary increase in program capacity.

Four new schools are planned over the next five years²⁵: two elementary schools are planned to open at the start of the 2013-2014 school year (one within the Moorefield Station development and the other at the County-owned Farmwell Road site); a middle school is planned to open at the start of the 2014-2015 school year (co-located on the Newton-Lee Elementary School site); and a high school is planned to open at the start of the 2015-2016 school year, which will require land acquisition at a site yet to be determined (*Loudoun County Public Schools, 2011*). Several private schools are also present within the Ashburn Community, such as Ashburn Village Country Day School, Arris Montessori, County Christian School, Boyd Montessori School, Ideal Schools, Montessori Academy at Belmont Greene, and Saint Theresa Catholic School.

The Loudoun County Department of Parks, Recreation and Community Services offers two youth programs at County schools, the County After-School Activities (CASA) Program and the Youth After School (YAS) Program. CASA offers before and after school activities for elementary age students attending public schools. The YAS Program offers after-school activities for middle school students. All three of the middle schools within the Ashburn Community participate in this program (www.loudoun.gov/prcs).

²⁵ Specific locations will be determined through the legislative process.



*Exploration Hall,
The George Washington University*

The Ashburn Community is home to several higher education facilities including the George Washington University, Shenandoah University, Strayer University, and the Northern Virginia Criminal Justice Training Academy. The George Washington University-Virginia Science and Technology Campus and the Northern Virginia Criminal Justice Training Academy are located within University Center. The George Washington University-Virginia Science and Technology Campus offers approximately 20 academic degree and certificate programs (www.gwvirginia.gwu.edu). The Northern Virginia Criminal Justice Training Academy prepares individuals for careers in law enforcement, corrections, civil process, and court security (www.nvcja.org). Shenandoah University's Northern Virginia Campus, located near Lansdowne, offers undergraduate and graduate degree programs (www.su.edu). Strayer University's Loudoun Campus, located south of Route 7 and west of Route 28, offers both undergraduate and graduate programs (www.strayer.edu/loudoun).

Fire and Rescue

Fire and Rescue Services for the Ashburn Community are provided by the Ashburn Volunteer Fire and Rescue Department and the Moorefield Fire and Rescue Station. The Ashburn Volunteer Fire and Rescue Department operates from two stations, one located on Ashburn Road north of the W&OD Trail and the other being the Lansdowne Public Safety Center located north of Route 7 on Riverside Parkway. The Ashburn Volunteer Fire Company was constructed on Ashburn Road in 1947. When rescue services were added in 1995, the company changed its name to the Ashburn Volunteer Fire and Rescue Department. In 2009, the Ashburn Volunteer Fire and Rescue Department began responding to calls from the Lansdowne Public Safety Center. The permanent Moorefield Fire and Rescue Station #23 opened in July of 2011. The station is located on Old Ryan Road, adjacent to Route 267 within the Moorefield Station Transit-Oriented Development. Prior to completion of the permanent facility, the station was housed at a temporary, leased facility on Red Rum Drive in Ashburn Center. The leased space on Red Rum Drive was retained to temporarily house the Fire Marshall's Office until their permanent space is completed within the Brambleton Public Safety Center on Belmont Ridge Road.

Loudoun County provides career staffing for the Ashburn Volunteer Fire and Rescue Department during the daytime with volunteers on duty in the evenings. The Ashburn Volunteer Fire and Rescue Department responds to more than 4,500 fire and rescue calls per year (www.ashburnfirerescue.org).

Police

The Loudoun County Sheriff operates a field office in the University Center development. Neighborhoods in the Ashburn Community also participate in the Community Policing Program, including Ashburn Farm and Ashburn Village (*Loudoun County Office of the Sheriff, 2011*). This program involves citizens in efforts to improve the quality of life and reduce crime in their communities. According to the Sheriff Office's records, the top three reported violations in the Ashburn Community in 2010 are: (1) larceny, (2) destruction of property, and (3) simple assault. The Ashburn Community is served by School Resource Officers (SROs) at Briar Woods High School, Broad Run High School, Stone Bridge High School, Belmont Ridge Middle School, Eagle Ridge Middle School, and Farmwell Station Middle School who, among other duties, handle all criminal investigations originating in the schools and serve as the law enforcement liaison with the school system (*Loudoun County Office of the Sheriff, 2011*).

Recreational Uses

Within the Ashburn Community, the County operates several parks: Ashburn Park, Beth Miller Park, Bles Park, Brambleton District Park, Chick Ford Field and Ryan Bickel Field, Edgar Tillet Memorial Park, Elizabeth Mills Riverfront Park and Kephart Bridge Landing, Greg Crittenden Memorial Park, Lansdowne Sports Park, Lyndora Park, Ray Muth Sr. Memorial Park, and Trailside Park. Youth league sports utilize all of the fields at county parks and county schools within the Ashburn Community with the exception of high school stadium fields. Additionally, youth leagues negotiate with area HOAs to use their facilities, and any use of private fields is arranged through the league itself. The total estimated number of youth participating in league sports within the Ashburn Community is 20,586²⁶ (See Table 11, p. 32).



Edgar Tillet Memorial Park

²⁶ This number is based on participation numbers and not individual persons. The same child may play two different sports or play in two different seasons and may be counted more than once.

Table 11: Ashburn Community League Sports Participants

Sport	Organization	Summer 2010 July-Sept.	Fall 2010 Oct.-Dec.	Winter 2011 Jan.-March	Spring 2011 April-June
Football	I9		711		
	AYFL		782		
Basketball	2RBL		1,164		
	DYB		241		
	FSBL		646		
Soccer	LYSA	85	2,159	200	2,652
	ASC		1,222		1,360
	ODFC		312		269
Roller Hockey	AILHL		80		95
	Suburban Rugby				24
Wrestling	LYW			66	
	Ranger WC	93		93	
Baseball	DLL		510		1,095
	GLBR		185		188
	LSLL		307		658
Softball	AGSL	148	405		480
	LCGLL		150		250
Volleyball	LYVL		1,080		
	NVAA			197	
Lacrosse	Ashburn		152		300
	South Riding		347		350
Field Hockey	LFHA		130		95
Track	Spec. Forces				35
	NOVA				57
	LT&F				76
	DST&F				99
Independent	11U Blues Brothers (Base)				12
	12U Loudoun Dodgers (Base)				11
	13U Diamond Dawgs (Base)				12
	Ashburn Mustangs 14				10
	Ashburn All Stars (BB)				10
	Ashburn Arsenal				12
	Dulles Mustangs				13
	F&I 18U (softball)		14		
	Fire & Ice 14U				11
	Fuze (LAX)	85			
	LB Rangers G 10U				10
	Ldn Storm (SB)	21			
	Triple Threat (BB)			158	143
	W. Loudoun Baseball				65
	Leesburg Raiders (BB)				11
	Blue Ridge Senators				13
	Loudoun Endurance				12
	Loudoun Xtreme (BB)				38
	Basics 1 st (BB)				24
	Thunder Basketball				10
	Loudoun Xtreme (BaseB)				11
	Loudoun Freedom (BB)				61
	Firecrackers 9U (Soccer)				10
	Catoctin Basketball				69
	Loudoun Bomber (BB)				13
	VA Force (BB)				14
	Loudoun South Eagles (BB)				93

The County is developing a system of linear parks that encompass the Goose Creek and Broad Run stream valley corridors within the Ashburn Community. These trails will consist of natural surfaces intended for hiking and passive recreation. The Broad Run Corridor Trail is planned to link the Potomac Heritage National Scenic Trail with the W&OD Trail. The Potomac Heritage National Scenic Trail runs along the Potomac River corridor and extends for seven miles within the County, from the Fairfax County border to the Keep Loudoun Beautiful Park on Goose Creek. Trailheads can be found at Algonkian Regional Park, Bles Park, Elizabeth Mills Riverfront Park and Kephart Bridge Landing, and the Keep Loudoun Beautiful Park. Existing sections/easements of the Broad Run Corridor Trail within the Ashburn Community are located within Bles Park, Commonwealth Center, Paragon Park, Loudoun Valley Estates, and Loudoun Water. Existing sections/easements of the Goose Creek Corridor Trail are located within Elizabeth Mills Riverfront Park, Keep Loudoun Beautiful Park, Goose Creek Village North and South, and the Rouse/Belmont Glen property.

The Northern Virginia Regional Park Authority (NVRPA) owns and operates recreational facilities within the community, including the Washington and Old Dominion Trail (W&OD Trail). The W&OD Trail is a 45-mile linear park extending from Arlington to Purcellville.

Homeowners' Associations (HOAs) operate numerous recreational facilities located in individual communities, including community centers and pools, playgrounds, recreational courts and fields, and walking trails. Amenities within specific neighborhoods may be used by non-residents for a fee, such as the Ashburn Village Sports Pavillion; however, a limit is placed on the number of non-resident memberships. South of Route 7, the Belmont Country Club is a private facility open to members which offers an 18-hole golf course, clubhouse, and fitness, swimming and tennis facilities. Non-residents of Belmont Country Club may join the country club for a fee. North of Route 7, the Golf Club at Lansdowne offers two 18-hole golf courses, a 9-hole short course, clubhouse, and fitness, swimming and tennis facilities.



Ashburn Lake, Ashburn Village

Other Civic Uses

Other civic uses within the Ashburn Community include a post office and several houses of worship, including ADAMS Ashburn Center, Ashburn Presbyterian, Ashburn United Methodist, Beth Chaverim Reform, Calvary Baptist, Christian Fellowship, Church of Jesus Christ of Latter-Day Saints, Community Church, Greater Zion Baptist, Heritage Baptist, Mount Hope Baptist Church, Our Saviors Way Lutheran, Saint Davids Episcopal, Saint Moses Coptic Orthodox, and Saint Theresa Catholic Church.

One unique civic use is the interpretive community resource called the Aquary, located at Loudoun Water's Broad Run Water Reclamation Facility. The Aquary features water-related indoor and outdoor educational areas and exhibits. The indoor exhibits are located in the administration building and showcase water treatment and distribution, watersheds, water use, and below-ground water facilities. The outdoor facility features an interpretive trail showcasing a fountain, low-water landscape, bioretention basin, wetlands, overlooks, reforestation areas, ponds, a former farm site, and the Broad Run. The outdoor interpretive trails have been designated as a National Wildlife Federation Certified Wildlife Habitat site.

Circulation and Transportation

The road network in the Ashburn Community consists of a hierarchy of road facilities which, with transit service and bicycle and pedestrian facilities, form a transportation system that serves the needs of the area's residents, businesses, commuters, and visitors (See Countywide Transportation Plan Map, p. 73). The 2010 Countywide Transportation Plan (CTP), part of the County's Comprehensive Plan, provides policy guidance and helps inform residents and employers of the County's approach to addressing mobility needs and how the future transportation system may impact a specific neighborhood or property. Major thoroughfares are part of the "regional" or "CTP" road network and form the backbone of the system; all other public roadways are categorized as local or secondary roads.

All regional roads are classified into one of the four categories listed below (as defined by the CTP) based on the roadway's function in the overall network. The CTP specifies the functional classification of each CTP road in its current, interim, and ultimate conditions. 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." All public roads in unincorporated areas of Loudoun County, including the Ashburn Community, are maintained by the Virginia Department of Transportation (VDOT).

The CTP road network consists of four (4) classifications:

Principal Arterials-roads that primarily serve regional and intrastate traffic, with access from minor arterials and major collectors. The *Route 267 Dulles Greenway* and *Route 7* are principal arterials.

Minor Arterials - roads that primarily serve commuter traffic, with access from major and minor collectors. *Loudoun County Parkway (from George Washington Boulevard to Waxpool Road)* is a minor arterial.

Major Collectors - roads that carry traffic through the County, providing connections between arterials. In the Ashburn Community, access to major collectors is primarily via minor arterials and minor collectors. *Ashburn Farm Parkway, Ashburn Village Boulevard, Belmont Ridge Road, Claiborne Parkway, Gloucester Parkway, Russell Branch Parkway, and a portion of Waxpool Road* are major collectors.



Waxpool Road and Claiborne Parkway

Minor Collectors - roads that carry traffic from local subdivision streets to major collectors and/or arterials. *Ashburn Road, Hay Road, Sycolin Road, and a portion of Waxpool Road* are minor collectors.

The balance of the public road network is made up of local or secondary roads. Generally, these roads include all neighborhood and subdivision streets serving single-family detached developments. Streets serving townhouse and multi-family developments are typically privately owned and maintained by their respective communities/owners associations as they are not eligible for inclusion into VDOT's secondary road system.

According to VDOT's most recent traffic volume estimates (Annual Average Daily Traffic, or AADT²⁷), the roadway that carried, on average, the most daily traffic in the Ashburn Community in 2009 was Route 7, followed by Waxpool Road (See Table 12, p. 36) (*Virginia Department of Transportation, 2009*).

²⁷ The Annual Average Daily Traffic, or AADT, is the estimate of typical daily traffic in both directions on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

Table 12: Annual Average Daily Traffic (AADT) on heavily traveled roads: Ashburn Community, 2009

Roadway	AADT
Route 7 (from Leesburg to Rt. 28)	70,000 - 82,000
Waxpool Road (intersection of Farmwell Rd./Smith Switch Rd. to Rt. 28)	46,000 - 63,000
Route 267 Dulles Greenway (from Belmont Ridge Rd. to Old Ox Rd.)	34,000 – 46,000
Farmwell Road (from Ashburn Rd. to Smith Switch Rd.)	26,000 – 36,000
Ashburn Village Blvd (from Farmwell Rd. to Rt. 7)	13,000 – 21,000
Claiborne Parkway (from Vestals Gap Dr. to Rt. 7)	14,000 - 20,000
Gloucester Parkway (from Ashburn Rd. to end)	15,000
Ashburn Farm Parkway (from Belmont Ridge Rd. to Ashburn Rd.)	7,100 – 21,000
Belmont Ridge Road (from Waxpool Rd. to Rt. 7)	8,200 – 13,000

Note: a range is provided when traffic counts for a roadway are divided in numerous segments, each of which has a different traffic volume estimate. Source: Virginia Department of Transportation (2009). Daily Traffic Volume Estimates Including Vehicle Classification Estimates. Jurisdiction Report 53.

Existing Road Network

Route 267 / Dulles Greenway

The Dulles Greenway is a six-lane limited access principal arterial that travels through the southern portion of the Ashburn Community, providing a direct connection between the Town of Leesburg and Washington Dulles International Airport. It is one of the first highways of its kind in the United States, constructed as an extension of the original toll road (Dulles Toll Road) which provides a direct connection from the airport to Interstate 66. Unlike the Dulles Toll Road, which was built by VDOT on land leased from the Metropolitan Washington Airports Authority (MWAA), the Dulles Greenway was funded and constructed by a private company (TRIP II) and is still owned and maintained by the company. Constructed under the authority of the Virginia Highway Act of 1988, Dulles Greenway is the first private road constructed for public use in Virginia since 1816 (<http://dullesgreenway.com/facts-myths/>). The Dulles Greenway is planned to be widened to eight lanes from the main toll plaza westward.

The Annual Average Daily Traffic for segments of the Dulles Greenway in the Ashburn Community (See Table 12, p. 36) is the third highest despite its design. Two similarly positioned roadways with similar travel routes, Route 7 and Waxpool Road, have signalization and at-grade intersections and have higher AADT counts than the Dulles Greenway. The numbers suggest that the Dulles Greenway is not carrying the volume of traffic intended by the roadway design.

Planned Future Road Network

Although much of the CTP road network within the Ashburn Community has been constructed, several key projects are yet to be completed. These planned improvements would improve traffic flow on existing roadways such as Harry

Byrd Highway (Route 7) and Belmont Ridge Road (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 (Route 267) corridor. Significant planned roadway connections and improvements within the Ashburn Community include:

- Route 7 (Harry Byrd Highway) - Currently a six-lane divided facility that 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 Route 7 between Route 28 and the Leesburg Bypass is planned to be widened to eight lanes, and High Occupancy Vehicle (HOV) operations will be considered for the new lanes. Within the Ashburn Community, grade-separated interchanges are planned at Ashburn Village Boulevard (Route 2020)/Janelia Farm Boulevard (Route 2020 Extended) and Belmont Ridge Road (Route 659).
- The Route 7 Parallel Roads (Riverside Parkway (Route 2401) & Russell Branch Parkway (Route 1061)) - Presently, gaps remain in each of these roadways, though construction is underway and/or programmed on some of these missing links.
- Belmont Ridge Road (Route 659) - Planned to be widened to four lanes in the ultimate condition.
- Waxpool Road (Route 625) - Planned to be widened to six lanes as far west as Ashburn Road (Route 641) in the ultimate condition.
- Loudoun County Parkway (Route 607/ Route 1950) - Planned to be widened to six lanes from George Washington Boulevard (Route 1050) south to Old Ox Road (Route 606 in the Dulles Community) in the ultimate condition.
- Gloucester Parkway (Route 2150)/Nokes Boulevard (Route 1793) - Ultimately to be six lanes east of Loudoun County Parkway to Route 28; anticipated to be constructed in conjunction with future development and would provide the last missing link in the Gloucester Boulevard (Route 2150) corridor.
- Claiborne Parkway (Route 901) - The only remaining gap in the corridor is from Croson Lane (Route 645) south to Ryan Road (Route 772) to be completed to its ultimate four-lane divided condition.
- Metrorail-Related Road Improvements in the Dulles Greenway (Route 267) Corridor - Six improvement projects 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. Among the planned road improvements in this area are:

- (1) Widening of the **Dulles Greenway (Route 267)** to eight lanes from the main toll plaza westward;
- (2) Construction of **Lockridge Road (Route 789 Extended)** from the vicinity of the current Dulles North Transit Center at the intersection of Lockridge Road (Route 789) and Moran Road (Route 634) (site of the future Route 606 Metrorail station) northwest across Broad Run and Loudoun County Parkway (Route 1950) to Waxpool Road (Route 625)/Faulkner Parkway/Broadlands Boulevard;
- (3) Construction of the **Greenway Transit Connector** within the Moorefield Station and Loudoun Station developments (site of the future Route 772 Metrorail station) between Croson Lane (Route 645) and Shellhorn Road (Route 643), including a bridge over the Dulles Greenway (Route 267);
- (4) Construction of **Moorefield Boulevard** within the Broadlands South and Moorefield Station developments between Mooreview Parkway (Route 772 Relocated) and Loudoun County Parkway (Route 1950) (opposite Westwind Drive (Route 645 Extended));
- (5) Completion of **Claude Moore Avenue** within the Moorefield Station development from Old Ryan Road (Route 772) (opposite the Greenway East-West Connector (Wynridge Drive)) to Loudoun County Parkway (Route 1950)); and
- (6) Construction of the **Greenway Loop Road** from Lockridge Road (Route 789 Extended) over the Dulles Greenway (Route 267) and across Loudoun County Parkway (Route 1950) through the Dulles Parkway Center development to Moorefield Boulevard in the Moorefield Station development.

Ongoing Projects/Studies

A number of transportation projects are underway to improve operations and safety on existing portions of the road network. The Ashburn Community contains four of Loudoun's "Ten Most Dangerous Intersections" for 2010, including an intersection listed as the most dangerous, (Waxpool Road/Loudoun County Parkway), as identified by the Loudoun County Sheriff's Office. The four intersections identified within the Ashburn Community, along with the number of crashes reported in 2010, are:

- Waxpool Road/Loudoun County Parkway (75 crashes)
- Route 7/Belmont Ridge (65 crashes)
- Route 7/Ashburn Village (42 crashes)
- Route 7/ Loudoun County Parkway (42 crashes)

Ongoing projects and studies to improve traffic operations and safety within the Ashburn Community include:

Waxpool Road

The County has designed and funded a segment of Waxpool Road, between Unbridled Way and Faulkner Parkway, to be widened to four lanes including a signal at Ashburn Village Boulevard. Construction is anticipated to commence in fall 2011. Completion of the project will provide additional capacity and progress the roadway towards the ultimate planned condition.

Russell Branch Parkway

The County is currently undertaking a project to construct the segment of Russell Branch Parkway from Ashburn Road (Route 641) east to Ashburn Village Boulevard (Route 2020), where the roadway is in place through the Ashbrook development. Design is currently underway and the project is partially funded. Time of construction will be determined at a later date, after design is completed.

Loudoun County Parkway

The remaining half-section of Loudoun County Parkway between Gloucester Parkway and the W&OD Trail may potentially be completed via the Public-Private Transportation Act (PPTA) process. The Public-Private Transportation Act of 1995 (PPTA) is the legislative framework enabling the Commonwealth of Virginia, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities. Any competing proposals were due to the County by mid-June 2011 and must have been coordinated with the Commonwealth Transportation Board (CTB). A construction date will be determined upon selection of a proposal.

Croson Lane

This project is a completion of Croson Lane (Route 645) as a continuous roadway between Belmont Ridge Road (Route 659) and the Moorefield Station development at Old Ryan Road. The project is part of road improvements related to Metrorail in the Dulles Greenway (Route 267) corridor (specifically identified in the 2010 CTP). The construction of this project will eliminate the gap west to Belmont Ridge (Route 659); thereby improving circulation within the area and supporting future traffic projections. Construction is from a private sector proffer and is currently underway. The completion date has yet to be determined.

Ashburn Village Boulevard

Ashburn Village Boulevard is a north-south connection through the Ashburn Community. It is currently built to its ultimate four-lane divided condition from Route 7 south to the Dulles Greenway (Route 267), with the exception of a short two-lane segment just north of Waxpool Road (Route 625). As part of a private sector proffer, this project includes widening the remaining segment to its ultimate four-lane divided condition north of Waxpool Road, including a signal at Waxpool Road. Construction is underway with completion

anticipated by the end of 2011.

Ashburn Road (Sidewalk Project)

Survey work for improvements to existing sidewalks in the Village of Ashburn has been completed. Partial funding has been made available through private sector proffers. A construction start date has not been determined.

Routes 7/659 Interchange

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. The County is currently designing a grade-separated interchange to replace the existing intersection arrangement. The project is funded for construction in the VDOT Six-Year Plan with a construction date to be determined after design completion.

Route 7/Ashburn Village Boulevard Interchange

The design for a grade-separated interchange at the Route 7/Ashburn Village Boulevard intersection is nearing completion. The date for construction will be determined after the design is completed in fulfillment of a private sector proffer (One Loudoun).

Transit Services

A Transit Development Plan (TDP), is scheduled to be completed for Loudoun County in mid-summer 2011 by the Virginia Department of Rail and Public Transportation (DRPT). The TDP is a six-year service and funding plan and is designed to help DRPT and transit operators improve their efficiency and effectiveness by identifying the need and required resources for modifying and enhancing services provided to the general public. The TDP focuses on the provision of bus service at the County/agency level and does not include rail planning or implementation; however, it includes the bus service planning for integration with future Metro stations associated with the extension of rail, first to Wiehle Avenue in Fairfax County and then into Loudoun County.

Currently, two different types of transit services operate in the Ashburn Community, commuter bus service and local bus service, along with alternate support services.

Commuter Bus Service

Commuter Bus Service operates during weekday peak periods by Loudoun County Transit. This commuter bus service uses County-owned coach buses and is planned and managed by County staff. At the present time, there are three park and ride lots served by the County's commuter buses within the Ashburn Community:

- Ashburn North Park & Ride Lot - 190 spaces
- Broadlands Marketplace – 75 spaces identified for Park & Ride use

- Christian Fellowship Church – 250 spaces



Commuter buses from these locations provide service to the West Falls Church Metrorail Station in Fairfax County. In addition, the Dulles North Transit Center, located at the intersection of Moran Road and Lockridge Road, serves the residents of Ashburn.

Ridership has increased and the service maintains high participation rates with a monthly average of over 97,000 riders since July 2010. The commuter route to Washington, D.C. has averaged over 77,000 riders since July 2010 with reverse commute riders, from DC to Loudoun, averaging just over 3,000 riders (*Ridership Numbers - July 2010 to May 2011, Office of Transportation Services, 2011*).

Table 13: Ridership rates for Routes in the Ashburn/Dulles Area: July 2010-May 2011					
Month	Wash. DC	Cascades	Reverse	Tysons	Total Riders
July	76,234	10,625	3,206	3,022	93,087
August	80,906	11,257	3,509	3,611	99,283
September	80,605	11,750	3,277	5,239	100,871
October	79,016	11,231	3,396	5,750	99,393
November	73,699	10,431	3,253	5,277	92,660
December	69,735	9,522	2,823	4,296	86,376
January	73,017	10,092	2,751	4,802	90,662
February	73,388	10,578	2,771	5,098	91,835
March	82,264	13,231	3,205	6,817	105,517
April	81,080	11,881	2,922	6,163	102,046
May	84,814	12,244	2,875	6,852	106,785
Total	854,758	122,842	33,988	56,927	1,068,515
Monthly Average	77,705	11,167	3,090	5,175	97,138

*The DC route numbers include the Dulles North Transit Center park and ride lot, the Christian Fellowship Church, and Ashburn North park and ride lots.

Local Bus Service

Local Bus Service is operated by Virginia Regional Transit (VRT) on behalf of Loudoun County. VRT currently operates four routes in the Ashburn Community; these routes (“7 to 7 on 7,” Ashburn Village Connector, Ashburn Farm Connector, and the West Falls Church (WFC) Express) converge at INOVA Hospital at Lansdowne, where connections can be made to VRT’s local service to Leesburg and other parts of Loudoun County. A connection can be made from the “7 to 7 on 7” to the Fairfax Connector bus system at the Town Center Plaza shopping center (Route 7 and Dranesville Road). VRT

local fixed-route bus service generally operates between 7 a.m. and 7 p.m. weekdays. The WFC Express, funded with public and private funds, provides service between the West Falls Church Metro Station and the Ashburn North Park & Ride Lot with stops at INOVA Loudoun Hospital, Howard Hughes Medical Institute/Janelia Farm Research Campus, and George Washington University campus.

Local bus service has maintained high ridership rates with a monthly average of over 2,000 riders since July 2010, with the highest ridership counts between the months of June and September (*Ridership Numbers - July 2010 to May 2011, Office of Transportation Services, 2011*).

Support Services

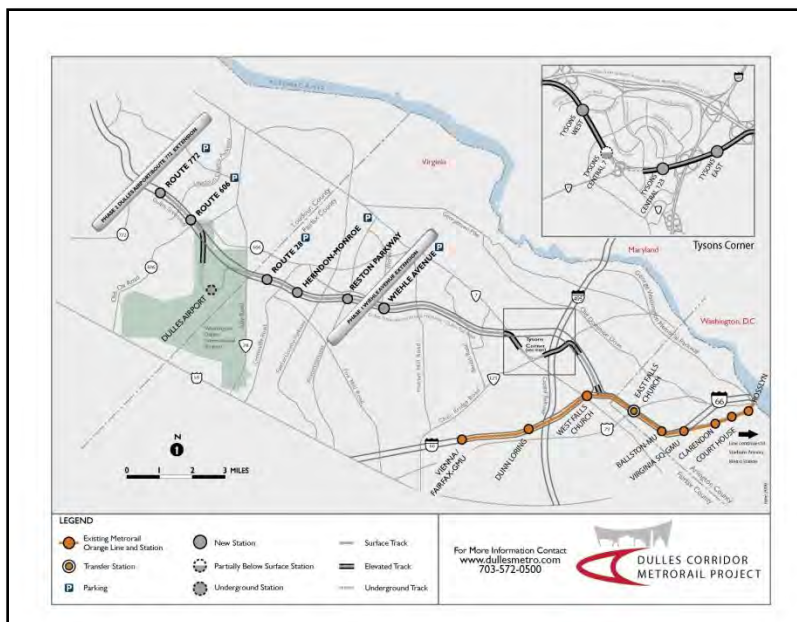
Additional supporting services are offered for commuters and local bus users within the Ashburn community. The Ashburn Farm Shuttle Bus Service supports the Loudoun County Commuter Bus Service with shuttle service to the Dulles North Transit Center from three (3) lots/stops located at:

- Parkhurst Plaza Shopping Center - 25 spaces
- Crossroads United Methodist Church - 90 spaces
- Claiborne Parkway and Belgreen Drive intersection - „Walk to“ bus stop (*no spaces*)

The Tysons Express serves Ashburn residents with Commuter Bus Service to Tysons Corner in Fairfax County from two Park & Ride lots located within the community:

- Broadlands South Park & Ride Lot – 75 spaces
- Broadlands South Second Park & Ride Lot – 160 spaces

This route is currently accommodating over 6,000 riders (from March to May) (*Ridership Numbers - July 2010 to May 2011, Office of Transportation Services, 2011*).



Metrorail

The Metropolitan Washington Airports Authority (MWAA) is constructing a 23-mile, 11-station extension (the Silver Line) of the existing Metrorail system from East Falls Church in Fairfax County to Washington Dulles International Airport and west into Loudoun County. The Dulles Corridor Metrorail Project is one of the County's and region's

priority transportation projects. New Metrorail service in the corridor will expand the reach of the existing regional rail system, offer a viable alternative to automobile travel and support future transit-oriented development along the corridor. The extension will serve Tysons Corner, Virginia's largest employment center, and the Reston-Herndon area, the state's second largest employment area, and will provide a one-seat ride from Loudoun County to Washington, D.C. The project will also benefit employees who travel reverse commutes from neighboring jurisdictions to employment centers in Loudoun County.

In July 2007, the Loudoun County Board of Supervisors approved a Funding Agreement between MWAA, Fairfax County, and Loudoun County to construct and place into service the additional rail line into Loudoun County. The project is being constructed in two phases, in order to meet federal funding requirements, with Phase 1 extending from East Falls Church, through Tysons Corner, to Wiehle Avenue in Reston, and Phase 2 extending from Wiehle Avenue, through Dulles Airport, to Route 772 in Ashburn. Phase 1 is presently in construction and is scheduled to begin service in late 2013. Phase 2 of the project is expected to be completed in 2018.

Once completed, this system will bring rail transit service to transit nodes in the vicinity of Route 606 (Old Ox Road) and Route 772 (Ryan Road) along the Dulles Greenway. The planned location of the future Route 772 Metro station is within the Ashburn community (See Planned Land Use Map, p. 65). The Route 606 and Route 772 stations will include approximately 2,750 and 3,300 parking spaces, respectively, in support of regional commuters.

Bicycle & Pedestrian Facilities (See Bicycle & Pedestrian Circulation Map, p. 75)



Windermere Green

There are numerous bicycle and pedestrian facilities within the Ashburn Community, though the overall network remains incomplete. Along major roadways where there is no sidewalk or trail, dirt paths are often present which indicate regular pedestrian traffic. In addition to facilities along roadways, there are numerous trails within and between individual neighborhoods that typically run along streams and other drainageways, such as the Broad Run Stream Valley Trail Corridor and the Potomac Heritage National Scenic Trail, although these facilities predominantly

function as a recreational use. The County's *Bicycle and Pedestrian Mobility Master Plan*, adopted by the Board of Supervisors in 2003, provides the basis for County policy on non-motorized transportation.

The Office of Transportation Services (OTS) has prepared a baseline map that identifies the existing, programmed, and planned but not programmed (“missing”) bicycle and pedestrian facilities along the CTP roads in the County (See Bicycle & Pedestrian Circulation Map, p. 75). This information is being used to develop a prioritized list of bicycle and pedestrian projects, which when built, will improve the bicycle and pedestrian connectivity between several key locations within the County, such as major employment and retail centers, schools, parks, and future Metrorail stations. Accordingly, the following “missing links” around the proposed Route 772 Metrorail Station have been recommended to be included in the countywide prioritized list:

Within 1-mile radius of Route 772 Station (highest priority):

- Shellhorn Road – between Ashburn Village Boulevard and Loudoun Station; between Loudoun Station and Loudoun County Parkway
- Ashburn Village Boulevard – between Shellhorn Road and Waxpool Road
- Loudoun County Parkway – between Dulles Greenway and Shellhorn Road; between Dulles Greenway and Greenway Loop

Outside 1-mile radius of Route 772 Station:

- Farmwell Road - between Ashburn Village Boulevard and Smith Switch Road
- Ashburn Road - on either side of W&OD Trail
- Claiborne Parkway - along the interchange with Dulles Greenway
- Gloucester Parkway - between Smith Switch Road and Ray Muth Sr. Memorial Park
- Belmont Ridge - on either side of the interchange with Dulles Greenway
- Ryan Road - between Belle Terra Drive and Forest Manor Drive

Infrastructure, Utilities, and Other Facilities

Water and Sewer

Loudoun Water (formerly known as the Loudoun County Sanitation Authority or LCSA), headquartered within the Ashburn Community, provides water and wastewater service to nearly all of the community (See Water and Sewer Facilities Map, p. 77). The source of tap water for customers within the Ashburn Community is the Potomac River, through a purchase agreement with Fairfax Water, and Goose Creek Reservoir through a purchase agreement with the City of Fairfax. These waters are taken from these surface water intakes and subsequently treated for potable uses.

Most (up to 13.8 million gallons per day) of the wastewater Loudoun Water



Broad Run Water Reclamation Facility

collects in the County is treated by D.C. Water (formerly known as D.C. Water and Sewer Authority) at their Blue Plains Treatment Plant. Blue Plains is one of the largest water reclamation facilities in the world and is located in southwest DC. The Broad Run Water Reclamation Facility (BRWRF), which can treat/reclaim up to 11 million gallons of wastewater per day, supplements the capacity at Blue Plains.

The BRWRF also provides a septage receiving station for septage hauled to the facility from individual homes and businesses with septic tanks or portable toilets. In addition, Loudoun Water treats all the waste-activated sludge from community systems owned or managed by Loudoun Water in other areas of the County. The BRWRF is located along Loudoun County Parkway within the Ashburn Community. This facility uses state-of-the-art membrane technology to produce an effluent which can be used for urban, industrial, agricultural, environmental, and recreational applications. Loudoun Water has made significant investments in architecture, state-of-the-art odor control, and landscaping along Loudoun County Parkway in order to be a positive addition to the local community.

Some of the older neighborhoods within the Ashburn Community are not served or are only partially served by public water and sewer. These include the Potomac Farms (privately owned public water supply, private wells, septic systems, alternative discharging systems, and pump-and-haul), Old Ashburn (private wells, septic systems, and alternative discharging systems), individual homes along Belmont Ridge Road (private wells and septic systems), and the Mt. Hope-Waxpool area (private wells, septic systems, and pump-and-haul). All four residential communities have parcels with sewage disposal systems more than 30 years old; some that have previously failed and have been replaced with alternative discharging systems, and others that may have reached the end of their life spans. These parcels typically have poor soils and do not have a designated reserve area. Water complaints have occurred from the residents of Potomac Farms due to low pressure and aesthetic water quality issues. The "Loudoun County Water and Wastewater Needs Assessment, December 2010" estimated costs of more than \$3.2 million (in 2004 dollars) to extend public water and sewer to these communities.

Loudoun Water is planning to construct its own intake in the Potomac River, upstream of the Potomac's confluence with the Goose Creek, and a treatment

Additional non-potable water (reuse water) is available from BRWRF. The first water reuse project installed 3,900 feet of 16-inch "purple pipe" for a water reuse main to serve a private office building and the "One Loudoun" World Trade Center on Route 7. The second project installed 4,920 feet of purple pipe to the National Rural Utilities Cooperative Finance Corporation located along Route 28. Both customers expressed interest in receiving reclaimed water for irrigation, cooling towers, and other non-potable uses in order to meet LEED (Leadership in Environmental and Energy Design) criteria. Additional projects are planned or in design that will extend reuse water south of the BRWRF to businesses in the Beaumeade area.

facility in the same area. Luck Stone and Loudoun Water have worked together to develop a long-range plan for the Luck Stone Quarry, which involves conversion of the rock quarries to accommodate growth in water demand and to provide a source of water storage. Loudoun Water plans to pump water from the Potomac River to several retired rock quarries for storage and to a new water treatment facility to be built on Loudoun Water property at the crossing of the Dulles Greenway over the Goose Creek. The first quarry to become available will provide approximately one billion gallons of raw water storage. Over a 30-year planning period, another quarry will provide an

additional four billion gallons of storage. Loudoun Water forecasts that planned growth in Loudoun County will require an estimated 90 million gallons per day by 2040.

Stormwater Management

Over 23.4% of the Ashburn Community's land area is impervious. This exceeds the County-wide average of just under 9%, reflecting the extensive development that has taken place. The impervious cover generates a great amount of stormwater runoff. Although the community accounts for only 6% of the County area, it contains 34% of the County's stormwater infrastructure. Stormwater infrastructure carries water from roads, buildings, and parking lots through a series of pipes, culverts, and open channels. Stormwater ponds, in combination with other design elements, help reduce flooding and environmental impacts to streams by reducing peak stormwater flows and reducing pollution. Based on County GIS records, the Ashburn Community has an estimated 260 miles of storm drain pipes and 336 miles of open channels designed for stormwater management. It also has 203 stormwater ponds.²⁸

Though most of the Ashburn Community features constructed stormwater management systems to protect water resources and manage polluted stormwater runoff, various older systems were developed in the community that do not meet current standards for stormwater runoff and water quality. In cases where stormwater infrastructure components do not meet current Virginia stormwater requirements or are nonexistent, stream health and water

²⁸ Dry ponds and wet ponds are stormwater infrastructures designed to hold stormwater. Generally, dry ponds are designed to drain completely within a couple of days while wet ponds hold some water indefinitely.

quality may be compromised. There are no specific plans to improve or upgrade community systems beyond repairing facilities that are functioning poorly. The County is informed of problems through public input via the Stormwater Hotline and through an inspection program contracted through the Loudoun County Department of General Services.



The Estates at Forest Ridge

A number of buried stormwater pipes in the Ashburn Community are 54, 60, 72, and 84 inches in diameter and are intended to handle the stormwater runoff from developed areas and reduce flooding. Although these pipes perform these functions, the prevalence of large pipes alters the flow dynamics of streams and floodplains. Streams experience high peak stormwater discharges and quickly receding flows. While stormwater regulations are designed to control the effects of limited size rainfalls by controlling stormwater volumes, velocities, and pollutants flowing into streams and floodplains, such measures lose their effectiveness with larger or more frequent storms once the ground is saturated. Additionally, associated impervious cover increases the flashiness of stormwater runoff, where water volumes and velocities quickly rise to high levels and then quickly recede. During the past decade higher peak flows have been measured in the Broad Run watershed due to increases in impervious cover in the Ashburn Community. In addition to non-point source pollution such as nitrogen and phosphorus, increases in impervious cover increase the sediment load flowing into streams. Impervious cover also reduces the base flow of our streams, which is the groundwater that migrates into the streambeds and accounts for stream flows during periods of no rainfall. The Ashburn Community contains several stormwater ponds in-line with streams and floodplains, altering the ecology of those water resources. Some of the largest ponds are used as amenities with generally stable water levels, limiting storage capacity.

Since the adoption of the Stormwater Management Ordinance in 2003, the County has maintenance responsibility for all stormwater facilities that lie within County easements, with the exception of wet ponds. Regarding wet ponds, an agreement is created that distinguishes the responsibilities of the County from those of the property owner. Generally, the County is responsible for ensuring that the facilities function properly and the property owner is responsible for the aesthetics. The County is not responsible for stormwater

facilities for which there is no County easement. In those cases, the County takes responsibility when the property owner properly grants an easement.

Electricity

Within the Ashburn Community, high tension electrical lines run alongside the Washington and Old Dominion Trail (W&OD Trail) and just east of the Loudoun County Parkway from the W&OD Trail to Shellhorn Road near the Dulles Greenway. Dominion Virginia Power overhead transmission lines are present along sections of some of the roadways and within many of the older neighborhoods and commercial areas. In the newer areas, electric lines have typically been buried. There are several electrical sub-stations serving the Ashburn Community both inside and outside of the community. Northern Virginia Electric Cooperative (NOVEC), which has certain service areas in Loudoun County, does not service the Ashburn Community.

Cable TV, Internet, and Telephone

Three cable television providers serve the Ashburn Community, each of which holds a non-exclusive franchise with the County. All companies provide telephone and Internet services, and providers use overhead transmission lines along sections of some of the roadways and within many of the older neighborhoods and commercial areas. Newer subdivisions have buried transmission lines. There are several wireless telecommunication towers in the Ashburn Community providing cellular phone and data services to area residents and businesses, most located along the Dulles Greenway. Satellite television and internet service is also available from several commercial providers.

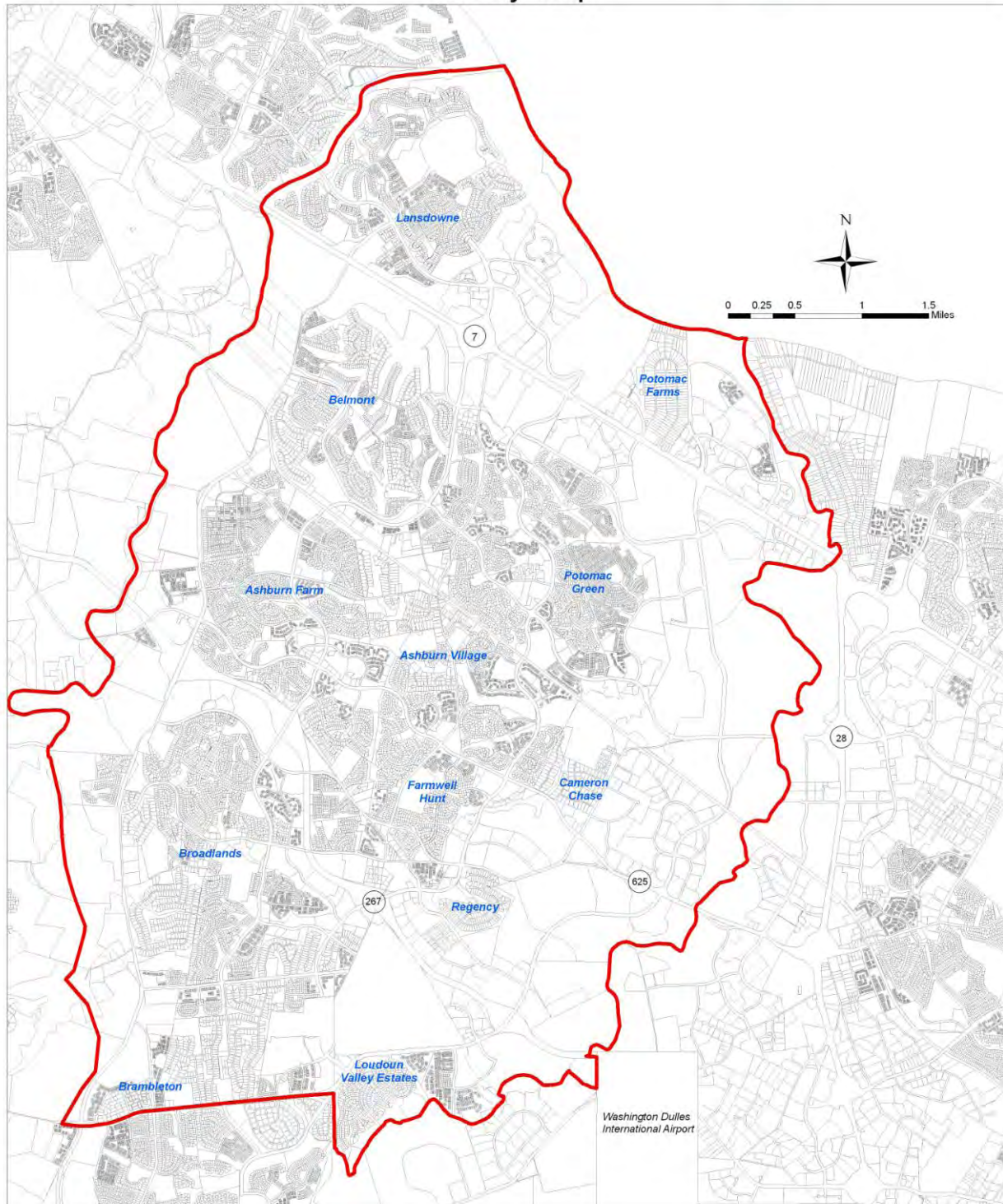
The Ashburn Community is home to the Metropolitan Area Exchange-East (MAE-East), a significant crossroads of fiber optic cable that provides large amounts of broadband capacity for Internet users. The community also contains an extensive fiber optic network, which provides superior high-speed voice, video, and data transmission. High-speed fiber optics technology enables business, government, defense electronics, and others to transmit large amounts of data safely and securely. The fiber infrastructure within the eastern portion of the Ashburn Community is crucial to providing connectivity to other companies and networks worldwide, providing the area with a national market advantage.

Natural Gas

Washington Gas maintains natural gas transmission lines within the Ashburn Community and provides natural gas service to the Ashburn Community. Columbia Gas provides service to other parts of Loudoun County but does not supply the Ashburn Community.

Ashburn Community

Vicinity Map



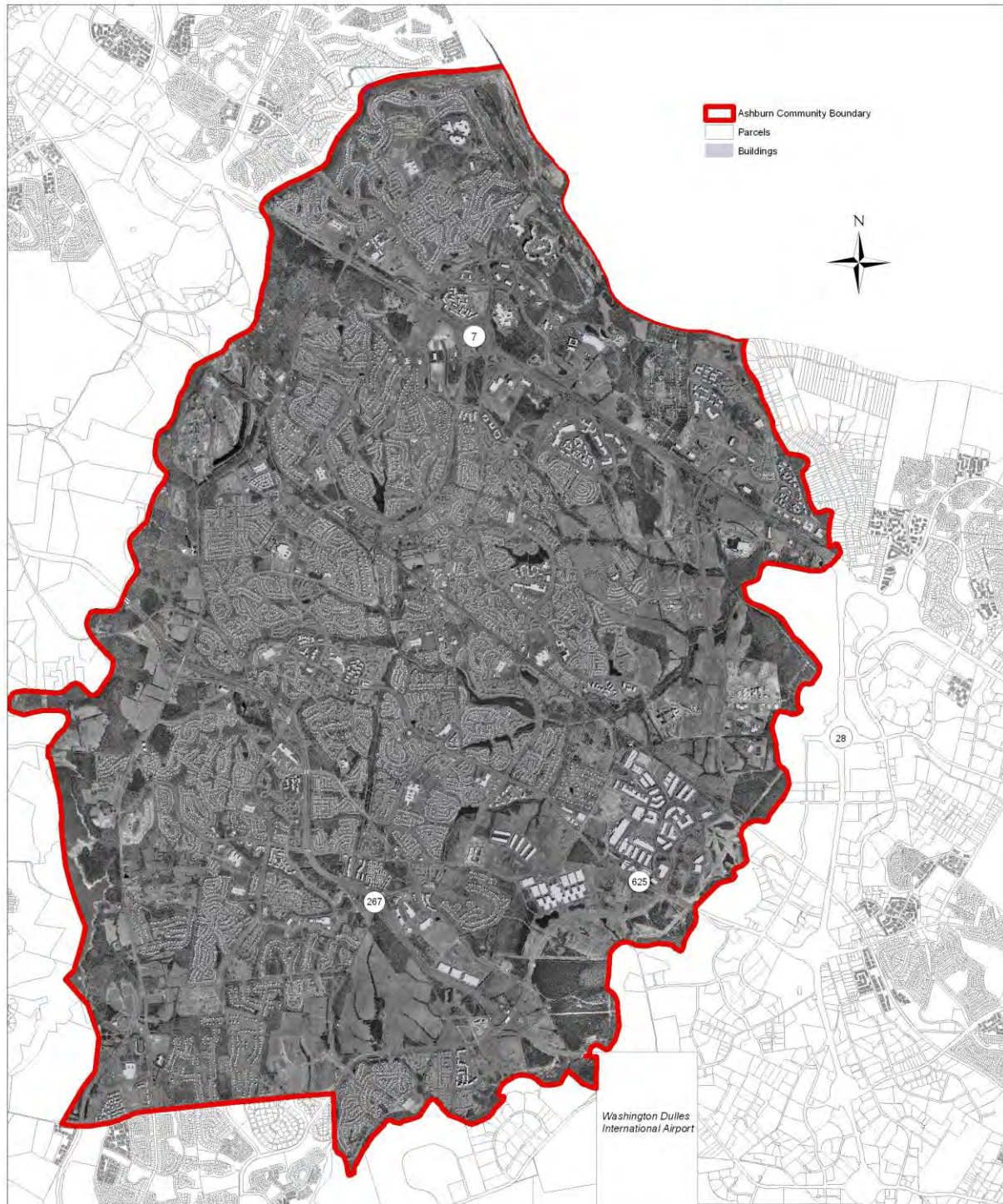
Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011-386

This page is intentionally blank.

Ashburn Community

2008 Aerial

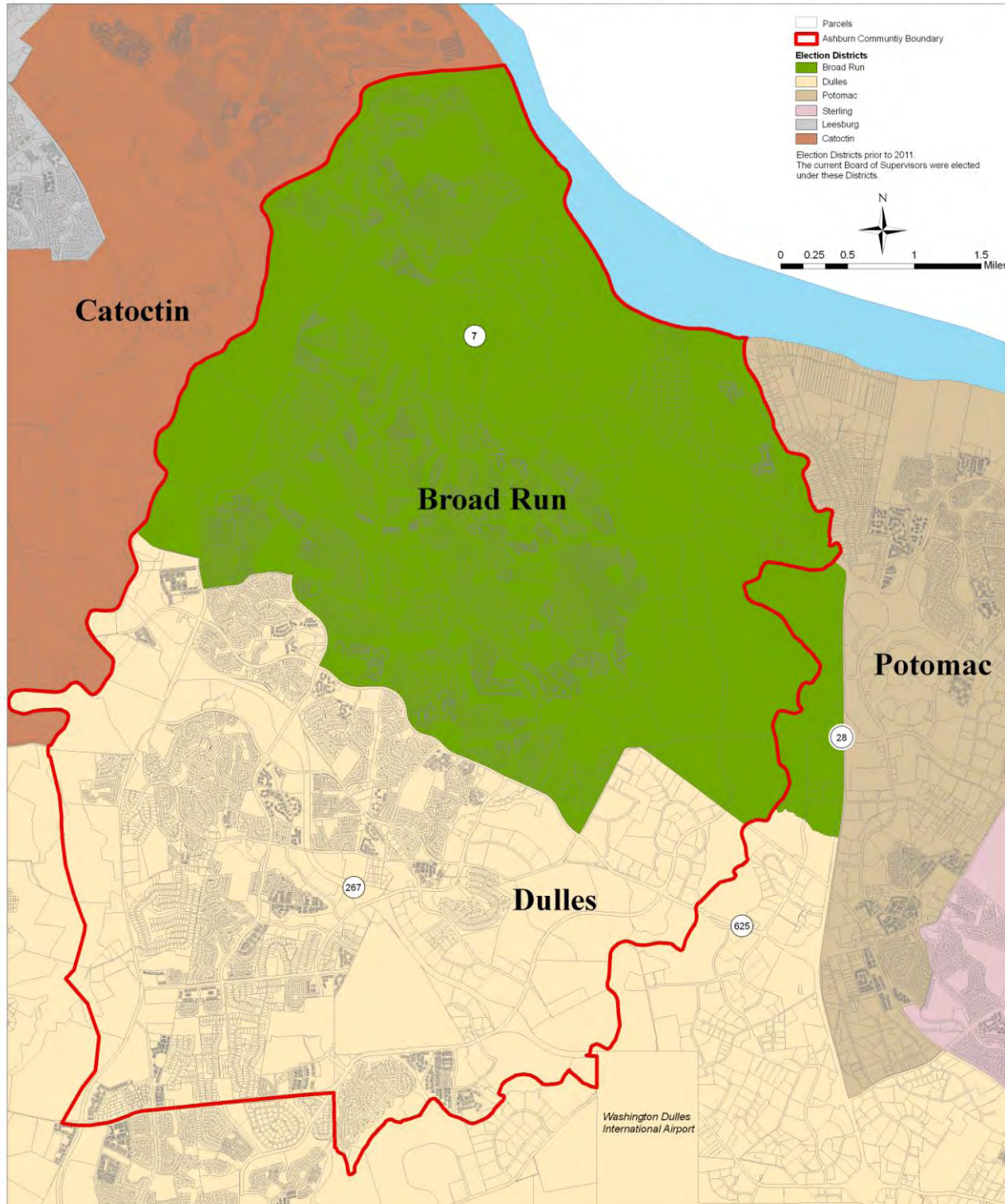


Source: Loudoun County Planning Department. June 2011. All boundaries are approximate.

Map Number 2011-371

This page is intentionally blank.

Ashburn Community Former Election Districts

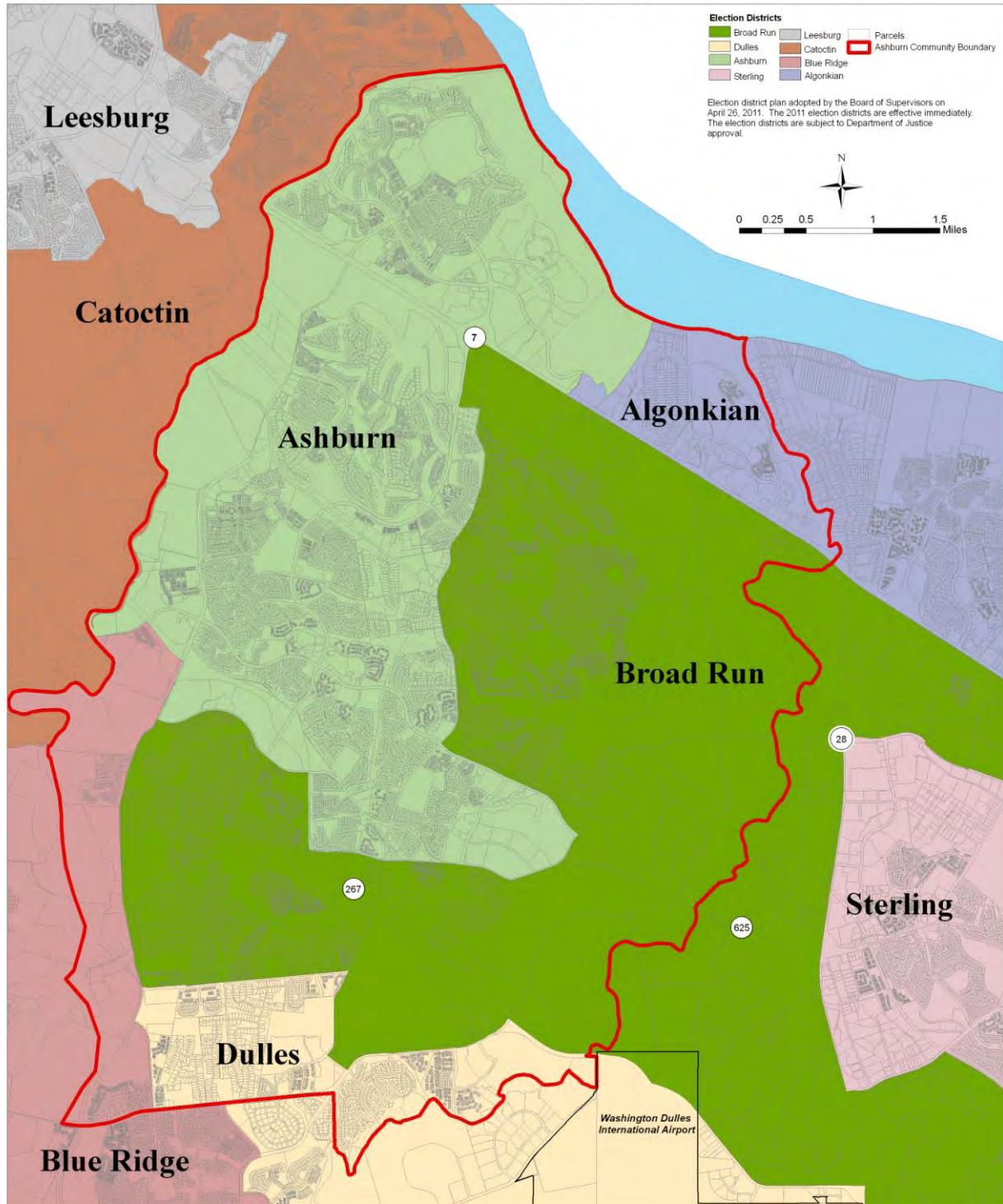


Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011- 374

This page is intentionally blank.

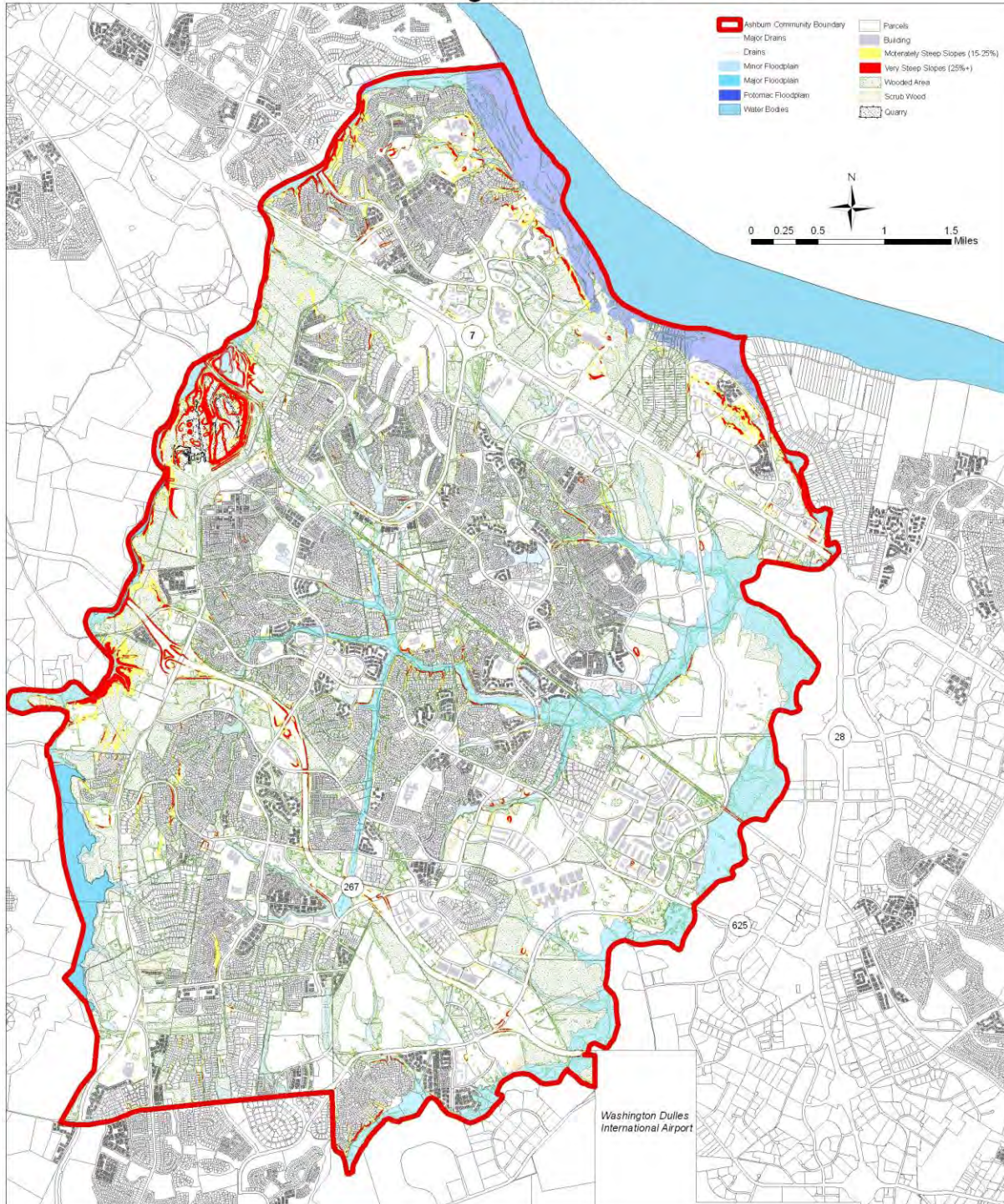
Ashburn Community New Election Districts



Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

This page is intentionally blank.

Ashburn Community Existing Conditions



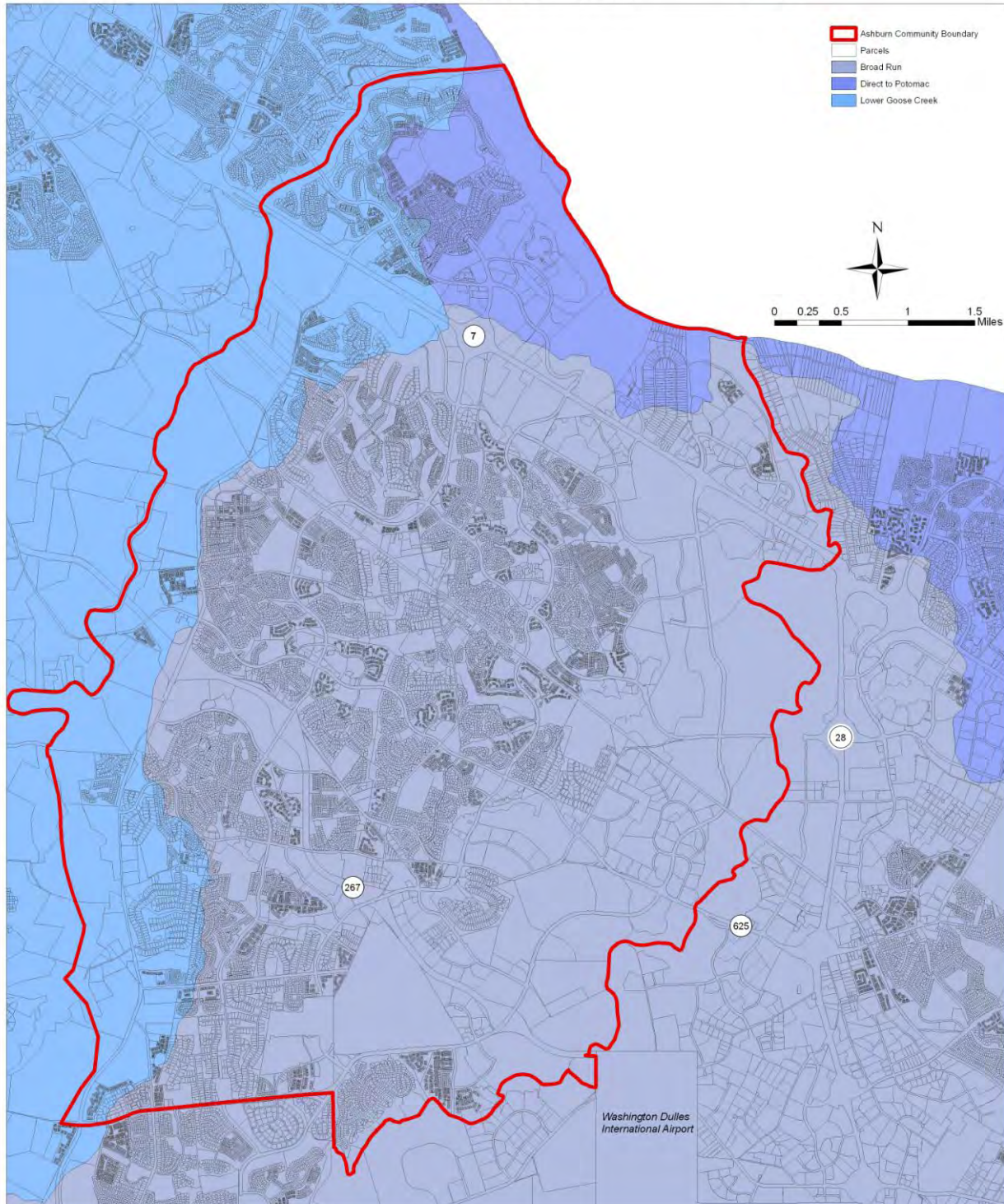
Source: Loudoun County Planning Department. June 2011. All boundaries are approximate.

Map Number 2011-375

This page is intentionally blank.

Ashburn Community

Major Watersheds



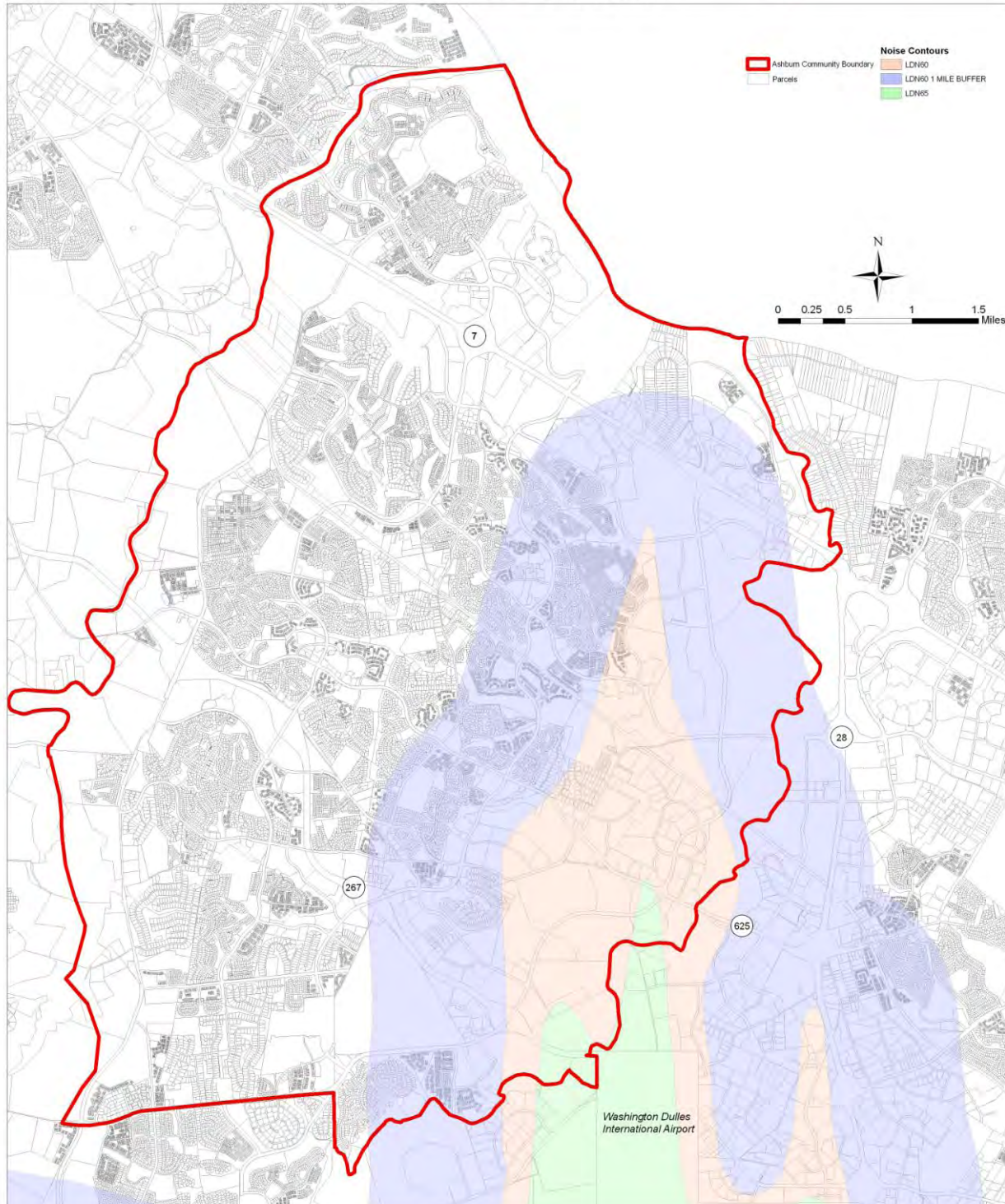
Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011- 381

This page is intentionally blank.

Ashburn Community

Airport Noise Contours



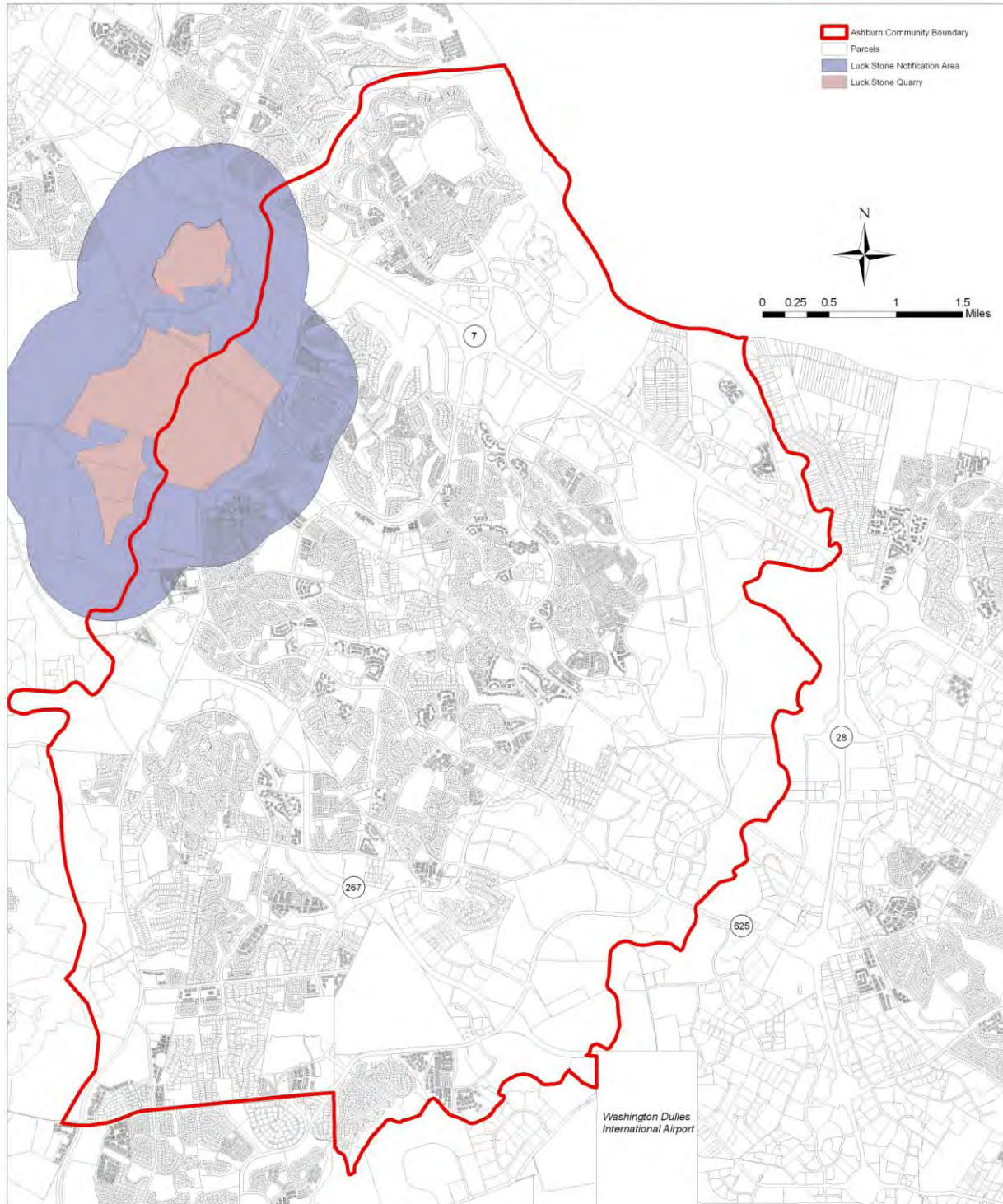
Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011- 383

This page is intentionally blank.

Ashburn Community

Luck Stone Quarry

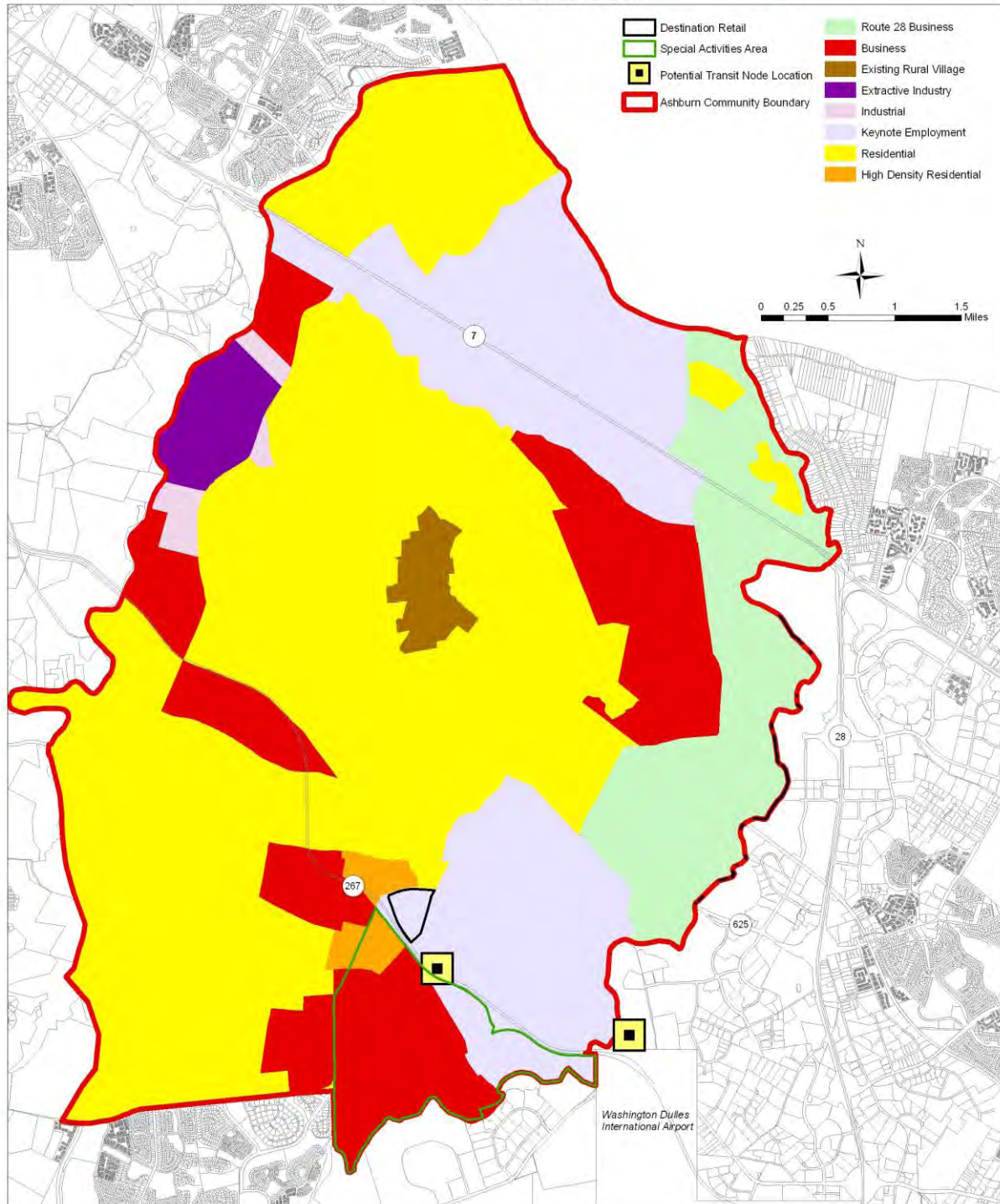


Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011- 378

This page is intentionally blank.

Ashburn Community Planned Land Use

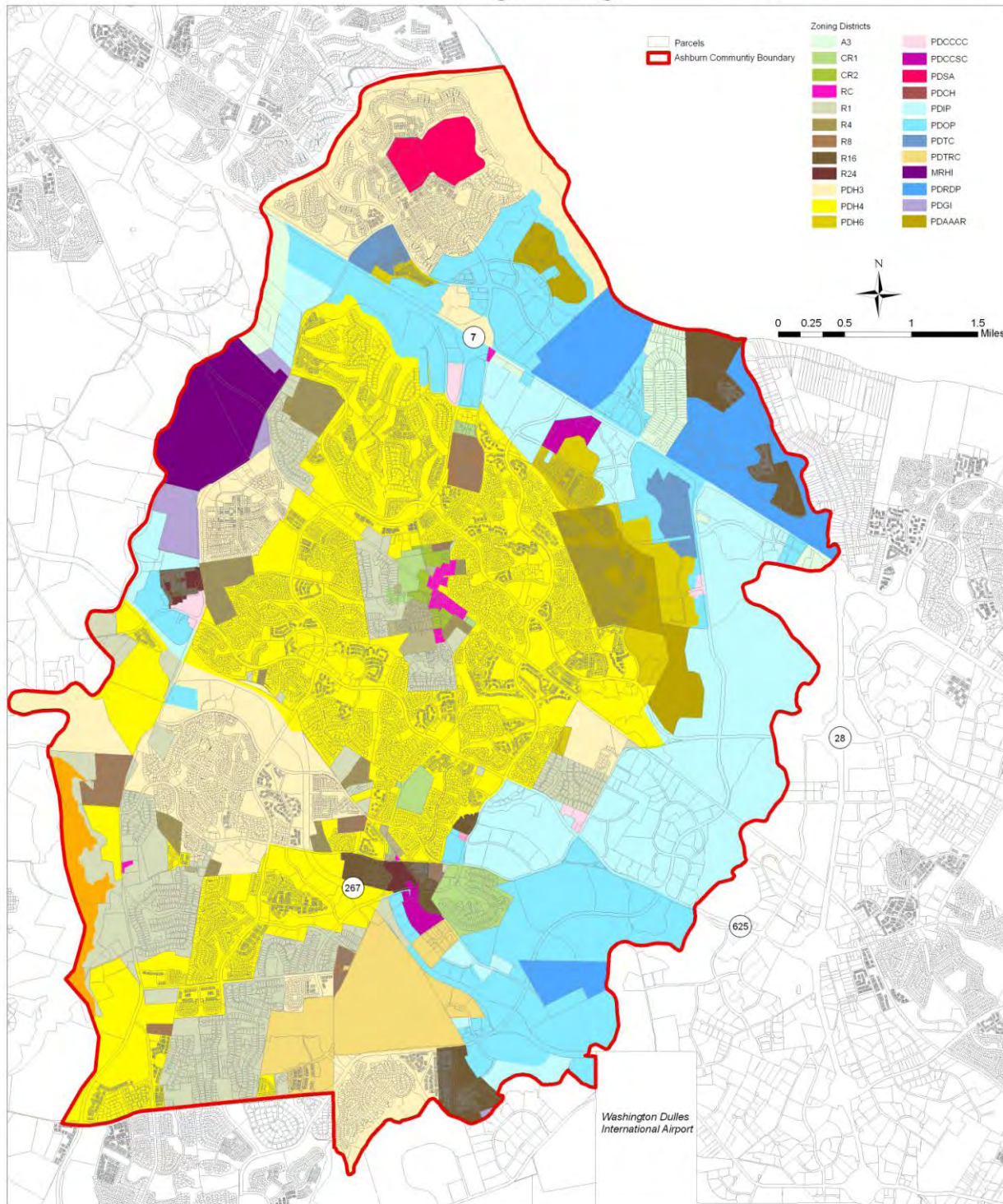


Source: Loudoun County Planning Department. June 2011. All boundaries are approximate.

Map Number 2011-376

This page is intentionally blank.

Ashburn Community Existing Zoning

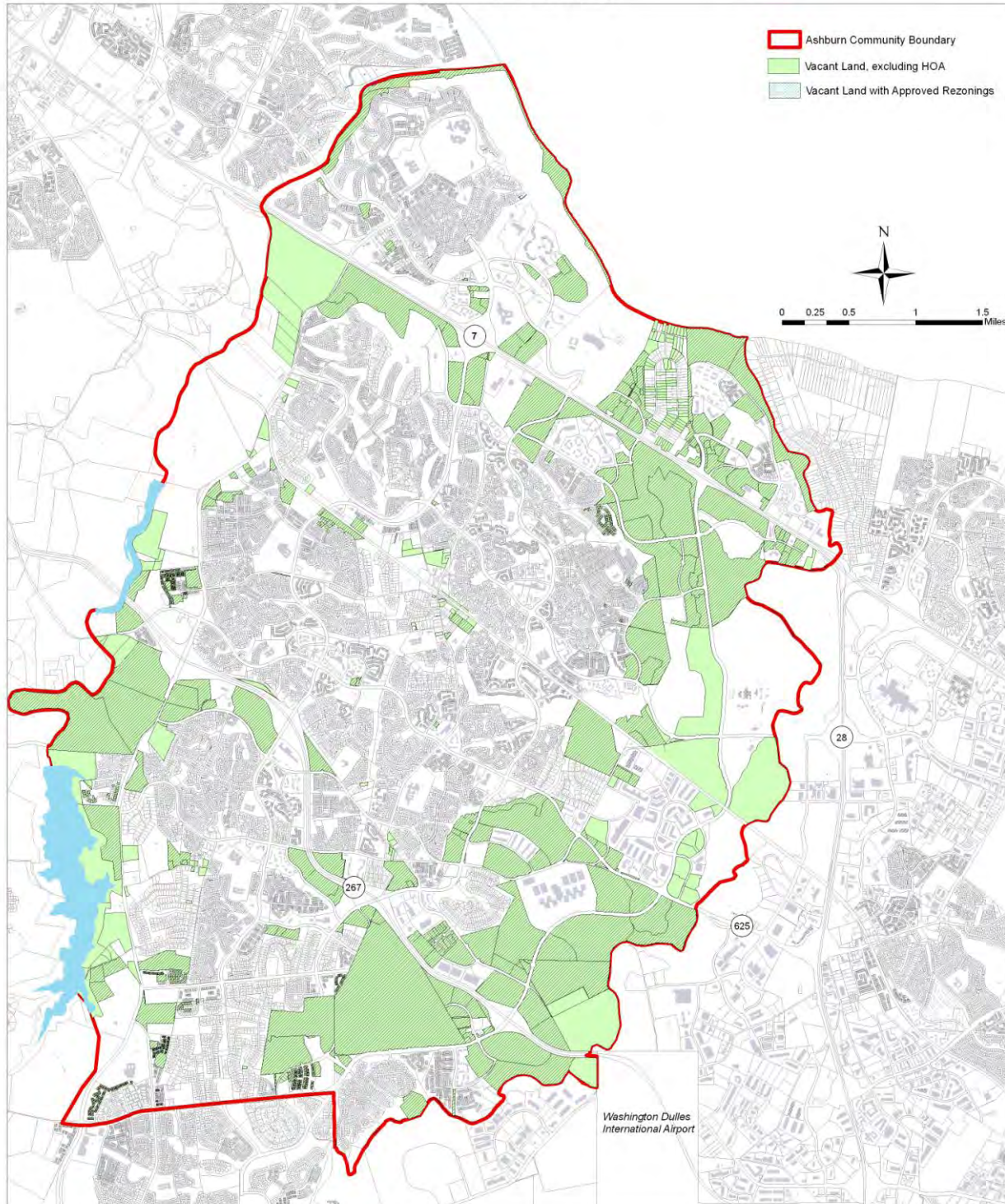


Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011- 382

This page is intentionally blank.

Ashburn Community Vacant Parcels



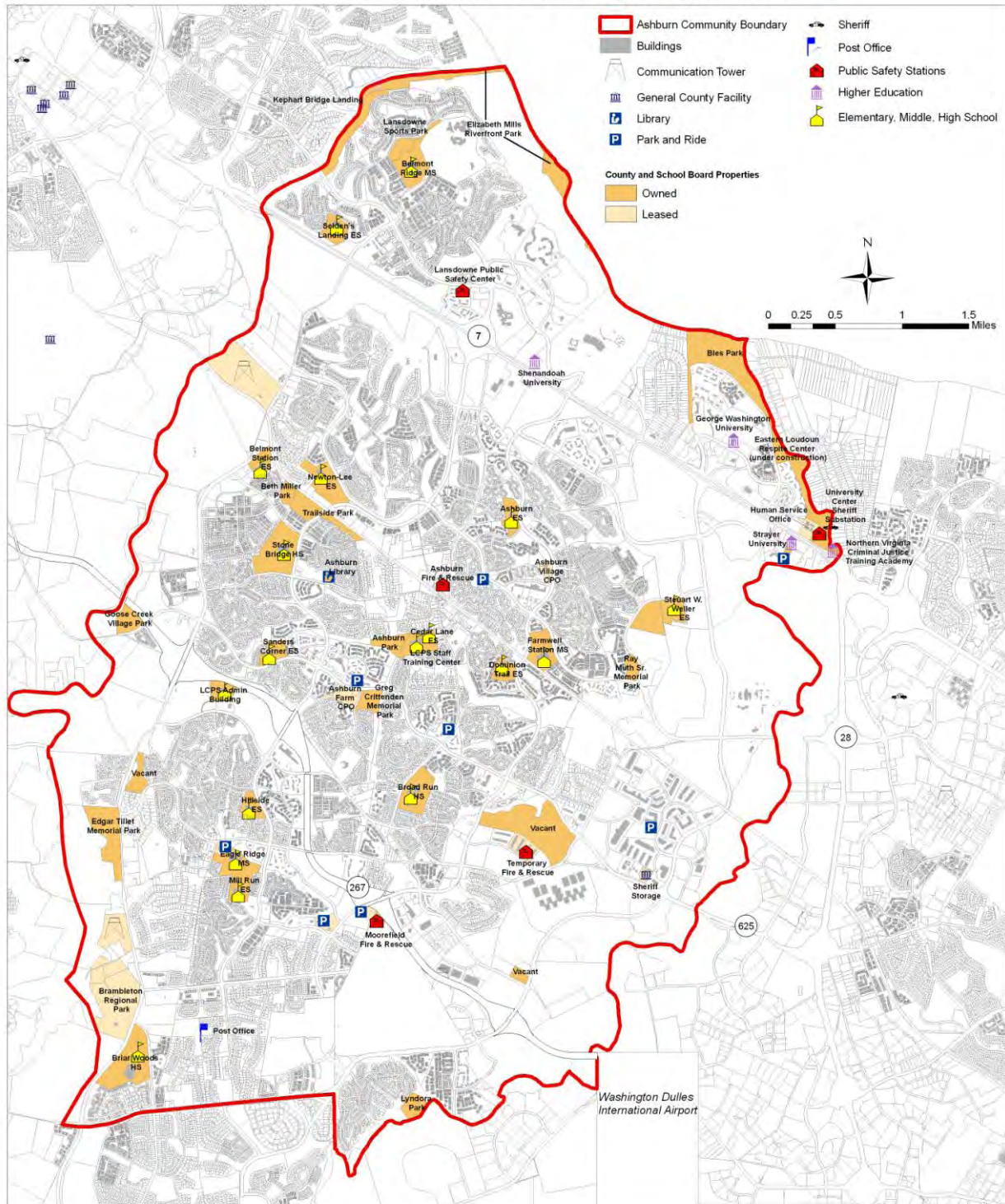
Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011- 380

This page is intentionally blank.

Ashburn Community

Public Facilities and County Properties

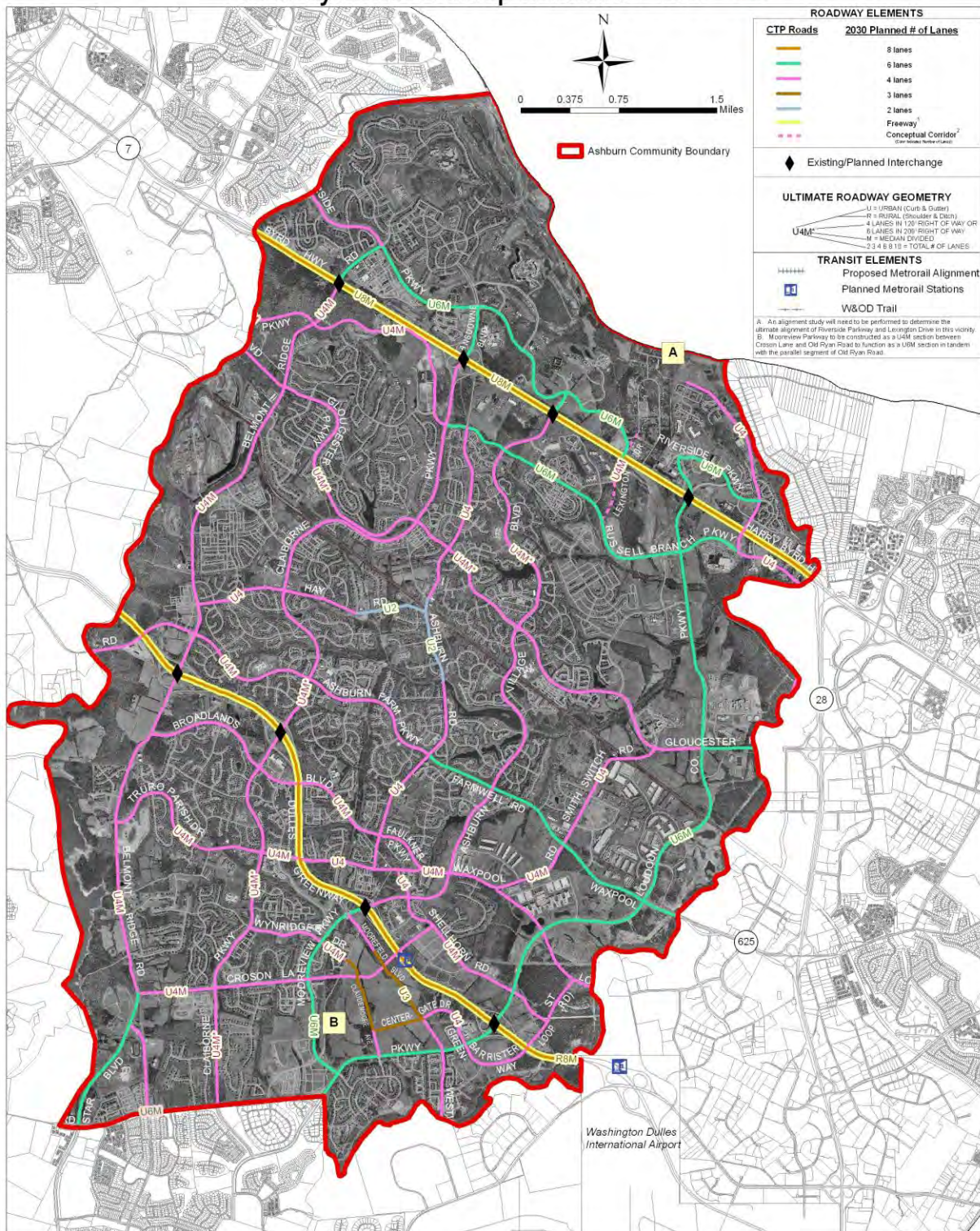


Source: Loudoun County Planning Department, August 2011. All boundaries are approximate.

Map Number 2011-377

This page is intentionally blank.

Ashburn Community Countywide Transportation Plan



¹The 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.
²A Conceptual Corridor is a recommended new corridor that does not substantially follow an existing roadway. The alignment shown is only one possibility. Detailed study will be required before a specific alignment is recommended.

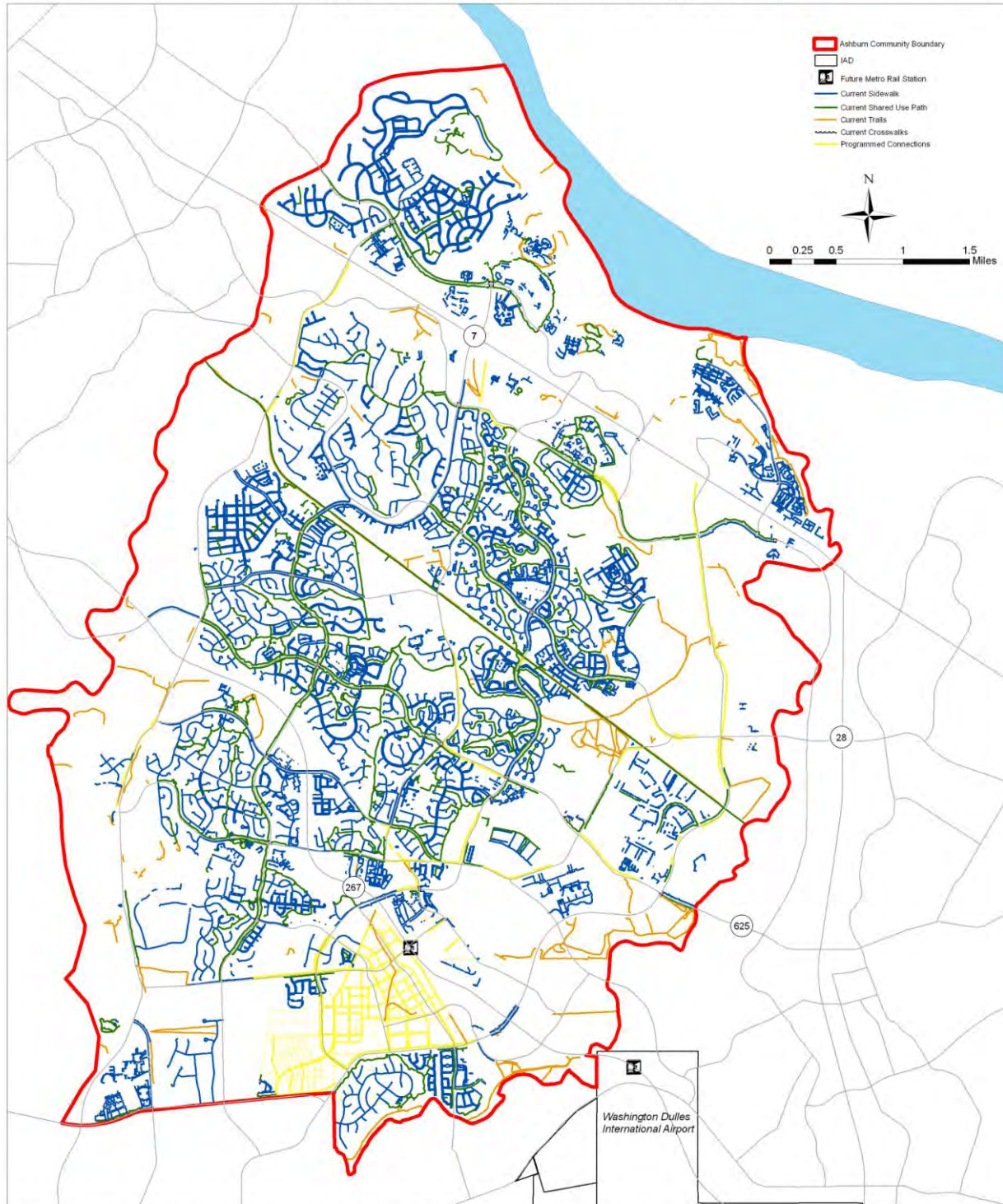
Source: Loudoun County Planning Department June 2011. All boundaries are approximate.

Map Number 2011-373

This page is intentionally blank.

Ashburn Community

Bicycle & Pedestrian Circulation



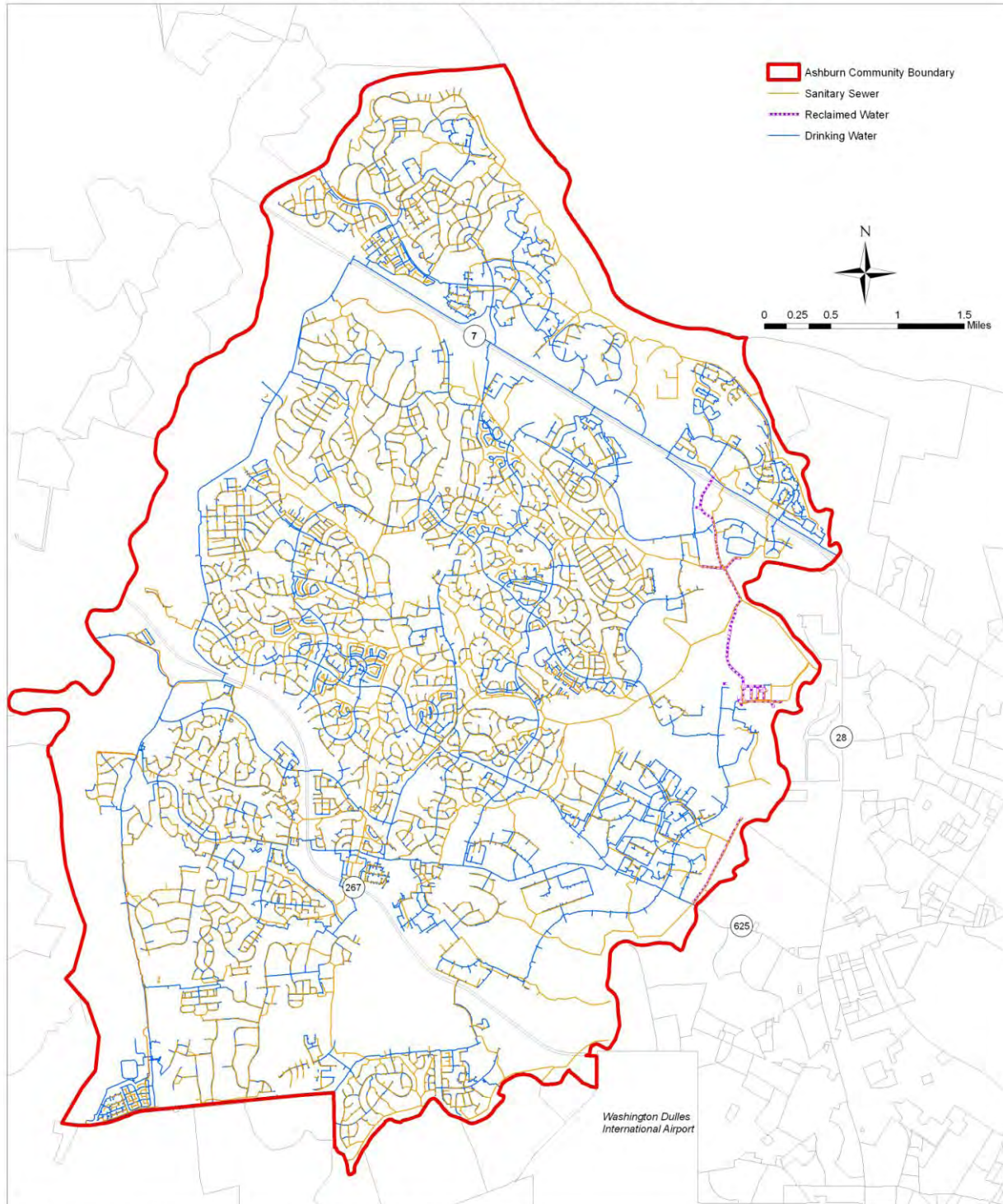
Source: Loudoun County Office of Transportation Services and Office of Mapping and Geographic Information Systems.
Data as of August 1, 2011. Please note this data continues to be updated based on new information. All boundaries are approximate.

Map Number 2011-372

This page is intentionally blank.

Ashburn Community

Water and Sewer Facilities



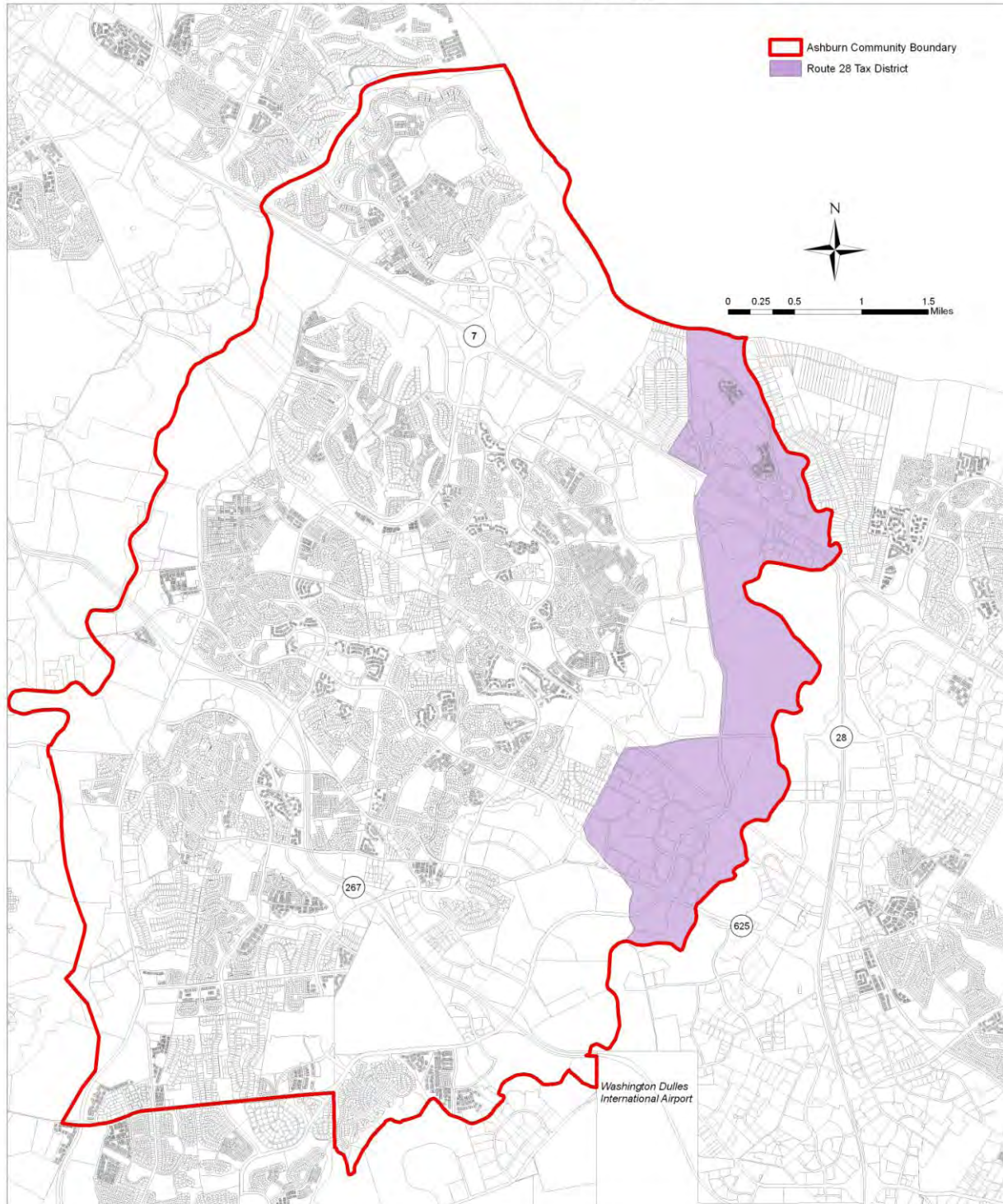
Source: Loudoun County Planning Department, June 2011. All boundaries are approximate.

Map Number 2011-385

This page is intentionally blank.

Ashburn Community

Route 28 Tax District



Source: Loudoun County Planning Department. June 2011. All boundaries are approximate.

Map Number 2011- 379

This page is intentionally blank.