

Engagement Round II: Envision the Future Summary Report

Envision Loudoun - Comprehensive Planning Process



This report provides background information to assist with the development of the new Comprehensive Plan.

For questions please contact:

Christopher Garcia, Program Manager
Community Planning Division
Department of Planning and Zoning
Loudoun County
christopher.garcia@loudoun.gov
(703) 777-0246
1 Harrison Street, SE
Leesburg, VA 20175
www.loudoun.gov

Engagement Round II: Envision the Future Summary Report

Envision Loudoun - Comprehensive Planning Process

CONTENTS

Envision the Future: Engagement Round Summary.....	2
1. Introduction.....	3
2. Overview.....	11
3. Vision, Goals, and Objectives.....	15
4. Insights by Topic Area.....	23
<i>Infill Development in Suburban Neighborhoods</i>	24
<i>Redevelopment in Maturing Neighborhoods</i>	30
<i>Reinvestment in Commerce Districts</i>	36
<i>Transition and Rural Areas</i>	42
<i>Overall Area</i>	48
<i>Transportation</i>	54
5. Appendix.....	62
A. Vision, Goals, and Objectives.....	62
B. Areas of Potential Change.....	232
1. <i>Infill Development in Suburban Neighborhoods</i>	232
2. <i>Redevelopment in Maturing Neighborhoods</i>	242
3. <i>Reinvestment in Commerce Districts</i>	255
4. <i>Transition and Rural Areas</i>	263
5. <i>Overall Area</i>	305
6. <i>Transportation</i>	334
C. Exit questionnaire results table and expository responses.....	505

Envision the Future: Engagement Round Summary

In June 2017, Loudoun County held five Envision the Future workshops throughout the County to gain additional public input to assist in developing a new comprehensive plan (Envision Loudoun). The focus of the second round of workshops was gathering responses to the County's draft Vision, Goals, and Objectives and obtaining public feedback on specific geographic areas where the County might consider future residential and commercial development. The County also gathered public input using an on-line input tool following the public workshops.

This report summarizes public feedback on the draft Vision, Goals, and Objectives; specific feedback about various desires for future development, if any, in several geographic areas of the County; and transportation needs and preferences countywide.

Public input indicates significant and continued community focus on topics such as: balancing residential and non-residential development; ensuring adequate infrastructure and public facilities in place for current and future development, quality development that is compatible with its surroundings and sensitive to environmental features, maintaining the rural environments in the County; conservation and preservation of natural, cultural and historic resources; ensuring people are well connected and able to move around the community with a well-planned

transportation system to match our new land plans; and planning for the arrival of Metrorail service in Loudoun County.

The Round 2 Envision the Future Workshops produced many other ideas, which are included in the "Comments" section of the Appendix. Staff is using the public input captured during this process to shape ongoing discussions concerning future land use, retaining existing successful policies, and developing new policies to achieve the goals of Loudoun County's New Comprehensive Plan. The community input from both the Round 1 Listening and Learning Workshops and the Round 2 Envision the Future Workshops will continue to be an essential source of information that will help guide the development and completion of Loudoun County's New Comprehensive Plan.

The Envision the Future round of community engagement included 63 facilitated table discussions. Conversations included up to eight individuals and focused on six key topics of conversation.

1. Introduction

The following describes the second of three rounds of community engagement to inform the direction of the new Comprehensive Plan for Loudoun County, Virginia. The Envision the Future round consisted of a series of in-person workshops and online engagement held throughout the County in June of 2017. The purpose, preparation, and results from the round have been described in this report.

ENVISION THE FUTURE: BY THE NUMBERS



833

Participants
(online & in-person)

3,867

Comments

5

Live Meetings

63

Facilitated table
conversations

348

Online
participants

1,776

Vision, Goals
and Objectives
comments

1,448

"What would
you like to see"

639

"What are the
public concerns"

683

Mapped
comments

89%

Exit Questionnaire
Return Rate
(in-person)

97%

Participants who
liked the small
group format

98%

Participants who
said they will stay
engaged

96%

Participants who
said their ideas
were recorded
accurately

1 in 4

Participants found
out about the
workshop from
someone they know



Envisioning the future

During each of the five in-person Envision the Future sessions, participants engaged in round table discussions focusing on six key topic areas. Each comment was recorded by a table leader for the Planning Team. Through 63 table discussions and online input more than 3,800 unique comments were generated.

Charting the Course

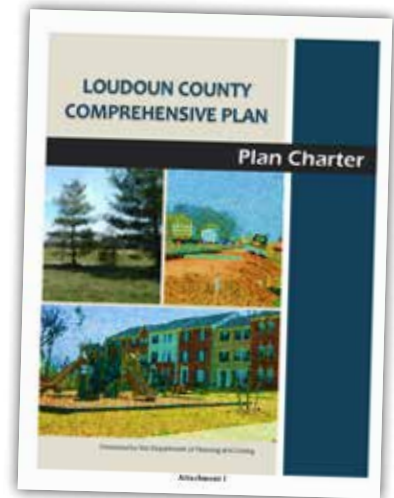
The first step to initiating the Comprehensive Plan process was to establish a “plan to do the plan” or the Plan Charter. The Charter contains pertinent background information and broad existing conditions, a preliminary list of the prominent issues the Plan should address, a description of the planning process and schedule, the organizational structure, a description of the community outreach and engagement strategy, and the role of consultants.

The charter says the following regarding the Community Outreach and Engagement Strategy for the Comprehensive Plan:

1. In order to achieve successful outcomes, open, inclusive and accessible planning activities throughout the County should be undertaken to provide ample opportunity for public participation;
2. The selected approach is a balanced Community Outreach and Engagement Strategy which would include sets of three community meetings at different stages of the project and at strategic locations of the County based on established planning priorities and issues.

The engagement process should be iterative, building on conclusions from round to round. The second of these rounds tested the findings from Round 1 along with the research and analysis of the planning team.

The Board of Supervisors were presented with, and subsequently endorsed, the Plan Charter on April 21, 2016. The charter is guiding the planning process, and can be found here: <https://www.loudoun.gov/DocumentCenter/View/120052>



Taking direction from the plan charter

The Comprehensive Plan Charter provides a thoughtful approach to engagement throughout the planning process.

Overview of Envision Loudoun

Purpose

The County branded the New Comprehensive Plan as “Envision Loudoun” challenging participants and leaders to think about the future of the County.

Between 2000 and 2010, Loudoun County was the fifth fastest growing county in the country and this hasn’t slowed down. The last major revision to the Comprehensive Plan was the completion of the Revised General Plan 15 years ago; a lot has changed since then.

Envision Loudoun will have a lasting impact on the Loudoun community helping to promote a continued high quality of life in the County. The process is a rare opportunity to plan future growth, land use, transportation, community facilities and amenities, economic development, and fiscal management.

Intended Outcome

The process will result in a New Comprehensive Plan that serves as Loudoun County government’s guiding document for land use and development for the foreseeable future.

This will be a community-based vision for the future development of Loudoun County. It is intended to guide future land use development decisions, guide the provision of community amenities and facilities as well as guide the location and timing of infrastructure investment. Based on direction from the Loudoun County Board of Supervisors, the new plan will outline policies for addressing the most pressing issues Loudoun faces related to:

- a. Economic Development
- b. Transition Policy Area
- c. Residential Housing Choice and Diversity
- d. Redevelopment/Reuse
- e. Suburban Policy Area
- f. Community Facilities and Supporting Infrastructure
- g. Quality Development
- h. Fiscal Management
- i. Other topics that may be revealed through the process

Comprehensive Plans are generally designed to plan for the next 20 to 30 years with regular review and updates every five years. The two major parts of the New Comprehensive Plan that will be developed in this process are a new General Plan and a new Countywide Transportation Plan.



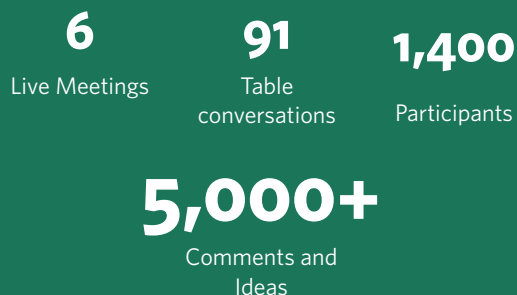
Listening and Learning

The first round of engagement was held in December 2016. At a series of Listening and Learning workshops, Loudoun residents learned about the Envision Loudoun process, discussed existing conditions in the County, and shared ideas about their vision for the future. Input from Round I informed the development of the materials used in Round II.

Round One Engagement: Listening & Learning

The first phase of the community engagement was launched in November 2016. The Listening & Learning workshops were hosted both in-person and online. Over two months 1,400 people participated, sharing more than 5,000 unique ideas. Based on feedback from Round One, the Vision, Goals and Objectives were drafted. These statements will serve as the foundation for the new Comprehensive Plan.

ROUND 1: BY THE NUMBERS

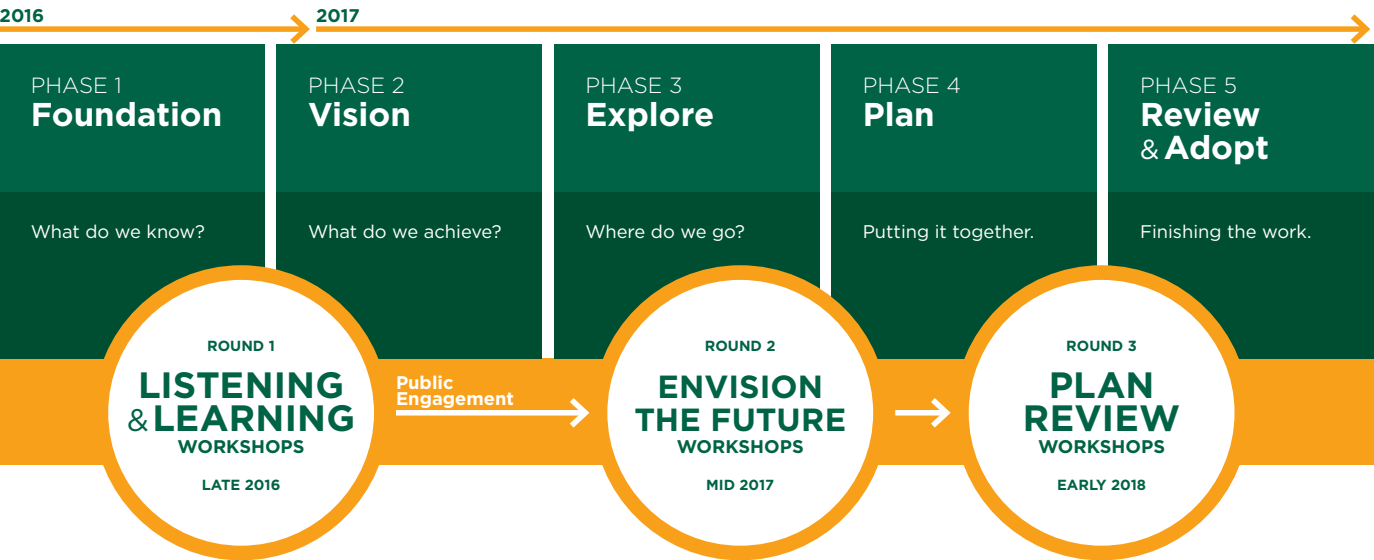


Responsibility

As directed by the Board of Supervisors, Loudoun County staff and an experienced team of consultants will coordinate the plan development process to produce a document for review by the Planning Commission and adoption by the Board of Supervisors. In addition, a Stakeholder Committee composed of citizens from each of the magisterial districts and representatives of key stakeholder groups within the County, will also provide insight throughout the effort.

Timeline

The County initiated the process in the fall of 2016 and is expected to last between 18 and 24 months. Through 2017, three rounds of iterative community engagement will track in parallel with technical analysis being conducted by the County’s Planning Staff and the Planning Team.



Purpose of the Workshops

The Envision the Future Workshops

Based on the direction of the Plan Charter, the County launched the second phase of the community engagement in June of 2017. The Envision the Future workshops were hosted both in-person and online through the project webpage www.envision-loudoun.org. Over 800 people participated over the course of six weeks sharing more than 3,800 unique ideas.

The Envision the Future workshops were designed to:

- a. Collect feedback on draft Vision, Goals, and Objectives
- b. Understand residents' needs and concerns related to specific topic areas.

These included:

- Infill development in suburban neighborhoods
- Redevelopment in maturing neighborhoods
- Investment in commerce districts
- Transition and rural areas
- Transportation

The agenda for each workshop was identical. This included a 30 minute welcome and presentation from the Planning Team, followed by an hour and twenty minute discussion held in small groups.

Online Engagement

The online form mirrored the activities of the in-person workshops and gathered hundreds of ideas from at least 350 unique users. The tool allowed users to respond to the draft Vision, Goals, and Objectives; choose any of the five topic areas in which to respond and indicate locations on an interactive map; complete a transportation survey; and provide exit questionnaire information.

Uses of Input

The second round of engagement gathered thousands of ideas. Each has been captured, themed, and will serve as key input for the Comprehensive Plan. The emergent themes from this input will help finalize the guiding Vision statement and the community's Goals and begin to inform the draft plan recommendations. The database will serve as a source for making specific recommendations as the process continues. All ideas and comments have been collected and databased and will be made fully available through the process website and the document appendix to this document.

Communications & Outreach Effort

Purpose

The goal for engagement through Envision Loudoun is to make participation a choice for anyone who cares about the future of the County. To achieve this, two parallel efforts were initiated to help spread the word about the Envision the Future Workshops and online tool.

COMMUNICATIONS/PUBLICITY (CREATING GENERAL AWARENESS)

- Create a project brand and identity
- Develop collateral (posters, postcards, business cards, etc.)
- Leverage media assets (ads, press releases, etc.)

OUTREACH (PERSONAL INVITATIONS AND WORD-OF-MOUTH)

- Identify opportunities in a map of civic and demographic networks
- Create best methods for communication
- Energize networks - people/organizations
- Give the public a choice to participate in the process

Key Messages

Three key messages were prepared to describe the Envision Loudoun engagement process and focus the outreach and publicity effort.

Open, inclusive. The process will be designed and facilitated so that everyone feels comfortable engaging. It will be welcoming and respectful of the diversity of opinions.

Opportunity. The planning process is a key means to explore opportunities, e.g. create a “complete community.” The process is also a means to maintain and improve upon the high quality of life currently enjoyed in Loudoun, and to make sure the County is moving forward to meet the challenges and embrace its opportunities. The process will also convey excitement.

Connecting. This is a County-wide initiative and an opportunity to connect people and issues to the potential of the future. The process will motivate and facilitate deeper participation and connections. The County is diverse with respect to development (rural, suburban, and urban), points of view, and culture and this diversity presents us with exciting possibilities for shaping our future.

Publicity Effort

The Stakeholders Committee formed a Communications Team charged with developing and executing key publicity tasks. This group initiated their work by refining process messages and frequently asked questions. After these basic messages were written, the Team identified the most effective means for spreading the word about the process along with the key media targets (like newspapers, Facebook pages, etc.).

Throughout the months leading up to the event a number of actions were taken. These include:

Project Website updates. The www.envision-loudoun.org website, launched in early October, serves as the hub of communication for the planning and engagement process. News posts and home page updates were made to summarize the results of Round One of the process and circulate information on Round Two.

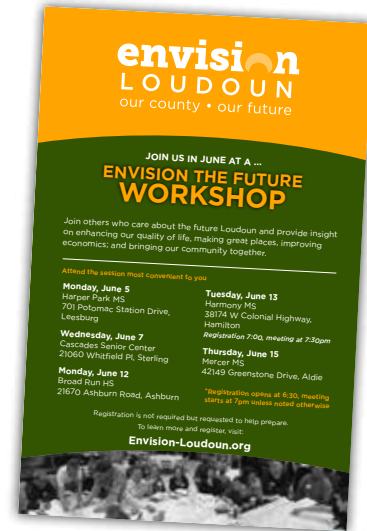
Social Media. A project Facebook page and Twitter handle were utilized to share content from the website, promote events and share other information about the process.

Press releases. Several press releases were written leading up to and through the second round of engagement. These provided background on the process, promoted workshop events, unveiled the online tool, and shared immediate results from the initial engagement.

Leveraged news stories. The publicity campaign leveraged several news stories during the first round of engagement including coverage from One Loudoun, the Washington Post and other publications.

Outreach Team

The Stakeholders Committee also formed an Outreach Team to connect key messages and collateral (developed by the communications effort) with the Loudoun County community networks. The group developed a large database of networks around Loudoun to organize their work. Over the month of May, members from the team reached out to these groups to let them know about Envision Loudoun, invited them to participate, and asked for their ongoing support. The Committee learned through Round 1 that one in four participants learned about Envision Loudoun from friend, neighbor or family member.



Spreading the key messages

Leading up to, and through the first Envision the Future session on June 5, the Publicity Team developed and executed key actions to help spread the word about Envision Loudoun. Print materials, like the rack card above, were distributed across the County.

Specific Publicity Actions (Rounds 1 and 2)

- Branded rack cards
- Process business cards
- Meeting posters and flyers
- Press releases
- Branded website with accompanying social media pages developed and launched
- Radio ads
- Newspaper ads
- Loudoun County Local TV Channel Slide
- Branded polo shirts for team members
- E-mail newsletters to "opt in" mailing list
- Letters to the editor
- Leverage media coverage, including Washington Post
- Collateral and website content in Spanish
- Loudoun County Commuter Bus advertisements
- Booths at 7 local events
- ShareKit
- PeachJar Flyers



Over 800 people participated in the Envision the Future process either at an in-person meeting or through the online input tool.

2. Overview

The Envision the Future workshops and online input period took place through the summer of 2017 in multiple locations across Loudoun County. The public generated more than 3,800 ideas. The following summarizes the experience of participants, their demographic make-up, and what they shared through the engagement phase.

Sources of Input

The Envision the Future Workshops

In-person workshops were held in five locations during June 2017. The locations chosen needed to be large enough to hold between 150 and 200 people and span the geographic extent of the County. Workshops were held at the following locations:

June 5
Harper Park Middle School
100 participants



June 7
Cascades Senior Center
100 participants



June 12
Broad Run High School
118 participants



June 13
Harmony Middle School
126 participants

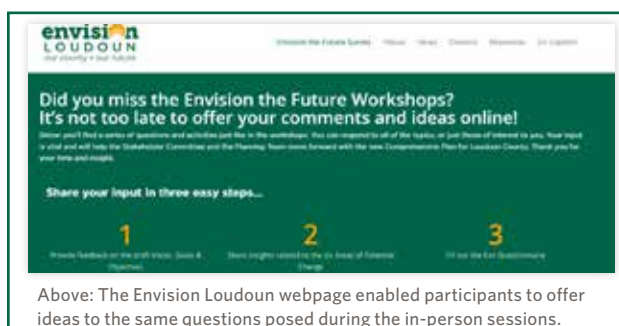


June 15
Mercer Middle School
98 participants



Online Engagement

An online tool was developed to mirror the questions in the in-person meetings and gather additional input. In order to incentivize attendance at the live workshops, the online tool was not made available until after the workshops. The tool was live for one month (through July 14th) and gathered an additional 390+ ideas from at least 350 users.



Participants

More than 800 people participated in the Envision the Future engagement phase, with 485 in-person participants and at least 350 participating online. During each event and through the online tool, participants were asked to fill out an exit questionnaire. The form gathered information on participant's overall experience along with basic demographic information. Questionnaires were not mandatory, but 89 percent of in-person participants did complete the form.

Groups that were notably underrepresented through the first and second phases of engagement will be specifically targeted for meetings in the third round. Through small meetings, the Planning Team will work with these groups to ensure their voices are heard through the process.

The following highlights major deviations between the self-selected participants in the engagement phase and the group's actual share in the Loudoun community based on latest Census information.

Opportunities to expand representation in future rounds

AGE

- **Small representation from younger people.** Representation for residents under the age of 44 was comparatively low. When correcting for percentage old enough to attend (14 and over), the census would predict 32 percent of participants would fall within the ages of 14 and 25; with another 24 percent between the ages of 35 and 44. Exit questionnaires indicated only 10 percent of attendees between 14 and 25, and 15 percent between 35 and 44.
- **Large representation from older residents.** Nearly 50 percent of participants were over the age of 55 versus the representation of 22 percent indicated by the census.

RACE/ETHNICITY

- **Opportunity to improve representation from African American and Hispanic and Latino residents.** African Americans made up only about 3 percent of attendees while making up 7 percent of the actual Loudoun population. Representation was just above 2 percent compared with the actual community share of 13 percent. A similar under-representation existed for Hispanic and Latino residents.

EDUCATION

- **Significant share of participants with degrees and graduate degrees.** Over 85 percent of participants had achieved an Associates, Bachelor's or beyond. This compares with 64 percent in the census. Accordingly, relatively few participants (<15 percent) had no college degree, compared with 35 percent of residents.

TENURE

- **Diversity in tenure.** Participants responses to "how long they had lived in Loudoun County" followed a relatively even distribution with 30 percent having moved in the past 10 years, 30 percent between 10 and 20 years, and 38 percent longer than 20 years.

Experience

Of the 432 in-person attendees who completed the exit questionnaire, the responses were very favorable about the experience. Participants reported very high levels of satisfaction with the Envision the Future workshop and the process overall.

- **97** percent were comfortable working in small groups
- **96** percent felt their ideas were recorded accurately
- **86** percent believed the meeting was the right length, with six percent wishing it lasted longer
- **98** percent of participants reported they will continue to be involved with the Envision Loudoun process in the future

* For the full exit questionnaire data tables and expository answers, please refer to the document appendix.

Highlights from the Envision the Future Engagement

The Envision the Future workshops and online input generated thousands of reactions to a series of question prompts. Conversations centered on three major topics: The draft Vision, Goals, and Objectives statements, ideas and concerns for areas of potential change, and transportation issues and opportunities. The following highlights the major takeaways from each of these activities. A more detailed set of findings can be found in subsequent chapters.

Vision, Goals, and Objectives

The first activity during the Envision the Future workshops focused on the draft Vision, Goal, and Objective statements generated after round one. Participants were asked to read the draft statements and offer their reaction to a question prompt. More than 1,700 comments were collected by table leaders. These will help the Stakeholder Committee evaluate and finalize the statements.

1,700+

Reactions to the question prompt

81%

Responses in support or suggesting a minor change

<18%

Do not support the draft statements

RECOMMENDATION:

Move forward with the current draft statements as a guide; review and consider specific recommendations for objectives

Areas of Potential Change

Participants in the Envision the Future workshops elected to sit at tables according to six specific topic areas. These topics were chosen in order to address major themes in the Comprehensive Plan and to organize the input around specific issues. Each table received a unique map, but responded to the same two prompts. Discussions centered on hopes and concerns if development or redevelopment is to occur in the area of review. Below are several resonant topics from these discussions.

ENVISION THE FUTURE DISCUSSION TOPICS

INFILL DEVELOPMENT IN SUBURBAN NEIGHBORHOODS
REDEVELOPMENT IN MATURING NEIGHBORHOODS
REINVESTMENT IN COMMERCE DISTRICTS
TRANSITION AND RURAL AREAS
OVERALL AREA

A SAMPLE OF CONSISTENT DISCUSSION TOPICS

Existing growth policies. The Suburban, Rural, and especially Transition Policy areas, and their role in managing / directing growth

Parks, trails and open spaces. Parks and recreational amenities, access to open space, and trail networks were important to participants

Redevelopment. Consideration for the future of land uses with diminishing rents or increasing vacancies, especially related to retail and older neighborhoods

Housing and lifestyle. Opportunities to broaden housing options, improve affordability, expand lifestyle amenities

Specific ideas. Specific issues were raised consistently including the potential bridge over the Potomac River, the Silver Line Metro extension, and other projects

Transportation

A variety of transportation-related activities were provided to gather feedback on how to shape the development of the Countywide Transportation Plan. Transportation priorities may not be the same across various context areas, and as such, this plan aims to individually address the needs of each context area uniquely. Some highlights from the Transportation Survey are included below.

515

Completed Transportation Surveys

83%

Use a personal automobile to commute to work, 8% walk/bike, 7% use transit

81%

Consider accommodation of diverse travel modes important

55%

Prioritized funding for congestion relief overall

59%

Preservation of rural/ historic character most important in the west



The first workshop activity was to review the draft Vision, Goals and Objectives and discuss whether they would move the County in the right direction.

3. Vision, Goals and Objectives

The first activity during the Envision the Future workshops focused on the draft Vision, Goal, and Objective statements generated after round one. Participants were asked to read the draft statements and offer their reaction to a question prompt. Table leaders collected more than 1,700 comments. These will help the Stakeholder Committee evaluate and finalize the statements.

Evaluating the Vision, Goals, and Objectives

It was important to the Stakeholder Committee to test the direction of the guiding statements for the new Comprehensive Plan. These provide a foundation for policy recommendations and a framework for plan organization. Rather than testing the specific wording, the question prompt asked participants to evaluate the draft statements and then say whether, taken as a whole, they will move the community in the right direction. If their answer was affirmative, table recorders asked participants to elaborate and tell why they approved of the direction. If the reaction was not-supportive, more details were requested to help understand what might need to change.

In all, more than 1,700 comments were collected in the first activity. This section provides a summary of this data pool viewed from three different angles: the tone, the type, and the specific changes. These are explained further deeper in the section. The direction provided by the community will help the Stakeholder Committee refine the statements if necessary and build policy recommendations that move the community in a common direction.

Prompt #1:

Given what you have heard, do the Vision, Goals, and Objectives move us in the right direction? Why? Why not?

A table recorder documented comments from the group. Online participants were also asked to review and comment on the Vision, Goals, and Objectives individually. The following is an analysis of all group and individual comments collected during the input period. A total of 1,712 unique comments were collected in response to this activity. Eight hundred eighty-seven of these are from the in-person workshops with an additional 825 from online input. While all 1,700+ comments were reviewed and categorized for tone and type, only those comments with reference to specific wording or phrases were included in the Specific Recommendations section.



Table leaders record the discussion

More than 30 individuals volunteered to serve as table leaders during the five in-person workshops. Their role consisted of structuring the discussion, collecting ideas and leading the group through its question prompts. The table leaders captured thousands of comments during the in-person sessions.



Key Conclusions

The following statements summarize the major takeaways from the input received related to the Vision, Goals, and Objectives. The prompt was, “Given what you have heard, do the Vision, Goals, and Objectives move us in the right direction? Why? Why not?”

Key Conclusions:

- Less than 19% of comments were not supportive that the Vision, Goals, and Objectives move the County in the right direction
- The majority of comments, 81%, were either supportive, other (not directly responsive to the prompt) or offering a minor modification to the draft statements
- No consensus arose around specific recommendations for wording / phrase changes for the Vision and Goal statements
- There was an emphasis on the process – direction, areas of study, priorities (43% of comments)
- No immediate need to adjust Vision or Goal statements
- Feedback on Objectives should be reviewed and considered

Using this material:

As the Comprehensive Planning process moves forward, the conclusions drawn in this report and the overall comment database will be used in a variety of ways. This includes:

- Specific modifications to the Vision, Goals or Objectives as warranted
- General perspective for the ongoing work
- Foundation for plan refinements
- Reference material for the land use, transportation, and other elemental policy recommendations
- Access to the full comment database for future analysis of clustering around topical comments

Notes on responses

An online tool was open from Friday, June 23 through Friday, July 14 to collect additional input related to the topic. The results of the online input are included in this analysis.

Online comments were limited in terms of length and individual comments relating to multiple ideas were broken in multiple comment lines.

Tone of Comments

Participants were asked to comment on whether the Vision, Goals, and Objectives will “move the community in the right direction.” These comments were analyzed for overall tone in response to this question. Comments were assigned values of Supportive, Non-supportive, Other, Supportive with changes, or N/A in terms of their sentiment. Comments were categorized based on their overt reference to the prompt language (see above). Many comments were not (directly) related to the activity, but to process or unrelated interests, or suggesting changes or minor modifications to the specific or general language. The following is a breakdown of the tone coding:

Supportive

The Vision, Goals, and Objectives do move us in the right direction. Comments were tagged as supportive if they generally or enthusiastically agreed with, approved of, or were positive toward the Vision, Goals and Objectives as they were written. Supportive comments may include small qualifying statements, but supportive overall.

228
COMMENTS

13%
OF TOTAL

Themes from supportive tone comments

- **General approval** – Supportive of the direction of the Vision, Goals and Objectives without providing qualifying statements
- **Coverage** – Broad enough to cover the diverse people and disparate interests of the County
- **Comprehensive** – Adequately address the necessary elements
- **Right direction** – Process and County generally headed in the right direction
- **Specific items** – Referenced specific interests

Non-supportive

The Vision, Goals and Objectives and require some refinement to move us in the right direction. Comments were tagged as non-supportive if they disagreed with the overall direction, or were generally critical of Vision, Goals, Objectives taken together.

317
COMMENTS

18%
OF TOTAL

Themes from non-supportive change tone comments

- **Vagueness** – Should be more measurable and specific
- **More unique to Loudoun** – Opportunity to better capture the real, authentic identity of the community
- **Subjectivity** – Wording not specific or precise enough and open to too much interpretation. Similar to vagueness, but more about the language used
- **Multi-environment** – More reference needed to the specific geographies (with special reference to the rural west) present in the County
- **Missing topics** – Need to consider adding in specific topics that are now missing (examples given include education, sustainability, etc.)

Other

Comment does not respond to this question prompt, or makes no judgement on the draft statements. A number of comments made no reference to the whether they approved or disapproved of the draft statements. Other comments included items they may want the process to address or study, but were not related to the draft statements. These may have been tangentially related to a specific objective or goal statement, but did not render a critique as requested by the prompt. Nearly all Other comments were also tagged as Process comments in the Type category.

Themes from comments

Below are themes introduced within the “other” comments related to the following major topics and included clustering around sub-topics (written most common to least):

- **Transportation** – Potomac River bridge, congestion (generally), road surfacing, public transportation (metro and general), Multi modal (safety, options)
- **Natural Environment** – wildlife, canopy cover, riparian protection, water resources
- **Development** – pressure, expansion, quality, sustainability / renewables
- **Housing** – affordability, density, location, type
- **Process** – implementation, previous plans, overall process direction
- **Other topics discussed** – education (generally), economic growth, data centers, energy

Supportive with change / Modification

Comment does not respond to the question prompt, but offers a substantive suggestion or change. A collection of comments did not respond directly to the question prompt, but did make reference to the content of the statements. These referred either to specific changes to the wording of the Vision, Goals and Objectives, or more general modifications to the statements. A majority of these comments have also been captured in the Type section under “Substance”.

Not Applicable

Comments wholly unrelated to the prompt. 8 comments, ~1% of total

634

COMMENTS

36%

OF TOTAL

Note on “Other” comments:

Many of the comments received through this process may be better addressed in more detailed plan recommendations than through the Vision, Goals and Objectives. These comments will be used throughout the planning process to determine whether changes should be made to the Vision, Goals and Objectives. Keeping these comments “at hand” throughout the process will allow us to see if public comments have been addressed in other parts of the plan, or if they still need to be addressed by modifying the Vision, Goals and Objectives.

552

COMMENTS

32%

OF TOTAL

Note on Something Missing or Minor Modification comments:

The summary of these comments can be found in following sections under Substance comments and Specific Recommendations comments.

Type of Comments

Participants offered several different types of comments to the prompt. These included reactions to the substance of the statements (both specifically and generally), the format, or the process overall. Below is a definition and breakdown of each of these categories.

Substance

Comments were tagged as substance if they were reacting specifically or generally to the content of the Vision, Goals, or Objectives. Specific wording changes, additions, and deletion recommendations have been elaborated on in the next section, but were organized into this category as well. Below is a summary of those general comments falling into this category as they relate to the three levels: Vision, Goals, and Objectives, and general comments.

Vision

- **Subjectivity** – more definition or specificity in terms
- **Vagueness** – opportunity to be more specific, unique to Loudoun
- **Omissions** – certain topics (like energy) are missing from the statement
- **General approval** – statement captured the necessary sentiment
- **Future focus** – consider adding references to innovative or even disruptive technologies that may change today's priorities

Goals

- **Omissions** – certain topics (like agriculture, sustainability, etc.)
- **General approval** – statements capture the necessary sentiment
- **General** – 192 comments, 24% of section total –
- **Multi-environment** – universal application across the County, or unique goals for unique areas including suburban, transition, rural and towns
- **Future focus** – consider adding references to innovative or even disruptive technologies that may change today's priorities
- **Growth vs. maintenance** – references to growth orientation versus a maintenance orientation

Specific Objectives

Please see the document appendix for substance comments related to objectives.

Process

A comment was tagged as “process” if it related to something external to the Vision, Goals, or Objectives, but related to the planning process overall. Examples include comments suggesting topics to be examined by the Stakeholder Committee or the Planning Team through plan.

Comments sorted into Process included the following examples:

- Specific action suggestions such as projects, policies or programs to be included in the plan
- Areas to be studied or examined in the planning process
- References to Committee make-up, project leadership or procedural comments
- Major categories of these ideas included transportation (~18% of comments), development (~11%), land use (~8%), housing (~6%), and various other categories

785
COMMENTS

45%
OF TOTAL

69
COMMENTS

8%
OF SECTION
TOTAL

121
COMMENTS

15%
OF SECTION
TOTAL

406
COMMENTS

52%
OF SECTION
TOTAL

744
COMMENTS

43%
OF TOTAL

Please refer to the document appendix for the full list of process comments. These comments will be sorted into the overall database and can/will provide insights to the Committee on the balance of the planning process.

Format

Comments were tagged as “format” if they related to the organization of Vision, Goals, or Objectives, their length, or how they might be integrated with the rest of the Envision Loudoun process. Below is a summary of those comments falling into this category as they relate to the three levels: Vision, Goals, and Objectives, and general comments.

Vision

- **Tense** – written in a present or future tense, debate
- **Prioritization** – whether the statement introduces concepts in priority order, or if it should

Goals

- **Measurability** – how to build in evaluation indicators for goals
- **Vague vs. specific** – debate in the comments whether to be overly broad and inclusive versus more targeted and specific

General Comments

- **Vague vs. specific** – debate in the comments whether to be overly broad and inclusive versus more targeted and specific
- **Number of objectives** – many comments reference the overall number of objectives saying there are too many
- **Moving to actions** – how to translate broad strategies down into specific tactics to achieve the Vision

194
COMMENTS

11%
OF TOTAL

30
COMMENTS

16%
OF SECTION
TOTAL

45
COMMENTS

23%
OF SECTION
TOTAL

119
COMMENTS

61%
OF SECTION
TOTAL

Not Applicable

Comments wholly unrelated to the prompt. 28 comments, 2.0% of total

Specific Recommendations

A selection of comments suggested specific wording changes, additions, or alterations to the Vision, Goals, or Objectives. These have been analyzed and organized into those three layers - comments pertaining to the draft Vision, Goals, or Objectives. Please note, specific changes to either the Vision or Goals were small and diffuse. No specific recommendation rose above 3% of the total comment pool. Consider this while reviewing suggestions below.

Vision

Existing Statement

Loudoun County continues to flourish as a prosperous and inclusive community with a well-deserved reputation for great places, natural and built as well as historic and new, in a variety of settings. The County will foster economic innovation, fiscal strength, and sustainability.

1. Environment – 47 comments, 3% of total. These comments

included requests for language around:

- The natural environment in general (9)
- Preservation of habitat, natural resources and open space (10)
- Emphasis or clarification of the word “sustainability” (7)
- Renewable energy or other “green” technology (21)

2. Preserving the current balance– 16 comments, 1% of total.

These included references to:

- Agriculture and the rural character (5)
- Maintaining the balance between policy areas (3)
- Historic preservation (5)
- Slow growth (1)
- Limiting development (1)

3. Education – 9 comments, 0.6% of total.

4. Transportation – 6 comments, 0.4% of total.

Goals

Comments that related to the wording, phrasing or content of a specific goal.

1. **Shape: Make a great place.** *Well-designed places providing a full spectrum of housing and employment options linked to supporting commercial, entertainment, educational, agricultural, and recreation activity.*

Themes from comments

- Development orientation versus maintenance
- Subjectivity of terms “well-designed”

2. **Compete: Be an economic force.** *An attractive economic environment that builds on existing strengths and fosters new, innovative and diverse business opportunities.*

Themes from comments

- No clustering of recommendations

3. **Connect: Bring people and places together.** *Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.*

Themes from comments

- Concerns over bridge over the Potomac River
- Missing phrase “Multi-modal”

4. **Sustain: Strengthen natural and historic assets.** *A well-functioning system of green infrastructure preserving natural beauty, open spaces, and cultural assets to include agricultural land, natural, scenic and historic resources.*

Themes from comments

- Subjectivity, “well-functioning”
- Missing reference to “Wildlife”
- General approval for current language

5. **Support: Enhance quality of life.** *A community of diverse individuals united together to ensure that all residents enjoy a high quality of life through vibrant, fulfilling and healthy active lifestyles, celebrating all that is unique to the County.*

Themes from comments

- No clustering of recommendations

Objectives

Recommended changes to objectives language can be found in the document appendix. Each objective and its related comments have been included for review. There was little clustering around specific objective changes.

Note on specific changes to objectives: A set of identical comments relating to Goal 4: Sustain, was submitted for objectives 1, 2, 5, 6 and 7. This comment was submitted 70 times to the online engagement page, with each submission coming from a unique IP address (a unique identifier for every computer). Rather than a single submitter, the planning team has determined (based on unique IP addresses and the timing of submissions) that the comments, while identical, are valid and should then be counted and included in the full database.



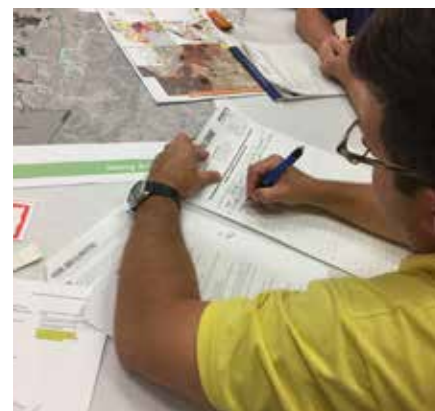
65 table discussions were facilitated through the Envision the Future round of the Envision Loudoun engagement process. Conversations included up to eight individuals and focused on six key topics of conversation.

4. Insights by Topic Area

Participants in the Envision the Future workshops elected to sit at tables according to six specific topic areas. These topics were chosen in order to address major themes in the Comprehensive Plan and to organize the input around specific issues. Each table received a unique map, but responded to the same two prompts (with the exception of the Transportation group, which responded to a unique set of questions). Online participants could also choose to provide comments on one or more of the topic areas. This chapter contains the analysis of the public input by topic, including both in-person and online comments.

Areas of Potential Change

During the Envision the Future Workshops and online input, participants responded to several question prompts within six topic areas. In-person meetings began with an update presentation on the process, in which Staff discussed conditions and trends along with the next steps in the process. Staff then released groups to begin their facilitated discussions. At tables of approximately eight participants, a table leader led each group through a series of questions. These leaders aimed to guide the conversation, but not inject their own opinions or biases into the group's work. Over an hour, groups brainstormed responses to the prompts. The following provides insight into the key themes as they emerged from the thousands of ideas divided into the topic areas identified below. Each table discussion included a large map related to the topic. The Planning Team identified areas of potential change to focus the map-based discussion. These were determined by a number of factors including development potential, access, redevelopment propensity, and other criteria.



Discussion Topics

Participants selected one of six discussion topics to join during the meetings or in the online engagement. These included the following:

INFILL DEVELOPMENT IN SUBURBAN NEIGHBORHOODS

Parcels not included in past projects but surrounded by development on almost all sides

REDEVELOPMENT IN MATURING NEIGHBORHOODS

Older neighborhoods with the potential for redevelopment and revitalization sometime in the future

REINVESTMENT IN COMMERCE DISTRICTS

Commercial areas in the east of the County including the data centers, Dulles Airport, and several shopping areas

TRANSITION AND RURAL AREAS

The Transition Policy Area and rural areas in the western portion of the County

OVERALL COUNTY

The full County including the Suburban, Transition, Rural Policy Areas, Towns, and transportation or large projects

TRANSPORTATION

Unique activities focused on the County's transportation and mobility

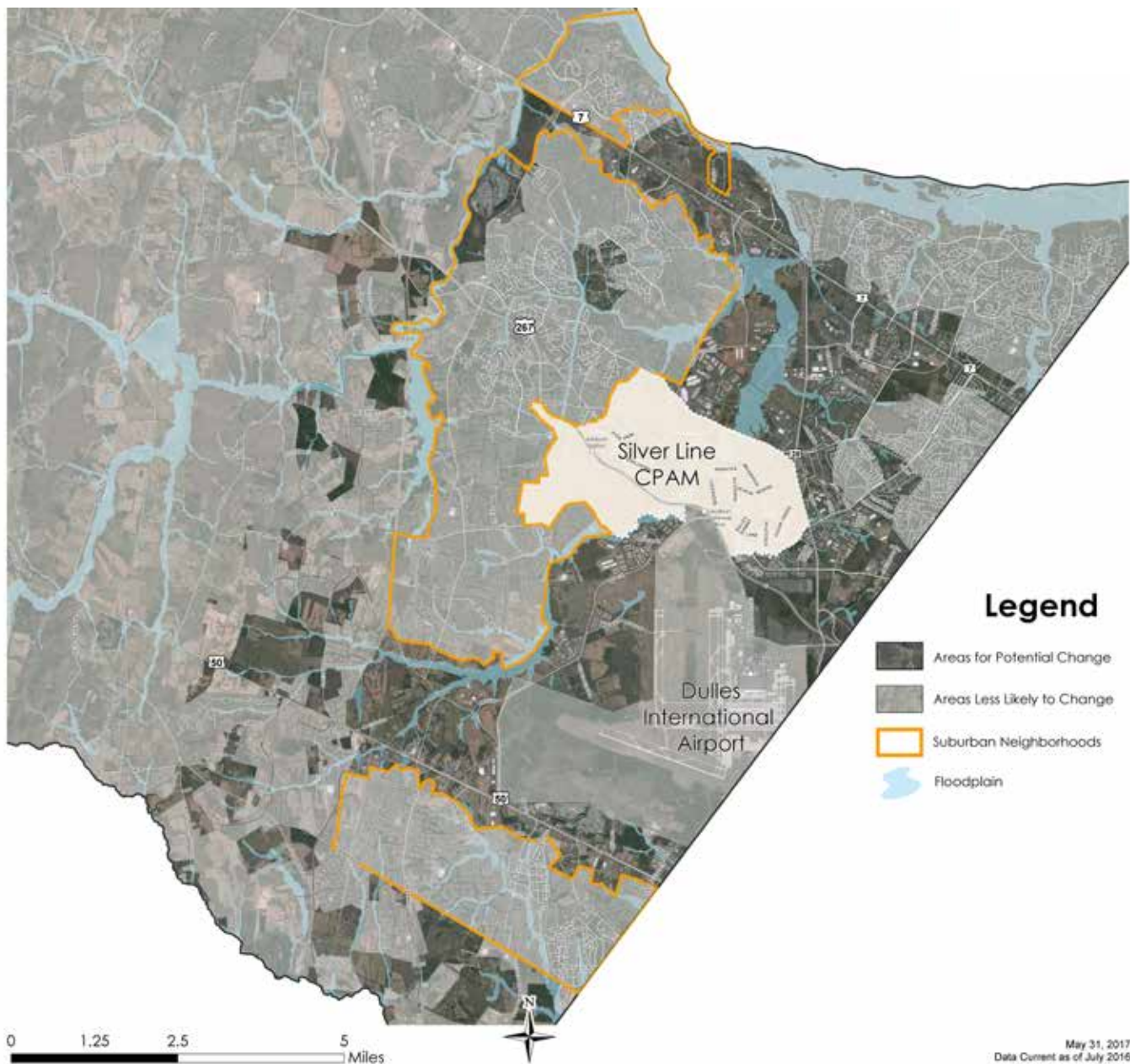
Infill Development in Suburban Neighborhoods

This topic focused on the Suburban Policy area, specifically those areas prone for “infill” development. Infill relates to the development of Parcels not included in past projects (for various reasons) but surrounded by development on almost all sides. The following map was used as a reference for each of the conversations related to this topic. Participants were also able to attach a sticky yellow dot to the map if their comment pertained to a specific place or geography.

6 TABLE CONVERSATIONS

65
PARTICIPANTS

235
COMMENTS



Infill Development in Suburban Neighborhoods

Prompt:

If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 151 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

151
COMMENTS

1 Built Environment (Shape)

- Mixed use and walkable developments (14)
- Density, land use and zoning (8)
- Preserving open space (8)
- Redevelopment and meeting the needs of the “next” economy (6)
- Limiting development in specific areas (6)

52
COMMENTS

34%
OF TOTAL

2 Transportation System (Connect)

- Bicycle and pedestrian facilities (8)
- Potomac River bridge (7)
- Roadways and traffic congestion (5)
- Public transportation (4)

34
COMMENTS

23%
OF TOTAL

3 Lifestyle (Support)

- Parks and recreational amenities (30)

32
COMMENTS

21%
OF TOTAL

4 Environment and Agricultural Heritage (Sustain)

- Ecological assets and proactive protection measures (29)

30
COMMENTS

20%
OF TOTAL

5 Housing (Shape)

- Housing diversity and availability (8)
- Limiting additional housing development (6)

18
COMMENTS

12%
OF TOTAL

Infill Development in Suburban Neighborhoods

Prompt:
What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?

84
COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 84 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Transportation System (Connect) <ul style="list-style-type: none">• Bicycle and pedestrian facilities (12)• Roadway improvements and traffic congestion (10)• Regional connectivity (7)• Potomac River bridge (4)	35 COMMENTS	42% OF TOTAL
2	Built Environment (Shape) <ul style="list-style-type: none">• Mixed-use or walkable development (7)• Landscape and aesthetics (6)	27 COMMENTS	32% OF TOTAL
3	Environment & Agriculture (Sustain) <ul style="list-style-type: none">• Conservation of sensitive areas and wildlife habitat (8)• Protection of water resources (4)	15 COMMENTS	18% OF TOTAL
4	Lifestyle (Support) <ul style="list-style-type: none">• Parks and recreational amenities (11)	12 COMMENTS	14% OF TOTAL
5	Community Infrastructure (Compete) <ul style="list-style-type: none">• Schools (3)• Maintenance of existing infrastructure (2)	7 COMMENTS	8% OF TOTAL

Infill Development in Suburban Neighborhoods

Considerations, Preferences and Implications

The following statements extract subjective themes from the comments provided during the discussion on the topic. These have been arranged from most frequently mentioned to least. These statements do not represent the most frequent themes, and do not include every idea shared during the process.

General preferences for land uses, community assets, or amenities within the topic area

Greenspace provision and interconnectivity – Many comments refer to a deficit in green space in the eastern part of the County and the need to preserve areas for active and passive parks in the future. Some comments go further, suggesting that these parks or preserves could be interconnected to form a “green belt” through the community.

Consideration for antiquated uses / buildings – There is support for greater consideration and creativity in the re-use of potentially antiquated buildings or commercial sites. This relates to big box retail like malls and data centers.

Environmental protection – Many comments refer to the need for strong environmental protection as the area develops, especially as it relates to wildlife habitat, riparian buffers and other sensitive areas.

Aesthetics, design and landscaping – There is a preference for attractive development that exhibits high quality design, and professional landscaping.

Varieties of retail and restaurant options – Several comments reference the need for a more diverse set of small businesses and local establishments.

Range of amenities – There is a preference for more amenities – both public and commercial – in the area. This includes recreation options and places for the community to gather.

Variety of housing types for a range of life stages and lifestyles – There is support for a wider range of housing types to meet a broadening set of housing demands. This includes an improved provision of affordable and senior options.

General concerns, needs or impacts that need to be addressed in this area if development occurs

Nuisance mitigation – There is a resonant concern over the expansion of nuisances related to sound and light. This includes sound issues surrounding Dulles Airport and more general concerns for light pollution from street lights and commercial lighting.

Preservation of natural assets – As development occurs, there is a concern for the future of the limited natural areas in the area. Comments consider wildlife habitat, water quality and other ecological concerns.

Housing affordability – There is a concern over a disconnect between decreasing housing affordability and wages.

W&OD Trail – The trail is one of the community’s great amenities, but must be maintained and improved / expanded over time.

Access to natural amenities – As amenities are developed and trails are extended, there should be a consideration for equitable access across the range of communities in the area.

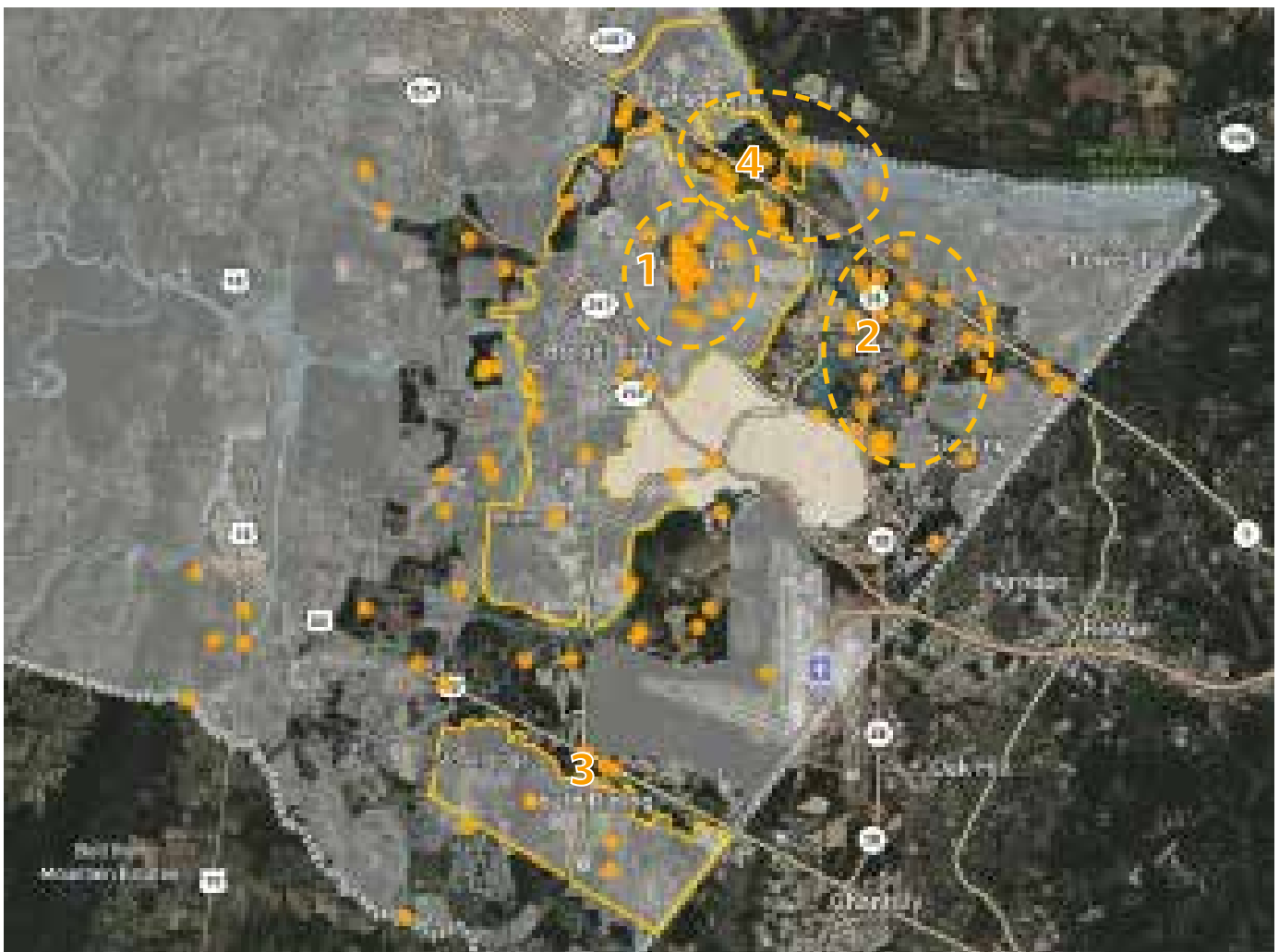
Connectivity, walkability – There is concern that in perpetuating current building patterns, the area will become less connected and far less walkable. Some comments deem the current sidewalk and path network inadequate.

Infill Development in Suburban Neighborhoods

Mapping Activity

During each workshop session and through the online tool, participants were encouraged to add a yellow sticky dot to a large table map if their comment or idea references a specific place or geography. Please find a composite map of all these comments below. Clusters have been identified along with their corresponding comments. This map is available for interactive viewing on the process website at www.envision-loudoun.org on the "Resources" page. Here users can scroll over individual dots and see comments for each of the five geographic conversation areas.

MAP: CONSOLIDATED COMMENTS



Source: MapBox, In-person and online comments from Envision the Future engagement, Envision Loudoun

Infill Development in Suburban Neighborhoods

Areas of interest

The following clusters as indicated on the next page were identified by combining the table maps from each of the Envision the Future Workshops and the online mapped comments. A summary of comments has been included below each cluster.

102
TOTAL DOTS

1. Ashburn

- Need for more civic uses and places to gather
- Better recreational amenities like Claude Moore in Sterling
- Old Ashburn as a downtown, walkable center, better pedestrian accessibility and accommodations throughout

22
DOTS

2. Route 28 Corridor

- Concerns over growing congestion
- Future redevelopment at 7 / 28 intersection
- Dulles Town Center Mall area has the potential for redevelopment
- Other retail uses may transition in the near future

24
DOTS

3. Route 50 Corridor

- Concern over planned projects and traffic implications
- Potential need for widening to meet future demand

8
DOTS

4. Route 7 Corridor

- Housing needs and diversity
- Potential with undeveloped parcels
- Better integration of parks space and connection through trail networks

15
DOTS

Note: Dot counts are generalized based on the rough number of dots dropped in an area or direct references to the geography in the comments. Not all references to an area included a dot, but all dots have a related comment. These can be viewed in detail on the www.Envision-Loudoun.org website.

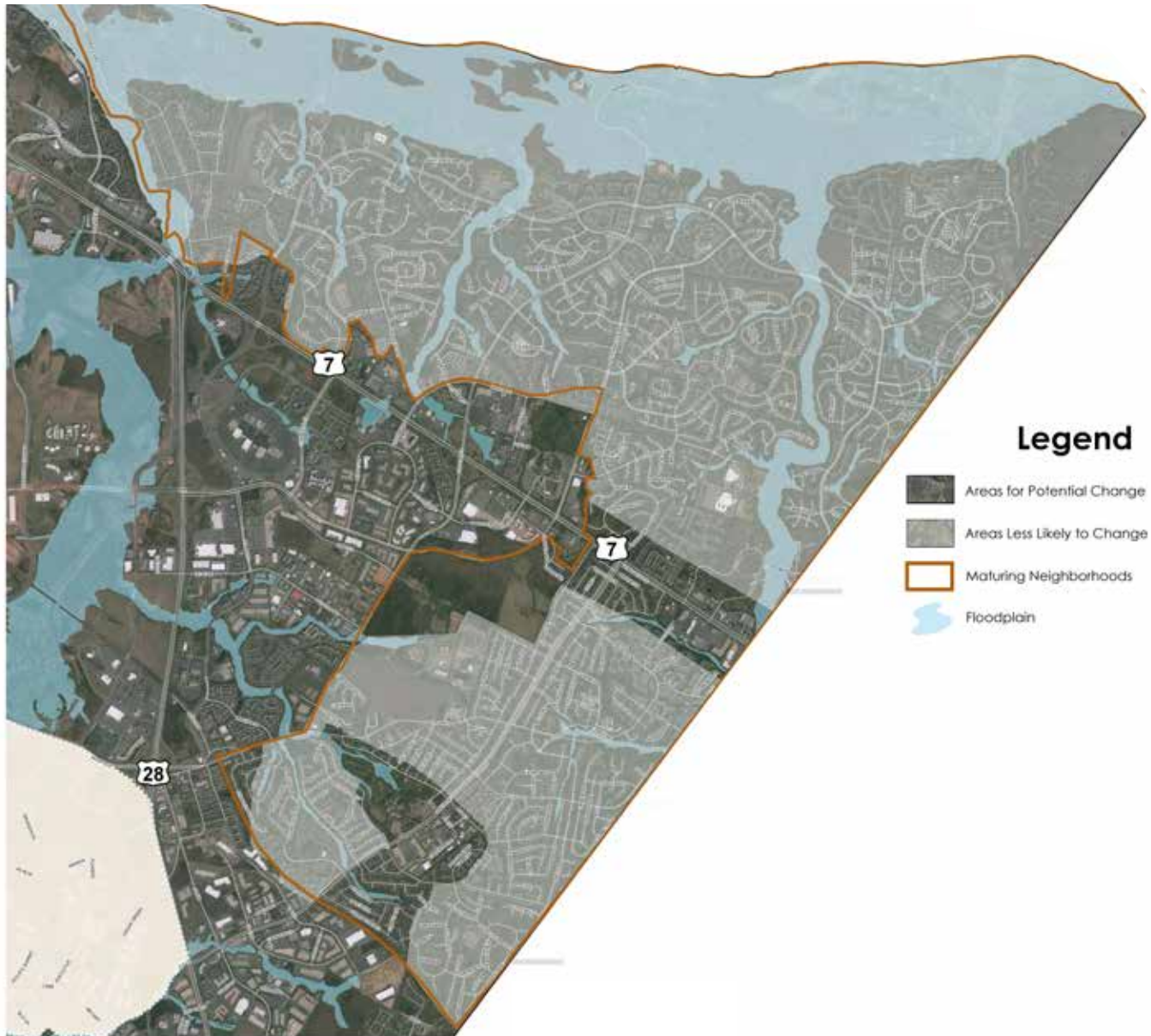
Redevelopment in Maturing Neighborhoods

This topic focused on the Suburban Policy area, specifically older neighborhoods with the potential for redevelopment and revitalization. The following map was used as a reference for each of the conversations related to this topic. Participants were also able to attach a sticky yellow dot to the map if their comment pertained to a specific place or geography.

6
TABLE
CONVERSATIONS

60
PARTICIPANTS

226
COMMENTS



Redevelopment in Maturing Neighborhoods

Prompt:

If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?

202
COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 202 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Built Environment (Shape) <ul style="list-style-type: none"> Redevelopment of old shopping malls and repurposing of buildings (22) Mixed use development/Town Center (19) Limiting development outside of specific areas (7) Zoning and density changes (6) Historic preservation (6) Building design and character (5) Protection of open space when redeveloping (4) 	70 COMMENTS	35% OF TOTAL
2	Transportation System (Connect) <ul style="list-style-type: none"> Potential bridge to Maryland and its location (18) Safe access and crossings for bicycles and pedestrians (17) Public transit and multimodal options (8) Roadway improvements to alleviate traffic congestion (8) 	55 COMMENTS	27% OF TOTAL
3	Lifestyle (Support) <ul style="list-style-type: none"> Outdoor recreation options, including dog parks and fitness opportunities (32) Cultural and entertainment options (7) 	39 COMMENTS	19% OF TOTAL
4	Environment and Agricultural Heritage (Sustain) <ul style="list-style-type: none"> Conservation of open spaces, forests and wetlands (17) Protection and expansion of agriculture (3) 	23 COMMENTS	11% OF TOTAL
5	Housing (Shape) <ul style="list-style-type: none"> Affordable housing options for multiple ages and incomes (11) Diversity of housing stock (7) Limits on new housing development in maturing neighborhoods (3) 	21 COMMENTS	10% OF TOTAL

Redevelopment in Maturing Neighborhoods

Prompt:

What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?

54

COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 54 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Transportation System (Connect) <ul style="list-style-type: none">Increased traffic congestion with redevelopment (7)Safe pedestrian or active transportation options (7)Impacts of a potential bridge to Maryland (6)Expansion of transit options (4)	22	41%
		COMMENTS	OF TOTAL
2	Built Environment (Shape) <ul style="list-style-type: none">Limits on development, especially around Dulles Airport (4)Redevelopment of areas into a more clustered, mixed-use community (4)	12	22%
		COMMENTS	OF TOTAL
3	Lifestyle (Support) <ul style="list-style-type: none">Park and trails access (7)	8	15%
		COMMENTS	OF TOTAL
4	Environment and Agricultural Heritage (Sustain) <ul style="list-style-type: none">Potential impacts to habitat and natural resources with additional development (5)Noise, light and other pollution (2)	7	13%
		COMMENTS	OF TOTAL
5	People (Support) <ul style="list-style-type: none">Crime and safety concerns (4)Needs of younger and older populations (2)	6	11%
		COMMENTS	OF TOTAL

Redevelopment in Maturing Neighborhoods

Considerations, Preferences and Implications

The following statements extract subjective themes from the comments provided during the discussion on the topic. These have been arranged from most frequently mentioned to least. These statements do not represent the most frequent themes, and do not include every idea shared during the process.

General preferences for land uses, community assets, or amenities within the topic area

Expansion of parks and recreation options – There is a preference to expand the variety of parks and recreation options throughout the area. Unique ideas were offered including dog parks, frisbee golf courses, community fitness programs and others. These park spaces can be active – playgrounds, ball fields, etc. – or passive – open space, wildlife reserves, etc. – but need to expand especially as areas redevelop in the east.

Maximization of redevelopment opportunities – Comments generally concede that redevelopment will be necessary for a number of uses throughout the eastern half of the County, and when this occurs, it should maximize the site and benefit to the surrounding community. There is a preference for integrated uses that compliment, rather than compete directly with, surrounding uses. These new projects should be flexible and more resilient.

Improved bicycle and pedestrian connections – There is a strong preference for improved trail connections between existing communities in the east of the County. These trails should include safer crossing at major thoroughfares, and connect to a larger network to maximize use. There were also a number of comments referring to missing sidewalk connections and the need to fill these gaps.

Mixed uses projects integrated with surrounding community – Primarily related to redevelopment projects, a number of comments would prefer to see more mixed-use developments throughout the area. These should integrate with existing neighborhoods or commercial areas and include complimentary, not competing, uses.

Enhanced community green spaces – Comments refer to a general lack of green spaces throughout the eastern portion of the County. Ideas include increasing the tree canopy cover, protecting any remaining open spaces, and making room in redevelopment plans for natural / open spaces.

Expansion of housing options – A number of comments reference the overall deficit in affordable housing throughout the County and the potential to fill some of this need with redevelopment projects. There were also ideas shared about increasing the variety of housing types.

General concerns, needs or impacts that need to be addressed in this area if development occurs

General safety – A number of comments reference the need to maintain and improve the safety of the community overall. This refers specifically to pedestrians and bicyclists as they cross major thoroughfares.

Growth versus preservation – Comments that reference a general concern for growth pressure and how it will manifest in terms of redevelopment. These make reference to a conflict between revitalization – or improving the existing uses and development pattern – and whole-scale redevelopment – starting over.

Diminishing green spaces – Comments refer to a slow degradation or elimination of green spaces in the eastern half of the County. There is concern that these areas will not be a priority for developers seeking to maximize redevelopment sites.

Transit provision and equitable access – A number of comments reference the need to maintain connections throughout the community for commuters.

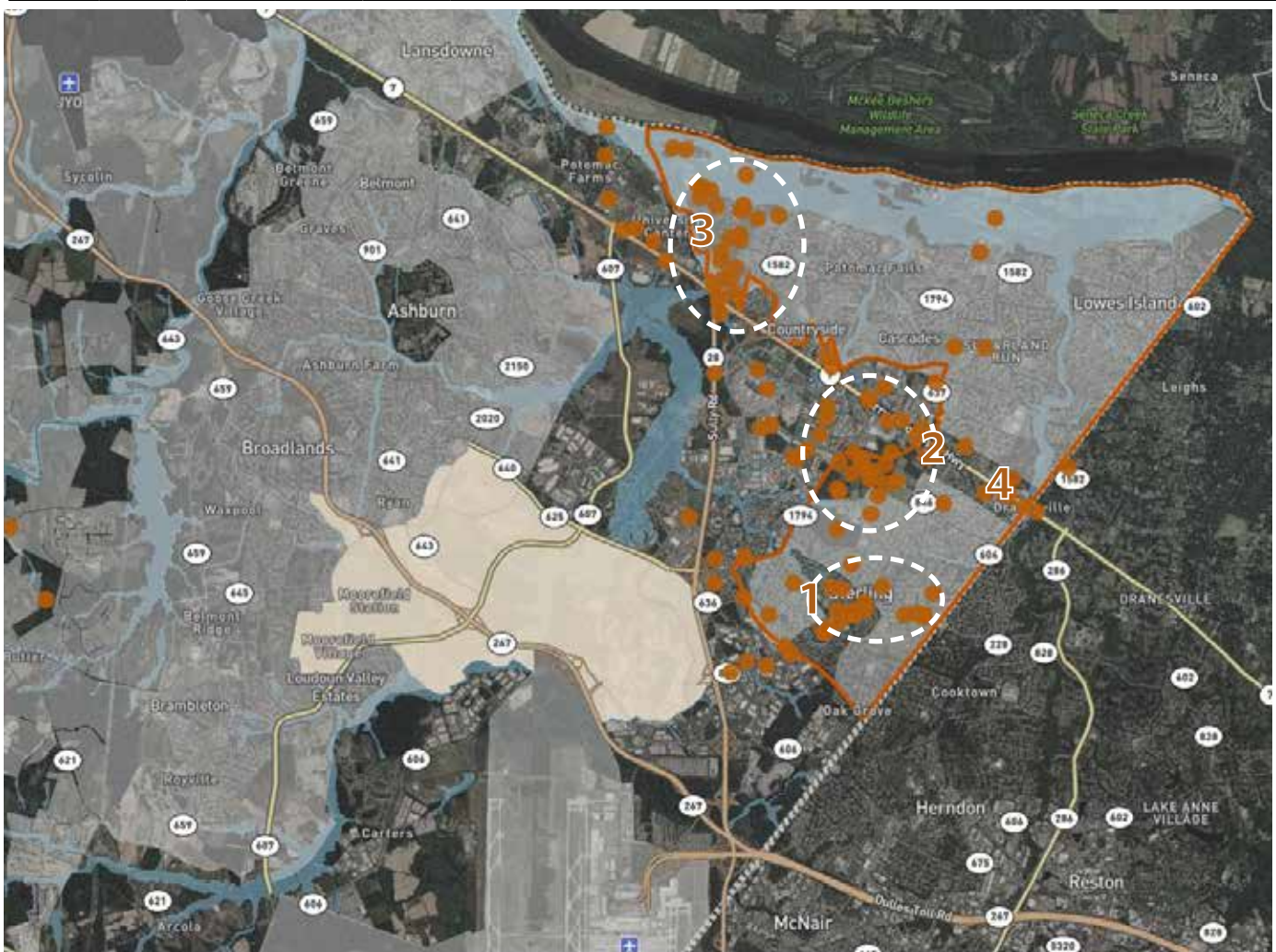
Bridge over the Potomac – There is nearly universal opposition to a bridge over the Potomac River. Concerns range from the ecological impact to traffic and congestion.

Redevelopment in Maturing Neighborhoods

Mapping Activity

During each workshop session and through the online tool, participants were encouraged to add a yellow sticky dot to a large table map if their comment or idea references a specific place or geography. Please find a composite map of all these comments below. Clusters have been identified along with their corresponding comments. This map is available for interactive viewing on the process website at www.envision-loudoun.org on the “Resources” page. Here users can scroll over individual dots and see comments for each of the five geographic conversation areas.

MAP: CONSOLIDATED COMMENTS



Source: MapBox, In-person and online comments from Envision the Future engagement, Envision Loudoun

Redevelopment in Maturing Neighborhoods

Areas of interest

The following clusters as indicated on the next page were identified by combining the table maps from each of the Envision the Future Workshops and the online mapped comments. A summary of comments has been included below each cluster.

78
TOTAL DOTS

1. Sterling

- Improve and expand parks, open spaces and trail connections throughout the area
- Better access and availability of transit options with connections to new Metro
- Continued enforcement of high building standards, maintain the community
- More, expanded amenities in general

25
DOTS

2. Claude Moore Park

- Preserving the area in perpetuity, but expand on recreational and green space amenities with new additions like dog parks, tennis courts, etc.
- Some references to housing need and office redevelopment in areas outside of the park

25
DOTS

3. Route 7 / 28 Intersection

- Debate over planned bridge crossing, logical connection point, but many comments against as well.
- Dulles Town Center mall fit for revitalization and/or redevelopment, more consistent, integrated land uses, more resilient
- More amenities generally, especially recreational (ball fields, soccer, etc.)

23
DOTS

4. Route 7 Corridor

- Improve safety for pedestrians, cyclists, and drivers
- Aesthetics, sign and architectural standards are a concern

13
DOTS

Note: Dot counts are generalized based on the rough number of dots dropped in an area or direct references to the geography in the comments. Not all references to an area included a dot, but all dots have a related comment. These can be viewed in detail on the www.Envision-Loudoun.org website.

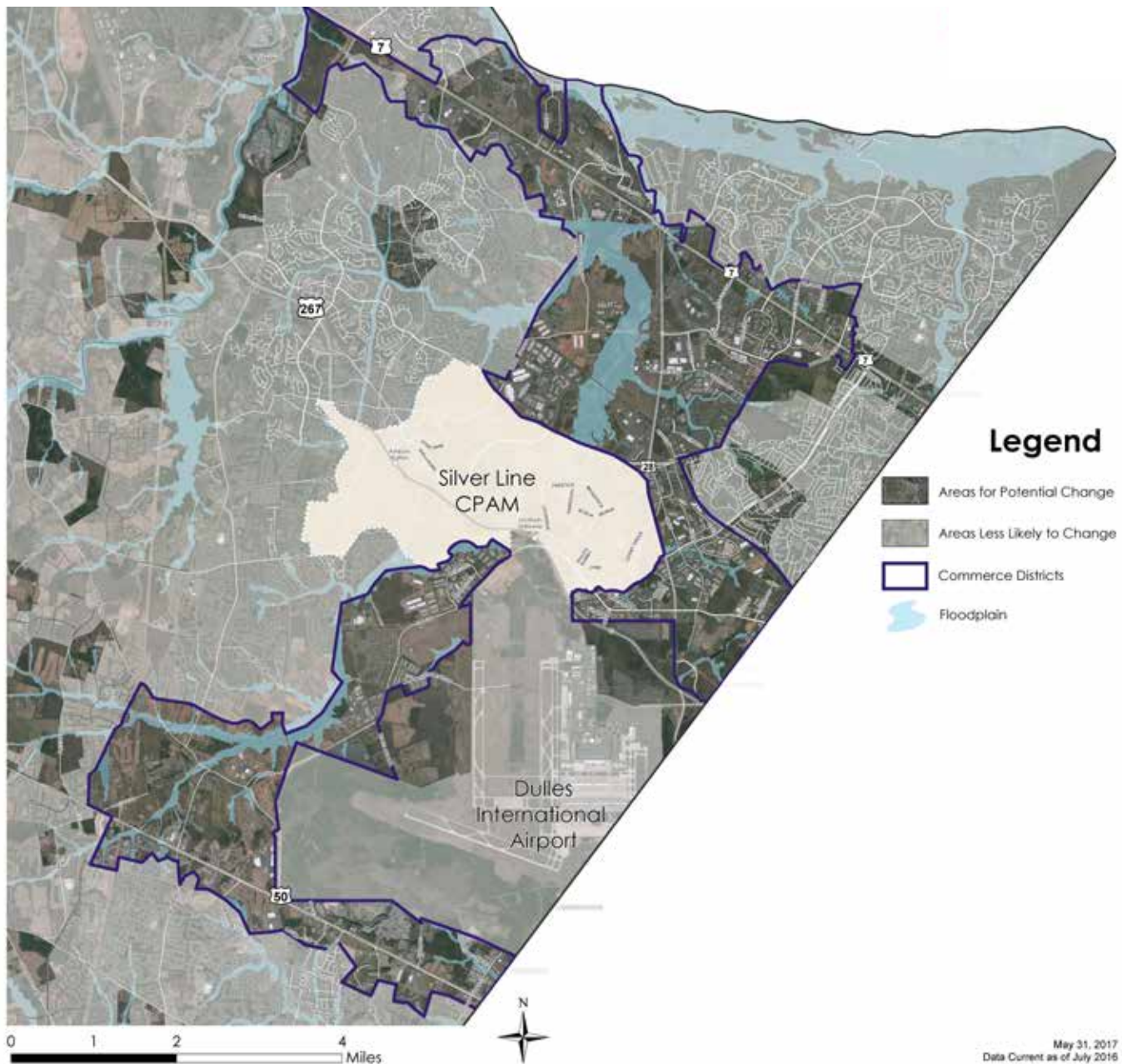
Reinvestment in Commerce Districts

This topic focused on the Suburban Policy area, specifically those commercial areas in the east of the County, and especially those with the potential for timely redevelopment or reinvestment. The following map was used as a reference for each of the conversations related to this topic. Participants were also able to attach a sticky yellow dot to the map if their comment pertained to a specific place or geography.

4
TABLE
CONVERSATIONS

43
PARTICIPANTS

125
COMMENTS



Reinvestment in Commerce Districts

Prompt:

If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?

96

COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 96 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below. Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Built Environment (Shape) <ul style="list-style-type: none"> Mixed use development to support a live/work/play environment, including transit-oriented development around the new Silver Line Metro stops (16) Changes to the airport noise boundary (6) Revitalization of old commercial centers (5) 	44	46%
		COMMENTS	OF TOTAL
2	Transportation (Connect) <ul style="list-style-type: none"> Bridge to Maryland (9) Congestion and roadway improvements (9) Connectivity of routes for cyclists and pedestrians (4) Connectivity between towns, east-west (2) 	28	29%
		COMMENTS	OF TOTAL
3	Jobs & Businesses (Compete) <ul style="list-style-type: none"> Business and research incubators (5) Diversify beyond data centers (5) Expand retail and service options (4) Opportunities to live and work within Loudoun (3) Support for small and local businesses (2) 	22	23%
		COMMENTS	OF TOTAL
4	Lifestyle (Support) <ul style="list-style-type: none"> Culture and entertainment options (9) Parks and recreational amenities (5) Live/work/play (3) 	17	18%
		COMMENTS	OF TOTAL
5	Environment and Agriculture (Sustain) <ul style="list-style-type: none"> Management of noise pollution around Dulles Airport (6) Protection of trees and habitat (5) 	15	16%
		COMMENTS	OF TOTAL

Reinvestment in Commerce Districts

Prompt:
What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?

29
COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 29 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Transportation System (Connect) <ul style="list-style-type: none">Increased traffic, especially around potential new stadium (4)Connections to the Metro station (multi-modal) (3)Parking availability, especially at Metro station (3)	13 COMMENTS	45% OF TOTAL
2	Built Environment (Shape) <ul style="list-style-type: none">Potential impacts of development (3)Increase density and allow flexibility in zoning (3)Provision of parking (3)	10 COMMENTS	34% OF TOTAL
3	Jobs and Businesses (Compete) <ul style="list-style-type: none">Maintaining/increasing the tax base (2)	3 COMMENTS	10% OF TOTAL
4	Lifestyle (Support) <ul style="list-style-type: none">Schools and education (2)	3 COMMENTS	10% OF TOTAL

Reinvestment in Commerce Districts

Considerations, Preferences and Implications

The following statements extract subjective themes from the comments provided during the discussion on the topic. These have been arranged from most frequently mentioned to least. These statements do not represent the most frequent themes, and do not include every idea shared during the process.

General preferences for land uses, community assets, or amenities within the topic area

Development mixes complimentary uses – There is a general preference for new developments to integrate complimentary uses into “live, work and play” environments that are walkable and more communal. Comments suggest taking advantage of the Metro extension and developing more urban neighborhoods in logical locations throughout the areas with the potential for change.

Greater consideration for the new/next economy – The considered geography is home to the majority of the community’s data centers and there is a concern for the future use of these buildings should they become redundant. Additionally, comments also suggest reconsidering the site configuration for existing office parks, not ruling out redevelopment. Last, small business and entrepreneurship should be a priority with spaces (like incubators, research facilities, etc.) made available throughout the commerce areas.

Continual improvement of connections and efficiency – Many comments refer to specific projects to alleviate congestion and improve the efficiency of the transportation system. These include a new bridge over the Potomac River (there is significant debate over this issue, with the majority of comments not in favor of the proposal) and several roads projects that are either planned or underway. The mix of jobs and housing, or the overlap between where workers live or where residents work is an important consideration, along with the potential impact of the Silver Line extension into the area.

Better integration of open / green spaces – Comments point out a general lack of green spaces – either parks, trails or open spaces – in the area. As development, or especially redevelopment, occurs, green spaces and trails should be better integrated to break up the continuum of development. Comments also reference the need for improving the network or trails and sidewalks throughout the area.

General concerns, needs or impacts that need to be addressed in this area if development occurs

General growth management – Comments refer to the inherent growth pressures in the region and how these must be well-managed to ensure the community can integrate growth without overextending. The aesthetics of this growth are another concern and comments refer to maintaining high quality standards for design and maintenance. Last, the impact to the road network should be considered carefully when reviewing proposals.

Leveraging the Metro – Several comments refer to the need to fully leverage the extension of the Silver Line into the area, and take full advantage of the opportunity. There is also concern over potential impact of the line and surrounding uses.

General transportation concerns – There are references to specific projects such as the Potomac River bridge, and various roads projects, along with general concerns for rising levels of congestion. There is an insistence that the County continue to act proactively and evaluate traffic impacts for proposed uses.

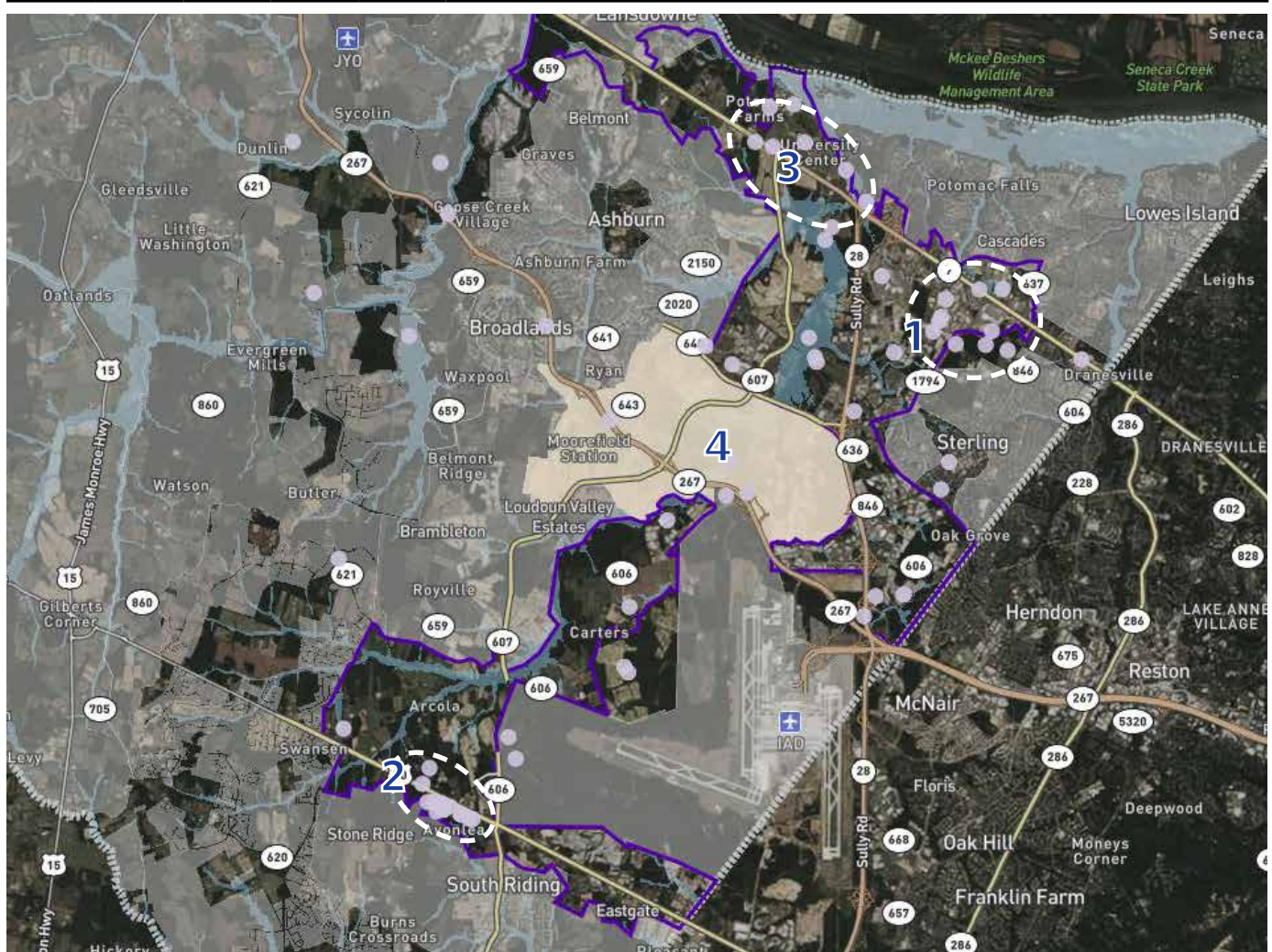
Nuisance mitigation – There is a small concern in the comments for the expansion of nuisances related to sound and light. This includes sound issues surrounding Dulles Airport and more general concerns for light pollution from street lights and commercial lighting.

Reinvestment in Commerce Districts

Mapping Activity

During each workshop session and through the online tool, participants were encouraged to add a yellow sticky dot to a large table map if their comment or idea references a specific place or geography. Please find a composite map of all these comments below. Clusters have been identified along with their corresponding comments. This map is available for interactive viewing on the process website at www.envision-loudoun.org on the "Resources" page. Here users can scroll over individual dots and see comments for each of the five geographic conversation areas.

MAP: CONSOLIDATED COMMENTS



Source: MapBox, In-person and online comments from Envision the Future engagement, Envision Loudoun

Reinvestment in Commerce Districts

Areas of interest

The following clusters as indicated on the next page were identified by combining the table maps from each of the Envision the Future Workshops and the online mapped comments. A summary of comments has been included below each cluster.

41

TOTAL DOTS

1. Claude Moore Park / Dulles Town Center

- Maintain buffer / green space in Claude Moore for future generations
- Prioritize redevelopment of old, antiquating office buildings east of Claude Moore Park
- Consider innovative uses like urban farming

16

DOTS

2. Route 50 Corridor

- Safety of both vehicular and pedestrian traffic, consider tunnel under the corridor
- Development opportunities for commercial, specifically mixed-use projects
- Must consider proximity to Dulles Airport, noise nuisance when developing

15

DOTS

3. Route 7 / 28 Intersection

- Debate over planned bridge crossing, logical connection point, but many comments against as well.

10

DOTS

4. Other points of interest

- Various locations indicated "ready" for redevelopment
- Multi-modal connections, especially in the west of the area
- Protect the water recharge areas, in the west of the area

Note: Dot counts are generalized based on the rough number of dots dropped in an area or direct references to the geography in the comments. Not all references to an area included a dot, but all dots have a related comment. These can be viewed in detail on the www.Envision-Loudoun.org website.

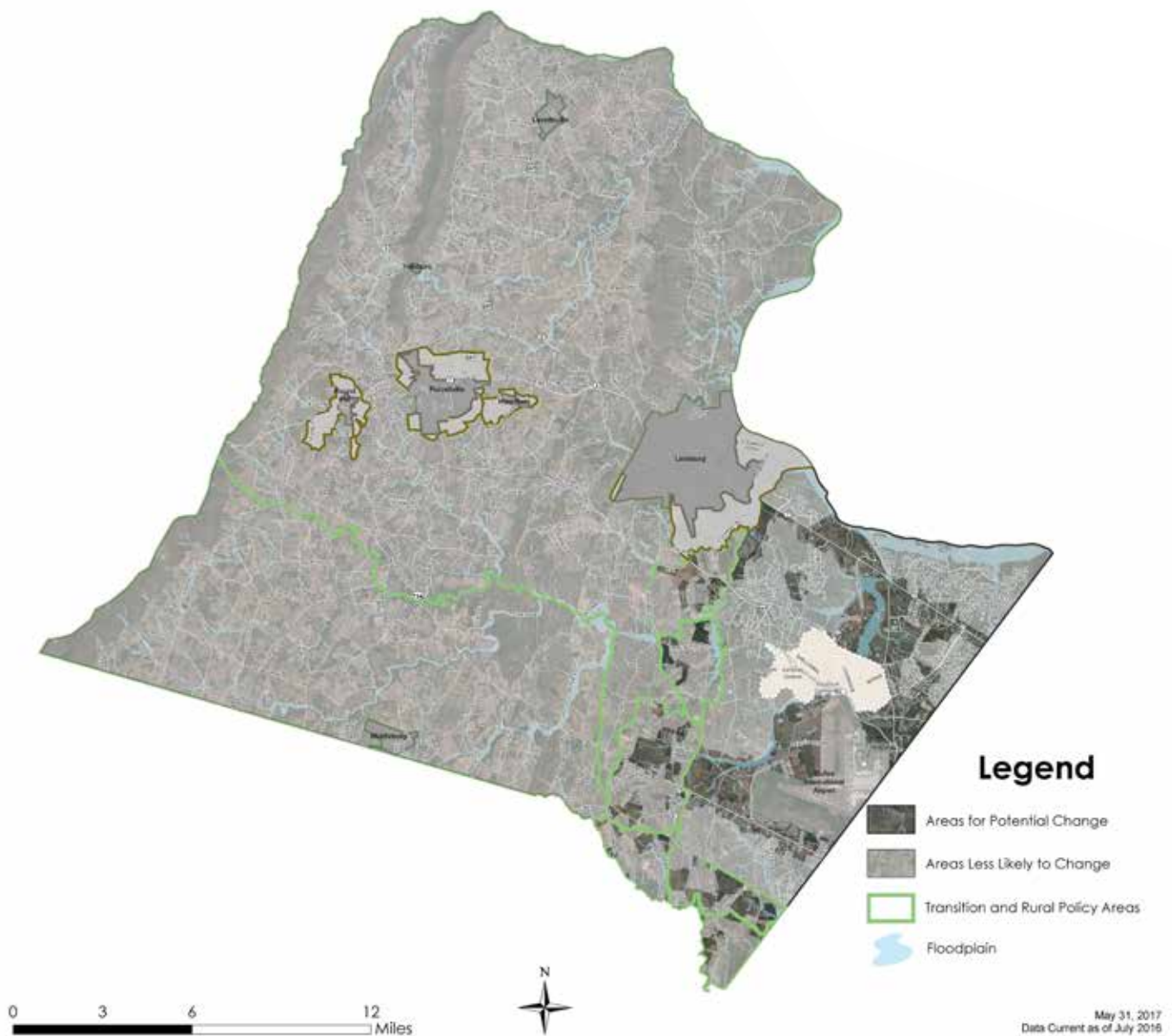
Transition and Rural Policy Areas

This topic focused on the rural west of the County along with the Transition Policy Area. This zone divides the more rural western portions of the County with the more urbanized east. The following map was used as a reference for each of the conversations related to this topic. Participants were also able to attach a sticky yellow dot to the map if their comment pertained to a specific place or geography.

29
TABLE
CONVERSATIONS

303
PARTICIPANTS

890
COMMENTS



Transition and Rural Policy Areas

Prompt:

If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?

580

COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 580 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below. Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Built Environment (Shape) <ul style="list-style-type: none"> Potential changes to zoning and density or changes to Transition Policy Area (TPA) and Rural Policy Area (RPA) designations (105) Limit development to preserve rural character and existing buffer (69) Preservation of open space (14) Building and landscape aesthetics (13) Mixed-use and walkable developments (11) Growth tied to extension of infrastructure (11) Rural villages and hamlets (10) 	250	43%
		COMMENTS	OF TOTAL
2	Environment and Agricultural Heritage (Sustain) <ul style="list-style-type: none"> Protection of natural resources and land from development (53) Development impacts on water resources (33) Conservation of agricultural land (11) 	106	18%
		COMMENTS	OF TOTAL
3	Transportation System (Connect) <ul style="list-style-type: none"> Repairs, maintenance and expansion of roadways, especially gravel roads (46) Extension of bicycle and pedestrian trails and sidewalks (28) Public transportation into the rural areas (10) Overall planning of Countywide transportation issues (8) 	104	18%
		COMMENTS	OF TOTAL
4	Lifestyle (Support) <ul style="list-style-type: none"> Parks and recreational opportunities, especially interconnected networks of trails (84) Additional cultural and entertainment options outside of Suburban Policy Area (SPA) (7) Community centers in rural communities (5) 	99	17%
		COMMENTS	OF TOTAL
5	Housing <ul style="list-style-type: none"> Availability of affordable housing (17) Location and density of new housing developments (17) Diversity and availability of housing stock (6) Housing for seniors (4) 	51	9%
		COMMENTS	OF TOTAL

Transition and Rural Policy Areas

Prompt:

What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?

310
COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 310 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Built Environment (Shape) <ul style="list-style-type: none"> Significant limits on development in the transition and rural areas to avoid development impacts (37) Desired or undesired changes to policy areas and zoning (23) Clustered or “smart” growth patterns (10) Limits on growth until new infrastructure is put into place (10) Historic preservation (7) 	119 COMMENTS	38% OF TOTAL
2	Environment and Agricultural Heritage (Sustain) <ul style="list-style-type: none"> Protection of habitat and wildlife currently present in the rural area, and specific policies for conservation (40) Water pollution and flooding concerns (15) Noise and light pollution and other nuisances caused by development (11) 	70 COMMENTS	23% OF TOTAL
3	Transportation System (Connect) <ul style="list-style-type: none"> Increased traffic congestion and safety concerns (20) Expansion or improvement of roadway systems (19) Connectivity between towns and around County (7) Additional facilities for bicycles and pedestrians (7) 	70 COMMENTS	23% OF TOTAL
4	Lifestyle (Support) <ul style="list-style-type: none"> Additional parks and trails for active recreation within rural area (26) Opportunities to live, work and play within the County (3) 	31 COMMENTS	10% OF TOTAL
5	Other <ul style="list-style-type: none"> Comments on the planning process (12) Fiscal concerns (8) Specific policies or incentives for achieving plan objectives (5) Effective implementation (3) 	31 COMMENTS	10% OF TOTAL

Transition and Rural Policy Areas

Considerations, Preferences and Implications

The following statements extract subjective themes from the comments provided during the discussion on the topic. These have been arranged from most frequently mentioned to least. These statements do not represent the most frequent themes, and do not include every idea shared during the process.

General preferences for land uses, community assets, or amenities within the topic area

Control and appropriately direct growth – The majority of comments refer to maintaining a strong buffer between the more developed east and the rural west. There is strong support for the maintenance of the Transition Policy Area (TPA) as is, with a requisite preservation of the rural area farther west. Comments refer to higher density allowances in the east of the County, especially around the Metro line extension, to prevent any further incursions into the west. There is a general recognition of the growing development pressures, especially in the TPA. Infrastructure extensions or improvements should be paid for by the developer and consider their long-term maintenance.

Preserve the rural character – Comments describe the area as agrarian, quiet and distinct from the eastern portions of the County. These attributes help define the character and are generally appreciated. There is a recognition that agriculture in the region may need to be supported through more creative means (tourism, wineries, etc.) and the rural economy could be expanded to help support these uses in perpetuity.

Conserve the ecology and natural assets – Many comments refer to the area's unique ecology and natural assets. These pay special attention to rivers and riparian corridors that bisect the west of the County and the need to protect them as core community assets. Comments also reference standing forests or woodlots and the need to maintain the contiguity and improve access for residents (see park space below). Last, protection for water resources is an important concern.

Expand parks and community spaces – Similar to the conservation topic, comments refer to the need for more / expanded parks and community spaces throughout the western portion of the County. These are described as active uses – dog parks, trails, etc. – and passive uses – nature preserves, wildlife habitat, etc. Community gathering places are also important and could be expanded.

Improved connections and safety – Comments refer to the need for logical, timely improvements to the transportation network including strategic extensions and well-considered upgrades. The comments are careful to qualify that improvements should not incent development but improve access and efficiency within the existing pattern. There is a debate over whether to pave gravel roads in the western portions of the County.

General concerns, needs or impacts that need to be addressed in this area if development occurs

Traffic mitigation and safety – There are general concerns over the trajectory of traffic congestion throughout the area and how this might be mitigated by future projects. Additionally, a number of comments make reference to a lack of frequent, reliable transit alternatives for commuting or other daily needs. The focus, however, is on the road network, safety and need for improved north-to-south connectivity.

The future of the Transition Policy Area – Comments frequently mention concerns over the (perceived or real) dissolving of the Transition Policy Area with time and continued development. There is a strong preference to realistically maintain the status quo, especially in the rural areas beyond the TPA. These comments acknowledge that there is growing development pressure and are requesting clear direction on what does and does not belong in the TPA in the future.

Infrastructure extensions and general maintenance – There is a strong preference that infrastructure extensions will precede development and be paid for by the profiting group (developers). Comments insist that these investments keep pace with any new projects as opposed to retroactive initiatives. This extends to roads projects as well.

Growth pressure generally, and where and how it manifests – There was general concern over the mounting growth pressure in the region and how that may manifest western portions of the County. As stated earlier, there is a strong preference to maintain the status quo, especially in the rural areas, and comments showed general concern over the County's ability to sufficiently limit, shape or redirect this pressure. Aesthetics, character, and traffic impact were primary concerns related to development.

Squandered or lost resources – There is a very strong preference to conserve the community's many natural assets. These include riparian corridors, woodlots and forests, water resources, and other sensitive areas. There is a general concern that these resources might be irreparably damaged or removed as growth pressure manifests into development if specific steps aren't taken.

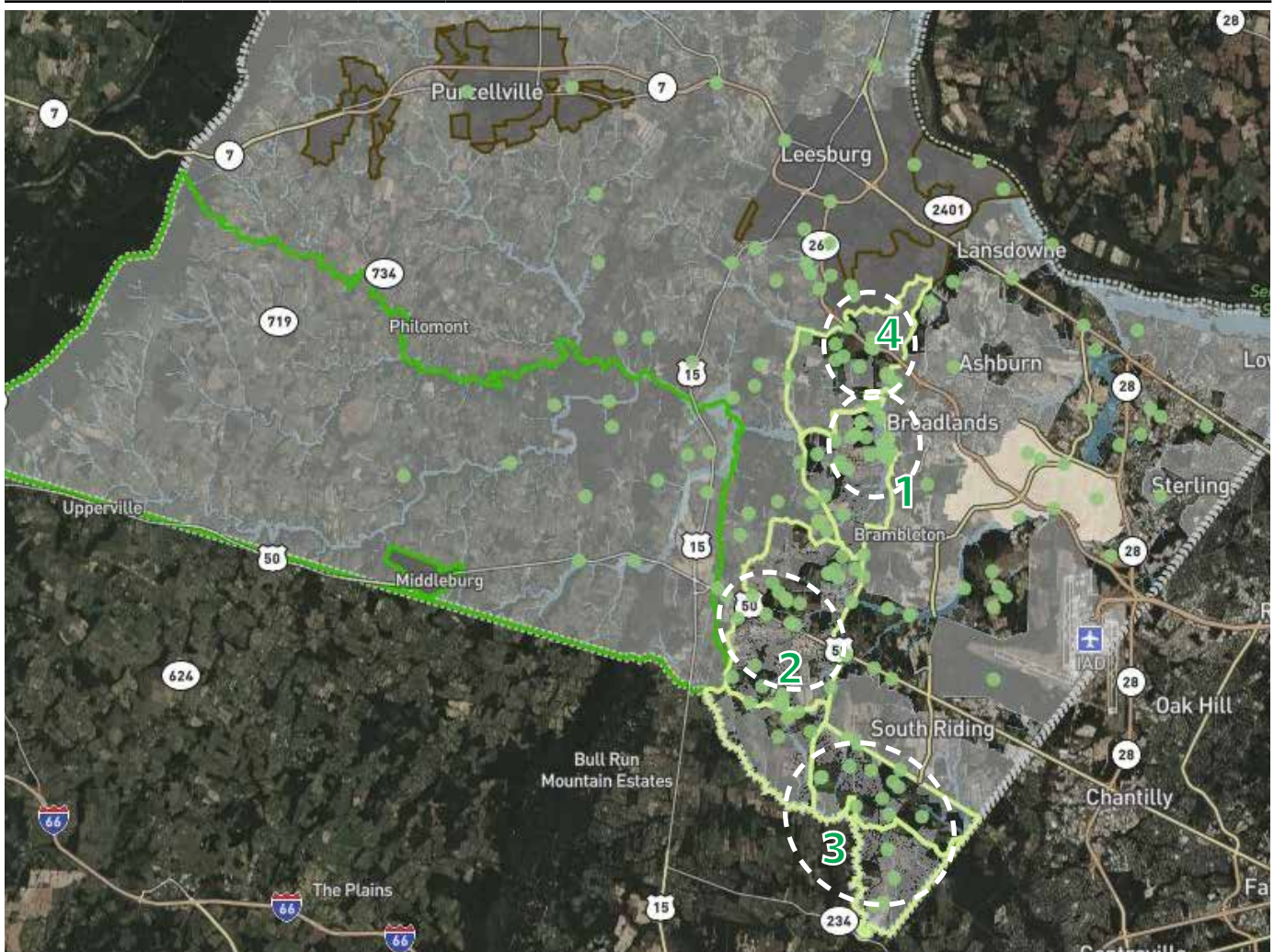
Nuisance mitigation – There is a resonant concern over the expansion of nuisances related to sound, light, and air quality. This includes sound issues surrounding Dulles Airport and more general concerns for light pollution from street lights and commercial lighting. Comments refer to the quiet character of the rural areas.

Transition and Rural Policy Areas

Mapping Activity

During each workshop session and through the online tool, participants were encouraged to add a yellow sticky dot to a large table map if their comment or idea references a specific place or geography. Please find a composite map of all these comments below. Clusters have been identified along with their corresponding comments. This map is available for interactive viewing on the process website at www.envision-loudoun.org on the "Resources" page. Here users can scroll over individual dots and see comments for each of the five geographic conversation areas.

MAP: CONSOLIDATED COMMENTS



Source: MapBox, In-person and online comments from Envision the Future engagement, Envision Loudoun

Transition and Rural Policy Areas

Areas of interest

The following clusters as indicated on the next page were identified by combining the table maps from each of the Envision the Future Workshops and the online mapped comments. A summary of comments has been included below each cluster.

299
TOTAL DOTS

1. Reservoir

- Important to protect and preserve water resources
- Opportunity for enhanced recreational options and cultural amenities
- Boundaries between the TPA and the suburban areas are important

24
DOTS

2. Route 50 Corridor - West

- Opportunity for more expanded park areas to serve as a boundary between the transition and the suburban
- Development (if necessary) could be clustered to minimize impact

22
DOTS

3. Braddock Road (620) Corridor

- Potential to increase tax credits to redirect development potential
- Increased or expanded park spaces

20
DOTS

4. Dulles Greenway

- Water conservation and riparian protection
- Maintain as transition area

12
DOTS

Note: Dot counts are generalized based on the rough number of dots dropped in an area or direct references to the geography in the comments. Not all references to an area included a dot, but all dots have a related comment. These can be viewed in detail on the www.Envision-Loudoun.org website.

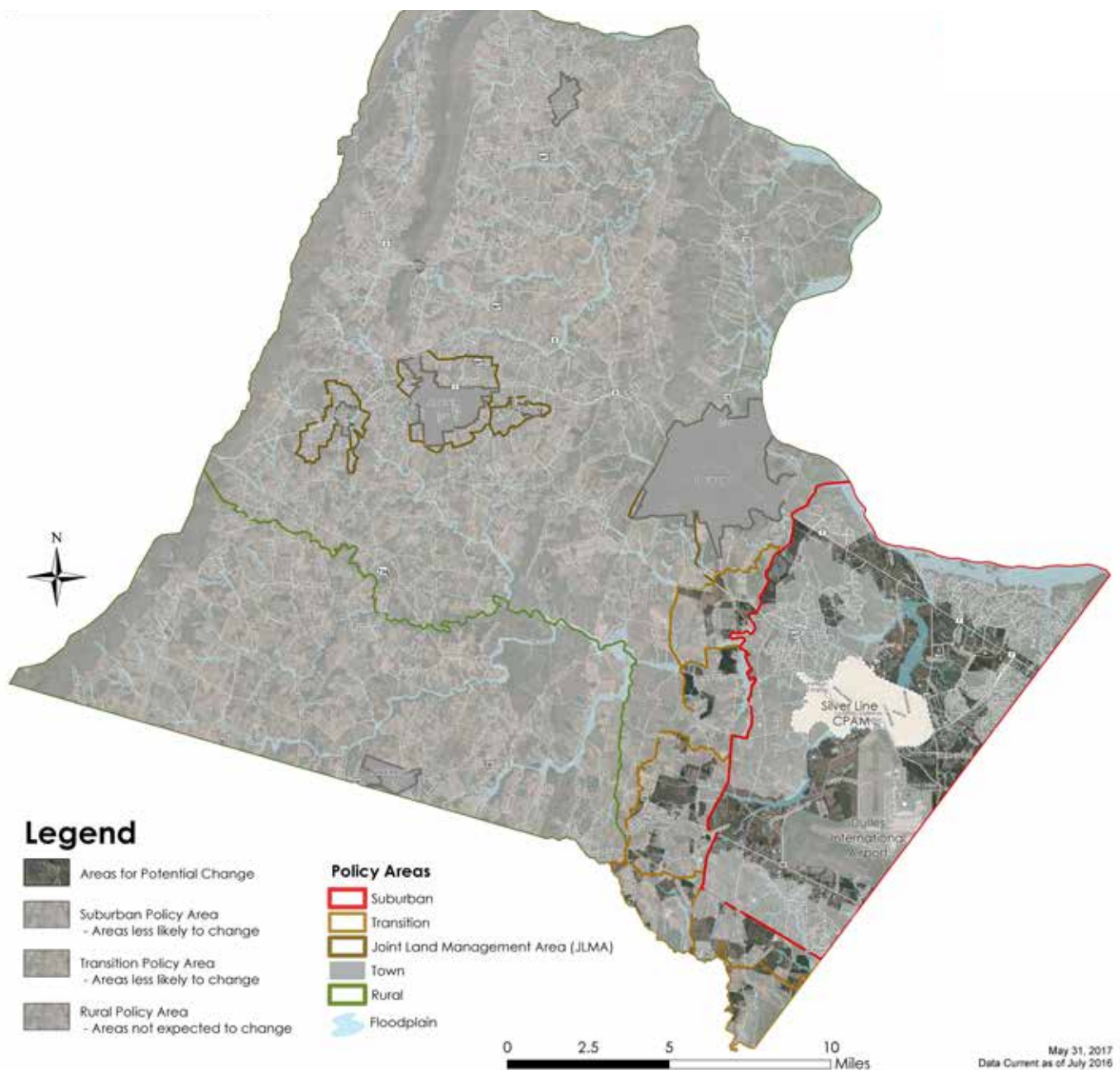
Overall County

This topic focused on the entire County, including its towns, rural areas and the Transition and Suburban Policy Areas. The following map was used as a reference for each of the conversations related to this topic. Participants were also able to attach a sticky yellow dot to the map if their comment pertained to a specific place or geography.

13
TABLE
CONVERSATIONS

161
PARTICIPANTS

581
COMMENTS



Overall County

Prompt:

If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?

419

COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 419 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below. Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Built Environment (Shape) <ul style="list-style-type: none"> Changes to zoning, density, and uses allowed (28) Development around transit hubs and mixing of uses (26) Preservation and additional open space (16) Limits on development throughout the County (14) Redevelopment and revitalization of underutilized spaces and buildings (13) 	122	29%
		COMMENTS	OF TOTAL
2	Transportation System (Connect) <ul style="list-style-type: none"> Interconnected bicycle and pedestrian routes throughout County (43) Traffic and roadway systems (28) Impacts of a potential bridge to Maryland (24) 	114	27%
		COMMENTS	OF TOTAL
3	Environment and Agricultural Heritage (Sustain) <ul style="list-style-type: none"> Resource and land conservation (46) Protection of water resources and the watershed (12) Sustainable development (6) 	82	20%
		COMMENTS	OF TOTAL
4	Lifestyle (Support) <ul style="list-style-type: none"> More improved parks and recreational opportunities in all areas of the County (42) Easily accessible entertainment options (16) 	78	19%
		COMMENTS	OF TOTAL
5	Housing (Shape) <ul style="list-style-type: none"> Provision of affordable and workplace housing throughout the County (13) Supply of diverse housing options (13) 	41	10%
		COMMENTS	OF TOTAL

Overall County

Prompt:
What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?

162
COMMENTS

Comments have been sorted by their content into topics and sub-topics. The following is a breakdown of the 162 comments based on the top five topics. Each of the major topics is now part of a larger organizing chapter, and this has been noted in the breakdown below (subtopics with more than 3 comments). Subtopics have been noted as well. This is an objective classification for sorting. Implications and considerations pertaining to the substance of these comments have been included in the next section.

1	Transportation System (Connect) <ul style="list-style-type: none">• Congestion on and improvement of major routes (35)• Bridge impacts (12)• Transit connections throughout the County (10)	66 COMMENTS	41% OF TOTAL
2	Built Environment (Shape) <ul style="list-style-type: none">• Location and boundaries of policy areas and land uses (9)• Limiting County growth (6)	31 COMMENTS	19% OF TOTAL
3	Environment & Agriculture (Sustain) <ul style="list-style-type: none">• Natural habitat preservation (21)• Light pollution and dark sky preservation (4)	27 COMMENTS	17% OF TOTAL
4	People (Support) <ul style="list-style-type: none">• Health and safety (6)• Caring for young and old populations (5)• Integration and a feeling of community (5)	18 COMMENTS	11% OF TOTAL
5	Lifestyle (Support) <ul style="list-style-type: none">• Protection of and expansion of recreational and cultural amenities as development occurs (12)	12 COMMENTS	7% OF TOTAL

Considerations, Preferences and Implications

The following statements extract subjective themes from the comments provided during the discussion on the topic. These have been arranged from most frequently mentioned to least. These statements do not represent the most frequent themes, and do not include every idea shared during the process.

General preferences for land uses, community assets, or amenities within the topic area

Development is well-considered and appropriately placed –
Comments refer to the mounting pressure for growth throughout the County and relate where and how this should take place. There is a general concern that too much of this growth will happen in areas in the west (Transition Policy Area and Rural Policy Area) and should, instead manifest in higher density projects in the east, especially along high-capacity corridors,

logical intersections or the Silver Line extension corridor. Comments reference the growing need for redevelopment, especially related to aging, antiquated retail uses. There is also a preference for higher density town centers, but with a more market-driven, or organic mix of uses, as opposed to a prescriptive regulatory approach.

Overall County

Expand parks, trails and open spaces – There is a strong preference in the comments to expand green areas throughout the County, especially in the more developed east. These describe a variety of scales and types of parks. These include small single-acre “pocket parks”, large community land reserves, and linear parks along major multi-use trails and blue ways. With respect to trails, comments mention the need to maximize connectivity of the system to promote increased use.

Improved community connections – There is support for proactive upgrades to the transportation system to improve the connections and efficiency of movement throughout the County. Specific projects were offered for routes 50, 7, 28 and others. The Potomac River bridge proposal, however, was almost universally rejected. A number of comments reference the need to fill in gaps to the transit coverage and frequency throughout the community.

Conservation of natural resources and assets – There is a strong preference to conserve the community’s many natural resources and assets in the face of pending growth and

development. There is a general concern over the fate of these areas given the growth pressure currently being experienced. Comments reference the County’s unique ecology, beautiful landscapes and the important water resources. Many ideas connect County residents into these areas through expanded trails (or linear parks) and the protected open spaces / wildlife reserves / park land.

Expansion of cultural amenities and community gathering places – Comments refer to a deficit of arts, cultural or entertainment venues in the County today and the opportunity to expand these uses and provide more spaces for the community to gather. Specific ideas included more community centers, arts and cultural centers, and live entertainment venues.

Expanded housing options – There is a strong, although not universal, preference for an expansion of the housing options currently offered in the community. This is in response to a general rise in housing costs, long commutes for certain workers who cannot afford to live in the community, and a general shortage of options for millennials and/or empty nesters.

General concerns, needs or impacts that need to be addressed in County if development occurs

Development outpaces supportive infrastructure – There is a resonant concern that when/if development does occur throughout the County it will happen too far ahead of major, necessary investments in below and above ground infrastructure. These comments relate possible impacts to the road network and increased congestion. There is a counter concern to this on housing options and demand, and whether they will be met in the future and, if not, what that will mean for the County.

Slow degradation of connectivity – There are a number of comments that reference a downward trajectory in transportation efficiency throughout the County and concern over whether this will continue unchecked into the future. These reference the need for improved frequency and coverage of transit options, maximization of the Silver Line Metro Station, strategic improvements to road network, along with additional specific recommendations. Safety is another concern, especially where there is a mix-of-modes (Bike lanes, transit stops) or where the rural areas meet the more developed east.

Loss of natural resources / assets – Comments show concern for the slow, but consistent, loss of high-value natural areas to gradual development from the east to west. They also are concerned with the lack of green investments in the eastern portions of the County. Comments mention the need to maintain contiguity between major natural areas, not allowing them to be bisected or disconnected by development or infrastructure projects.

Economic resiliency – There is a general concern for the economic resiliency of the County as it relates to several key uses. Data centers are mentioned frequently, and comments question the longevity and re-use potential of the buildings themselves. There are a number of comments that reference the future redevelopment of redundant retail spaces throughout the County and whether or not this can be done at the scale necessary given the downward trajectory of this industry.

Overall County

Mapping Activity

During each workshop session and through the online tool, participants were encouraged to add a yellow sticky dot to a large table map if their comment or idea references a specific place or geography. Please find a composite map of all these comments below. Clusters have been identified along with their corresponding comments. This map is available for interactive viewing on the process website at www.envision-loudoun.org on the "Resources" page. Here users can scroll over individual dots and see comments for each of the five geographic conversation areas.

MAP: CONSOLIDATED COMMENTS



Source: MapBox, In-person and online comments from Envision the Future engagement, Envision Loudoun

Overall County

Areas of interest

The following clusters as indicated on the next page were identified by combining the table maps from each of the Envision the Future Workshops and the online mapped comments. A summary of comments has been included below each cluster.

163
TOTAL DOTS

1. South Riding

- Potential for expanded retail and commercial options throughout the area
- Need for expanded trails and parks
- Redevelopment potential of shopping centers

20
DOTS

2. Route 50 Corridor - West

- Need to maintain the TPA or preserve the rural heritage of the County
- Sustainable growth as a priority
- Traffic increasing on Evergreen Mills Road

20
DOTS

3. Maryland Crossing

- Debate over the proposed crossing of the Potomac into the County from Maryland
- Preservation of the natural beauty along Potomac River corridor

14
DOTS

4. Potomac River Corridor

- Conservation of natural beauty and wildlife habitat along the corridor
- Mitigate the impacts of any development or transportation projects

14
DOTS

5. Silver Line Extension

- Potential for a variety of housing types
- Traffic congestion at multiple intersections throughout the area
- Bike and pedestrian connections are important consideration

10
DOTS

Note: Dot counts are generalized based on the rough number of dots dropped in an area or direct references to the geography in the comments. Not all references to an area included a dot, but all dots have a related comment. These can be viewed in detail on the www.Envision-Loudoun.org website.

Transportation

A variety of transportation related activities were provided to gather feedback on how to shape the development of the Countywide Transportation Plan. The following activities asked for input on all modes of transportation across the County to capture the widest range of information that will ensure that all geographic regions and interests of the County are covered. Transportation priorities may not be the same across various context areas, and as such, this plan aims to individually address the needs of each context area uniquely. Participants included both those who attended the Round 2 Public Engagement meetings, as well as online participants.



Build-a-Street

Transportation participants were able to build their own cross section of a street they would like to see in the County in the future. A summary of this activity is on page 58.

Overall Findings by Context Area

Responses across the various activities provided information about preferred transportation themes within each of the following high-level context areas.

Rural

- Maintain current character
- Improve roadways but not at a level that attracts through-trips
- Bicycle and pedestrian facilities were somewhat favored

Suburban

- Congestion relief is a priority
- Consistent and connected pedestrian facilities
- Separated bike facilities
- Quality aesthetics
- Emphasis on safety

Activity/ Town Centers

- Generous sidewalks
- Quality streetscapes
- Lasting intersection designs
- Emphasis on walkability and transit supportive designs

Activity 1:

Transportation Survey

The transportation survey, consisting of twelve transportation-related questions, was handed out to each participant at the public meetings, regardless of which table topic they chose to discuss. This helped us capture participants that had strong opinions on a particular land use topic, but were also interested in weighing in on transportation. More than 500 surveys were collected. Below is a summary of the major findings.

Major results from the Transportation Survey by question

- Majority of participants (83%) use a personal vehicle while less than 10% walk or bike (7%), use public transportation (8%) or carpool (2%). Additionally, surveys were collected from residents representing 42 different zip codes (most frequent home zip code was 20165, 15%, most frequent work zip code was 20176, 8%).
- Most (61%) participants prioritize travel within the County while the remaining prioritize travel either out of or through (15% and 19%, respectively) and few survey responders travel into the County (5%).
- Most users (81%) consider accommodation of diverse travel modes important or extremely important in designing a transportation system, with only 11% of users responding 'neutral' or 'not at all'.

515

TRANSPORTATION
SURVEYS
COMPLETED

Note: The full Transportation Survey and 500+ inputs can be found in the document appendix.

Transportation

- Enhanced walk, bike, and transit connections to Silver Line was the top-requested area-specific facility improvement (48%) closely followed by 'Commuter connections to/from jurisdictions to the east' (34%) and 'Internal network east/west corridors' (33%). 'Internal network north/south corridors' (19%) and 'Rural connections to/from jurisdictions to the north and west' (20%) were also selected by a significant number of users.
- A majority (55%) of users prioritized funding for congestion relief as their top choice. The remaining topics varied in rank with 'Roadway Maintenance' and 'Safety Improvements' being least prioritized. Funding for multimodal options varied most greatly, with an almost even split between the four ranking options (1 through 4).
- The 'Preservation of rural/historic character' was most important (59%) to users concerning rural corridors while 'New roads to relieve pressure on traditionally rural corridors' (19%) was the next most important issue.
- In Eastern Loudoun, priorities were focused on 'Capacity Improvements' (34%), 'More multimodal facilities on existing roadways' (28%), 'Additional route options/new alignments' (26%), and leaving 'Safety Improvements' as 12%.
- Concerning investment in bike and pedestrian facilities, users varied in their responses with no majority. Generally, 'Access to transit, jobs, and ped attractions' ranked 1st while 'Geographic distribution throughout the County' ranked last. In the middle, approximate ranking is 'Where there is the greatest opportunity for use' (2nd), 'Access to recreation use' (3rd), and 'Investments should be focused on safety improvements' (4th).
- Most users (cumulative 60%) considered enhanced bike/ped opportunities in Rural Areas of the County as important while only 12% of users did not think they were important at all.
- Most users agree that providing enhanced bike/ped opportunities in Eastern Loudoun was 'Important' or 'Extremely Important' (65%).
- The top two design considerations for bike/ped facilities that need the most improvements are 'Continuity of network' and 'Separation from vehicular traffic' (both 35%). 'Access' (13%), 'Intersection Safety' (9%), and 'Separation of bike/ped traffic' (7%) followed.
- Nearly half (47%) of users chose Town Centers/Activity Centers as the location which would benefit most if the County were to consider future investments to expand transit service. 'Suburban Places' (31%) followed and 12% of users expressed no need for extended service. The 'Rural Places' only resulted with 10% preference.
- A clear majority of users supported roadside lighting at places where there are safety concerns (72%) while one third or less supported lighting elsewhere. Only 1% of users supported lighting in 'Rural Places'.



Gathering ideas in-person and online

All participants at the in-person workshops were encouraged to fill out the twelve-question transportation survey. The questionnaire was also available on the process webpage.

Transportation

Activity 2:

Visual Preference Survey

This activity was developed to obtain feedback on what type of transportation features are preferred in various context areas of the County. A photo collage board, featuring street elements of a multimodal variety, was provided for each context area: rural, suburban residential, and suburban commercial/activity center. Participants were given three dots to place on each board to indicate which features they favored by context area. The top three selections for each context area are indicated on the following graphics.

Results from the Visual Preference Survey

The following images were shared during the visual preference survey. The images receiving the top four votes have been indicated. For more results related this activity, including specific vote tallies, please refer to the document appendix.



Note: There was a tie for image number three.

Transportation

SUBURBAN RESIDENTIAL



3



1



2



4



SUBURBAN COMMERCIAL/ ACTIVITY CENTER



2



3



1



4



Transportation

Activity 3:

Build-a-Street

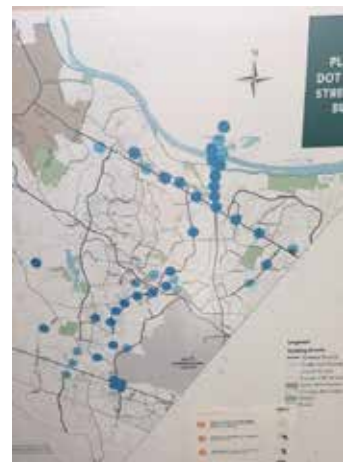
Build-a-Street was an interactive exercise that offered the participants an opportunity to 're-design' an existing street or build one that has yet to be constructed. This provided feedback on preferred street elements in various areas of the County, as well as candidate streets for improvements. The station included an instructional board that also asked participants to place a dot on the street they were building. Participants were then provided a selection of potential street elements with a stand to hold the selected elements. Participants created their ideal typical roadway section for their selected corridors that included the features they believe are most desirable. Each cross-section was photographed and printed for documentation.



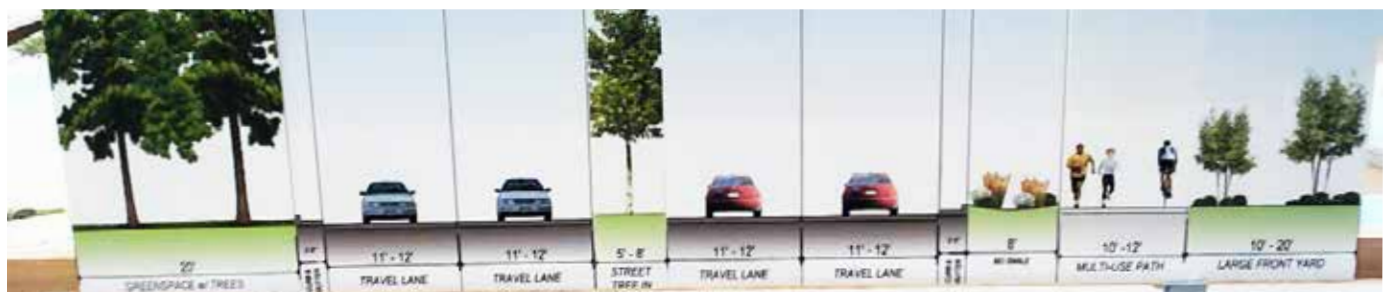
Results from the Build-a-Street Activity

The following streets - illustrated to the right with the map used during the activity - were the most frequently "built":

- Route 7
- Route 9
- Route 15
- Loudoun County Parkway
- Silver Line Metro Station area streets
- Potomac River Crossing



Many streets incorporated elements of greenery and landscaping and were also favorable bicycle and/or pedestrian facilities. Most participants that incorporated a bicycle or pedestrian element had them traveling separately from the vehicular travel lanes. See two illustrative examples below.

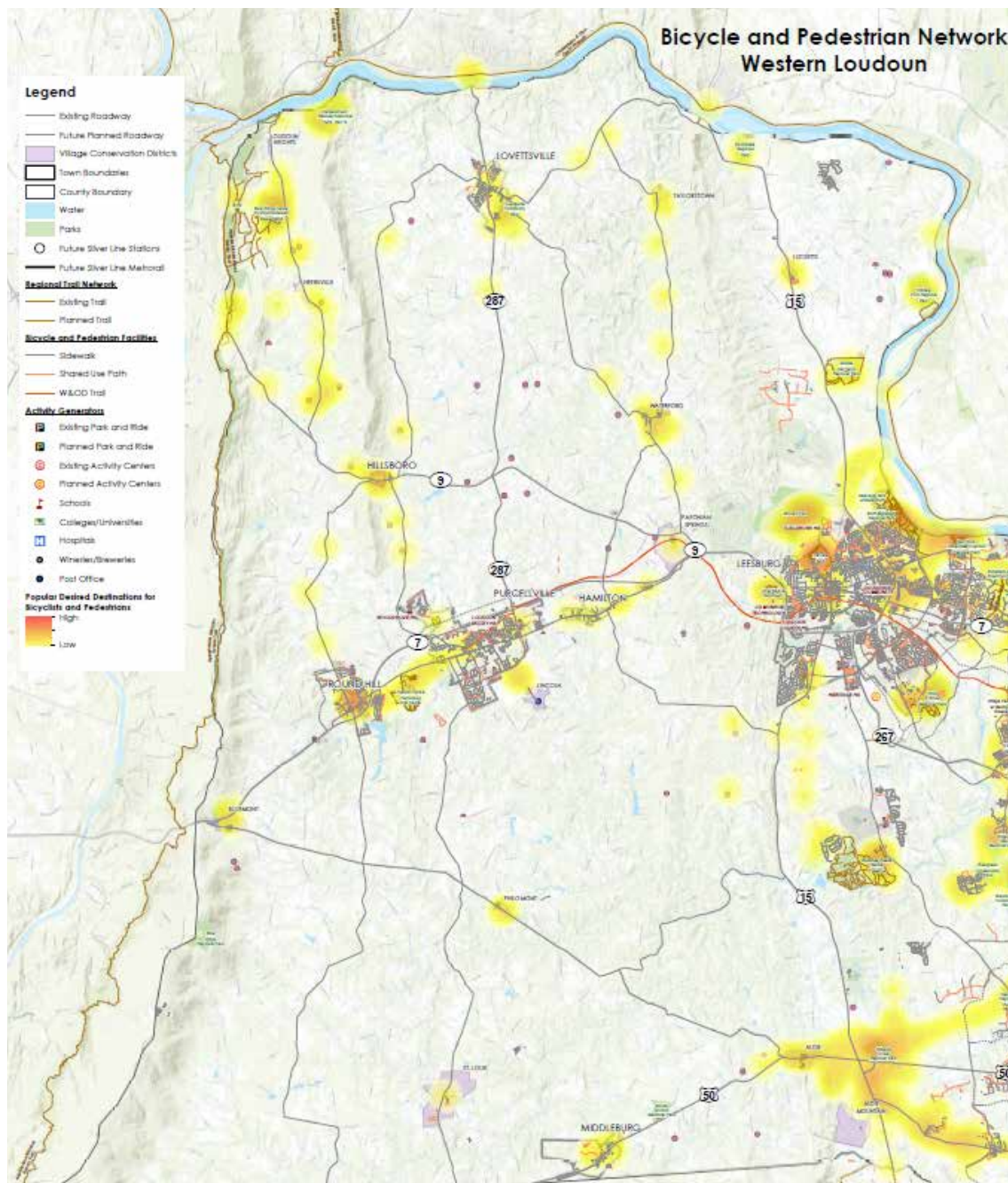


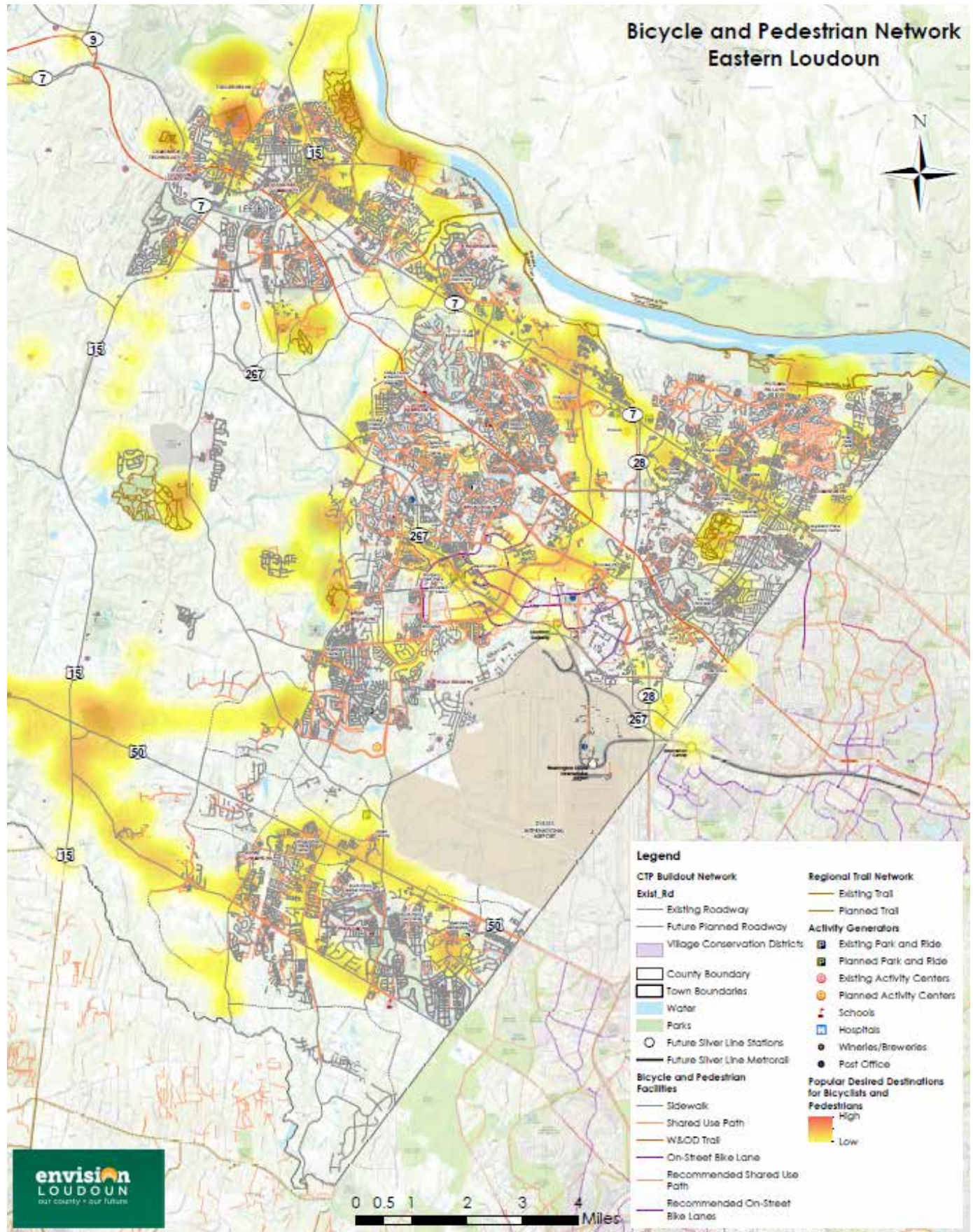
Transportation

Activity 4:

Bicycle/ Pedestrian Attractions

Participants were given 6 small dots to place on locations they would like to access by walking or bicycling. This activity allowed us to identify locations across the County that are favored by many bicyclist and pedestrians, as well as critical gaps between these desired destinations. Some popular locations in Western and Eastern Loudoun are identified in the following maps.





5. Appendix

All of the community input gathered to date has been included in the appendix. For any additional information or other questions please contact the planning team.

CONTENTS

1. Full input database	62
• Vision, Goals, and Objectives	62
• Areas of Potential Change	232
1. Infill Development in Suburban Neighborhoods	232
2. Redevelopment in Maturing Neighborhoods	242
3. Reinvestment in Commerce Districts.....	255
4. Transition and Rural Areas.....	263
5. Overall County	305
6. Transportation (To be added..).....	334
2. Exit questionnaire results table and expository responses	505

An interactive comment database has been added to the process webpage at **www.envision-loudoun.org** on the “Resources” page. With this tool, users will be able to query the database for key term (like Housing, Transportation, etc.) or find specific comments from in-person or online comments.

Appendix A:

Vision, Goals, and Objectives

PROMPT 1: VISION, GOALS AND OBJECTIVES

Envision the Future Workshop

SUBSTANCE COMMENTS

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
6	Keeping the sustainability - a lot of interest in keeping it. Yes - it reflects all the needs of community.	Supportive	Substance
10	Vision, objectives - Education/Inclusiveness - Higher Ed - Broader University (virtual campus - more online courses)	Modification	Substance
17	Goals - talk of green initiatives / creative with waste - need more sustainability - community gardens - solar?	Modification	Substance
19	Shape: generally yes/ ok with it. Need focus on renewable energy.	Supportive	Substance
24	meet needs of all #2 ages, abilities & socio-economic education	Modification	Substance
34	Development - talk about preservation. No transition opening.	Modification	Substance
36	Wildlife. Natural habitat.	Modification	Substance
48	Address a lot, laid out great; too much; rethink the buckets a little more. Ex: where is housing? Need to sustain economy. Seems to me as the _____ - needs to address affordable/workforce housing	Supportive	Substance
51	Vision is general, nice and good about everything, not Loudoun centric. Consider preservation & current condition and uses. ___ slow growth is good and that position not summarized.	Supportive	Substance
57	Identify resources in a statement (pre-weather)	Modification	Substance
60	Makes sense	Supportive	Substance
61	1st goal - missing list. Add: wild places, forested or undeveloped areas - mountain views	Modification	Substance
62	Positive - focus on transportation; light pollution reference (excellent). No reference to climate change - green house gases emissions reduction. Set example for state.	Supportive	Substance
63	Transit area - environment, rural economy, historic preservation, rural businesses, keep open space.	Modification	Substance
65	Vision - LC is not inclusive - economies too expensive - non-discrimination policies for minorities - more diversity - organize around food (self sufficient)	Modification	Substance
79	Participants agree with goals & objectives, but wish there could be more details on how they are to be implemented	Supportive	Substance
84	supportive of bike and ped plan around proposed silver line metro stations, is traffic taken into considerations?	Supportive	Substance
86	Need to include safety into vision statement	Modification	Substance
87	agree with vision	Supportive	Substance
88	expand "connect" #4 to enhance working relationships with neighboring jurisdictions	Supportive	Substance
93	connect - need to add new Potomac river crossing as a specific item	Modification	Substance
96	Need to provide more amenities at transit stops -> shelters, benches, sidewalks. Encourage more exercise + active lifestyle	Modification	Substance
97	Need to add/enhance lighting in older areas (sterling) to enhance livability	Modification	Substance
101	Like how county has added entertainment and cultural activities/uses	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
107	like goals, vision lacking	Supportive	Substance
112	Comfortable with goals, vision, 50% us work in county, can increase that, more prescriptive, didn't see anything about intercounty connectivity - connect to outside	Supportive	Substance
123	Objectives #6 - quality needs to be defined, include stipulations for energy efficiency, LEED, Native landscapes, pervious pavements	Modification	Substance
126	The objective #6 - what kind of housing. The objective doesn't specify usage. Housing infill. Commercial infill.	Not supportive	Substance
129	Vision or goals does not address energy at all	Not supportive	Substance
130	Goal - part of vision should say every 10 years plan needs to be updated. Objective for shape.	Not supportive	Substance
131	vision - change language - add : economic - cherish its past Foster fiscal strength and sustainability.	Not supportive	Substance
132	Objective sustain item 1, expanded to include identity map protect and enhance a non fragmented network of forests, streams, fields, steep slopes, wetlands.	Modification	Substance
133	Objective shape item #4: needs to be refined to include what type of commercial, what types to prevent predatory contractors	Modification	Substance
136	Main comment - Vision - describes Loudoun as is today - 2nd part - vision for future - bit vague. Missing top 3 issues of the presentation - Doesn't include safeguarding natural environment and that safeguarding doesn't represent concerns as strongly as indicated.	Not supportive	Substance
137	Vision - doesn't address bringing people together + quality of life enhancement + nothing about schools- equal throughout the county - address under one of the goals - make all outstanding - under make great place	Not supportive	Substance
143	don't want to jump gun - just the beginning - don't think this was meant to be anything but goals.	Supportive	Substance
156	Add language to have multi-tier housing in developments: starter, mid, high end	Not supportive	Substance
158	Spectrum of housing is vague. Objective should not be spectrum but affordable.	Not supportive	Substance
159	Need concert hall to bring culture (support #4 and shape #4)	Modification	Substance
161	Encourage energy efficiency in new buildings and remodeled buildings. Sustainable energy incentives for residential and non-residential. No description of this in goals.	Not supportive	Substance
162	Economic #2, need diversity. Not just high education. Need to be able to fill retail jobs. Retail creates a quality community and a great place to live.	Modification	Substance
163	Goals - shape 2 - add in future growth	Modification	Substance
164	Goal - connect 5 - other mass transit, bus, light rail	Modification	Substance
165	Goal - sustain 4 - rural economy + commercial	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
167	Goal - shape 2 - include more emphasis	Modification	Substance
168	Goal - connect 1 - cross major highways for pedestrians	Modification	Substance
169	Goal - shape 2 - provide housing for all socio-economic + age groups + diversity	Modification	Substance
170	add cultural centers to county	Modification	Substance
175	goal - sustain - strengthen natural + historic assets	Modification	Substance
184	Vision - define "great place" - what is intent be more specific	Not supportive	Substance
187	Vision - talk about future consider other word than continuous	Not supportive	Substance
189	Incorporate language for execution, social serviced net, and crime prevention in goals somewhere to address social services.	Not supportive	Substance
191	a) Statements are very generic. Could be anywhere. B) East Loudoun needs more representation in the goals	Not supportive	Substance
192	Compete objective 2 & 3 : conflict please revise	Not supportive	Substance
193	Goals - shape - define make a great place	Not supportive	Substance
194	Where does education fit in? Could go under economic being economic force or in "enhanced quality of life" for people raising families.	Modification	Substance
203	"spectrum of housing" does not equal "affordable". This section is lacking.	Not supportive	Substance
214	Goals + objectives are very vague. Is sustainability about money or environment? Perhaps should be specific to environmental resiliency. Be more specific.	Not supportive	Substance
215	Sustainability + quality of life are key	Modification	Substance
218	very generic - could apply to any county in America	Not supportive	Substance
219	Transportation isn't even mentioned in the vision statement	Not supportive	Substance
227	Missing objective - transportation needs to be more than roads. Need more infrastructure to provide for more efficient transportation (i.e. charging stations for EV) -> economic development chapter?	Modification	Substance
229	Sustain -> More meat, not just about green infrastructure, but needs to address wellness of the community.	Modification	Substance
231	Agriculture is missing from the vision.	Not supportive	Substance
238	Affordable housing find a different way to say affordable housing. How do we define affordable. Don't call it affordable.	Modification	Substance
255	top level objective does cover areas of concern; need to ensure connectivity and have balance throughout the county/roadwork. Growth parallel with transportation & the objectives together - be able to move "around" development and not just within	Supportive	Substance
257	yes environment - science related issues - reduce nutrients in ponds; reach out to younger people	Supportive	Substance
274	Vision should state the three policy area - trans, rural, suburban	Not supportive	Substance
279	Data centers should not be by metro - should be in goals & objectives	Not supportive	Substance
302	not be economic "force" - . Strive for economic "balance"	Modification	Substance
307	nothing in here about schools	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
315	Likes redevelopment options	Supportive	Substance
317	Agree with objectives, very good. Concerned about implementation.	Supportive	Substance
319	include broadband in the connect goals	Modification	Substance
322	vision statement not strong enough. More aggressive, Doesn't like "continues"	Not supportive	Substance
324	Standout "shape" & "support". More dense development , more housing needed	Modification	Substance
325	"sustain" goals liked, needs to be strengthened. Move pedestrian connections in rural.	Supportive	Substance
331	Connect objective #1	Modification	Substance
340	Is this about business/transportation/economics or more about quality of life? If later, education isnt stressed, mentioned, add a focus on education - excellence in education + become known for that	Modification	Substance
342	Loudoun county is a great place, has lots of free things - libraries, outdoors, village centers, great things to do. In general think its great.	Supportive	Substance
350	Goal Compete - higher education objectives are important. Have more technical schools, trades, a university here	Supportive	Substance
352	goal compete #7 - desirable + attainable housing should not be pushed west away from transportation - metro, should be close by	Modification	Substance
354	Yes - overall think vision/goals are on the right track. Specific items: Bridge across the Potomac -> ties to item #5? compete & be an economic force - metro / airport very important elements of this	Supportive	Substance
356	agree with 1st 2 comments ^	Supportive	Substance
360	can never stay static - would like to see language for how we move forward - more proactive - establish priorities - what is important - where we going to move in the next 5-10 years Need prospective language. Good example: no one heard of data centers. we should be more visionary - how do we take it to next level - there will be change - how will that change occur? generational differences will have differences in perspective - older you more likely want community to stay static - younger people will want to see change.	Modification	Substance
367	Vision: Add quality of life or the environment, access to outdoors	Modification	Substance
369	Vision: more concrete note to the environment	Modification	Substance
370	Vision: a loss for what Loudoun county was	Not supportive	Substance
371	Goal Compete: obtainable housing @ 60/40/20% - need a housing strategy	Modification	Substance
372	Goal Compete: Use ADU program for redevelopment areas to make it for affordable families	Modification	Substance
373	Goal Compete: variety of affordable housing types - apts, mf, AL?	Modification	Substance
374	Goal shape: education needs to be added	Modification	Substance
376	Goal connect: more discussion + emphasis on pedestrian safety + access	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
377	Goal connect: Invest in multimodal transportation + prioritize trouble spots	Modification	Substance
378	Goal connect: multi-use trails invest for horses, bikes, pedestrians + in Potomac heritage trail	Modification	Substance
379	Vision: Conservation of arable land (farm)	Modification	Substance
381	Vision: density	Modification	Substance
383	Vision: good	Supportive	Substance
384	Goals: supporting the land developers. No support for continued farming. Play for the land of the developers. Nothing saying actively continue farming.	Modification	Substance
386	Goals: Area of transition be preserved. More appropriate low density.	Modification	Substance
387	Goals: HOA - nothing to deal with but HOA. No land to deal with.	Not supportive	Substance
403	Goal compete: enough. Hard of infrastructure, housing, natural resources	Supportive	Substance
407	Objective Shape #3: Needs of residents in front of businesses	Modification	Substance
411	Objective connect #1: bridge over sterling blvd over W&OD trail	Modification	Substance
421	Love the vision statement. Work force trends. Are we reviewing that data? Future trends - How do they work?	Supportive	Substance
422	Shape: We need to stay open minded on the needs of small businesses, shared work spaces/coworking space. Add the word spaces.	Modification	Substance
423	County to invest in: 1) Lack of need for renewable energy, data centers, energy innovation needs to be a part of this vision. 2) Energy and environmental sustainability needs to be added to comprehensive plan. 3) Promoting sustainable energy resources. 4) A commitment or an investment into renewable energy	Modification	Substance
424	Vision statement: Want to see preservation of natural + historic assets in the front in the vision statement. The county will actively protect historical properties. Actively preserve natural + historic assets.	Not supportive	Substance
425	Vision- The word sustainability is too vague. Left open ended. Interest groups could interpret that in different ways. Need to clarify.	Not supportive	Substance
428	Biking is not addressed well enough under connect. Focus on areas surrounding and bike trails.	Modification	Substance
430	Address travelling not only in the county but through the county	Modification	Substance
432	Interested in improving energy generation in the county. Feels county plan docs not in great enough detail. County can make money through generation. Compete goal and sustain goal dance around the topic.	Not supportive	Substance
448	Vision: nothing on environment , sustainment all about economic	Not supportive	Substance
449	Shape nothing about managed growth. Preservation of waterways is missing. Natural resources small businesses missing.	Not supportive	Substance
463	Add limiting growth	Modification	Substance
472	sustainability - chemical safety & health is missing	Not supportive	Substance
473	doesn't consider smart cars, regulating what already exists	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
475	endorse plans being dev for bike & ped paths off the roads connecting wineries, breweries, connecting all these great assets	Modification	Substance
479	bike - speeds in the lane when there aren't enough shoulder	Modification	Substance
481	Develop, commercial, employment are all over it. Nothing saying sustain. Preservation should be upfront. Look at redev - take care of who is here now. No more houses, no new jobs - recognize important value of small schools. List these schools in the comp plan. protect these schools. no ped access to schools	Modification	Substance
483	Vision includes nothing in it. To include preserving heritage; more livable	Not supportive	Substance
484	Keep county rural; preservation/development needs to be in all goals	Not supportive	Substance
487	nothing about wildlife preservation	Not supportive	Substance
491	objectives mean nothing to me; no comment	Not supportive	Substance
503	"Two Loudoun counties", trying to accommodate to whole county which is do here	Supportive	Substance
509	water shortage in this county that needs to be addressed and the security isnt understood	Modification	Substance
512	Land needs to be seen as valued for farming	Modification	Substance
513	adult education	Modification	Substance
517	Affordable housing is diminished because of development barriers	Modification	Substance
518	Towns not mentioned in the plans (county conflicts with their ideas)	Not supportive	Substance
520	Not interested in shape - only talks about housing, concerned about western emphasis on natural environment. Would like to have uniqueness, history, the historic beauty of Loudoun.	Not supportive	Substance
521	We want to relax with our farms. Loudoun has no center. The visions are too broad	Not supportive	Substance
522	improve amenities will destroy Loudoun. Road sustem is limited but like it. Spme statements are broad - "development that integrates with historic, preserves the history. There is a desire to preserve the amenities of western Loudoun. The unique natural historic resources needs to be preserved. Recreation that are passive and low key. Sustain goal - "throughout the county"	Not supportive	Substance
524	Environment is huge and important - a healthy eco system. Protect water. Not maintaining riparian buffer. Problems with well. Waterford area #5 "adequaty" is not sufficient. Replace with "enhance"	Modification	Substance
527	Not a lot of information about the older/senior affordable housing	Not supportive	Substance
529	No mention of Lyme D.scase. Birth control outlet for deers	Modification	Substance
531	"economic force" - even to sites near residences. Drunk drivers on the rural road, loud music	Modification	Substance
533	Make a great place - focused on all new things but cant ignore suburban communities. we're a suburban county - nothing about enhancing our suburban communities.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
534	Shape - objective #2 - most of what im concerned about is - goals are admirable, implementation tough - one of biggest things missing is workforce housing such a need developers not interested in it. Need more of it in the county overall. Seeing lots of people, double + triple up. Needs to be priviledged.	Supportive	Substance
535	What I think about is in here - well-done. Well thought out overall. Like how a lot of it is written. Shape - like the callout of all places in objective #1, in #3 careful & in #5 careful - all go back to reputation as a great place	Supportive	Substance
536	In vision - want to see reference to "respect" and "respectful" of whats there and not overrun whats there with what we want, Loudoun is pretty rural - whats here, farm community	Modification	Substance
537	Shape goal - well designed should include reference to pollution & #7 - no reference to lights/placements, etc. Like light pollution + too much light, water pollution	Supportive	Substance
539	Want to see water pollution addressed on goals and objectives - water is life, affects everything, suggest there should be a baseline for water quality + quantity. Wells in western Loudoun can be affected by growth imapcts. Baseline would foster discussion & awareness of its importance	Modification	Substance
540	Bring people + places together - too frilly & watered down. Concern - dropped congestion relief - wording should be in there.	Not supportive	Substance
541	Like sustain goal reference to pastoral, rural landscape. The zoning change in rural Loudoun has helpd, hope it doesn't change	Supportive	Substance
542	Give extra support for objective #4 & #5 under compete - building on our unique rural heritage	Modification	Substance
543	Shape objective #2 - housing types - needs emphasis for senior housing needs	Modification	Substance
544	Sustain objective #7 - want it to be more specific. Re: lighting - don't wait for state. Need it in the plan. #1 - only one mention of wildlife - need to recognize animal needs	Modification	Substance
545	Educational model - #2 - HS and college - need to support technology, but also support teachers - tie their community involvement to performance bonuses.	Modification	Substance
546	Economic - focused on new business, also need to promote existing businesses here now.	Modification	Substance
547	Sustain goal : ref to wildlife - need wider road setbacks for full ecosystem - so wildlife can survive	Modification	Substance
548	Sustain goals or infrastructure - something about watersheds on the county	Modification	Substance
549	Like the rural flavor	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
552	Does go right direction - more emphasis - sustainability & environmental protection	Supportive	Substance
553	Like #1 on shape - like distinct separation!	Supportive	Substance
555	Objective 1 under shape - like it! Supports each area	Supportive	Substance
557	Appears all goals have a theme of development. Not preservation.	Not supportive	Substance
560	Not enough at all in here about equine/agricultural resources	Not supportive	Substance
563	emphasis affordable housing	Modification	Substance
565	In vision statement - need to add protection + preservation of environment and natural resources & agricultural resources	Modification	Substance
566	Sustainable - add "renewable energy sources"	Modification	Substance
567	Shape objective #7 - who decides this?	Modification	Substance
576	Lack of amenities was a choice when moving here. Interest in amenities needs to be connected with financial aspects -> what would it cost	Modification	Substance
579	does not specifically endorse or speak to rural area	Modification	Substance
580	Ensure all residents enjoy - "can enjoy"	Modification	Substance
587	bunch of hogwash, deal with zoning (decreasing density) for housing, widen Rt 7 from Rt 9. i.e. Fairfax county	Not supportive	Substance
588	Mostly, "sustain" goal needs tweaking compete is incongruous with sustain. goal - support quality of life is "eastern loudoun" focused	Supportive	Substance
590	More specifics on shape. To include resource/energy efficient buildings (LEED certified), native landscaping, pervious pavement for infill, sustain-protect and enhance contiguous ____ of natural resources for bio-diversity, energy-climate change & need incentives.	Not supportive	Substance
595	more details needed. Keep west rural, these don't capture this idea	Not supportive	Substance
599	"enhance quality of life" where if traffic? Contradictory. There are trade-offs. QOC is already deficit.	Modification	Substance
600	Transition is not mentioned in V,G,O, specifically shape	Modification	Substance
602	seems that TPA is being watered down	Modification	Substance
604	Green infrastructure are important. Ridges are missing.	Modification	Substance
607	permanent protection for western loudoun as a god	Modification	Substance
613	Vision & goals headed in right direction - 3 areas right - this plan needs to further focus on sub communities	Supportive	Substance
615	going in right direction - sounds good but how many people can we have that sustains this county. Need realistic population limit.	Supportive	Substance
617	be careful with infill. May change to something worse - sustain strength good	Modification	Substance
622	Goal sustain - green - it will be important to assess and include additional thought in habitat, have an infrastructure to monitor the impacts on habitat.	Modification	Substance
623	Sustain objective #5 drives the rest of Envision Loudoun - ground water resources are key	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
624	Economic force goals need to make it clear that we dictate to the developers; #7 high priority - concerned at rental property;	Modification	Substance
625	Vision: 1st - summary of where we are currently - does not offer toward a future tense - 2nd sentence speaks to vision, but economic innovation & fiscal strengths are similar - not inclusive of history & preservation. Need to include the desires of the people - residents - community driven	Not supportive	Substance
626	Connect objective # 1 - connectivity - what exactly are we talking about? What is the reality with one neighboring jurisdictions	Modification	Substance
627	Sustain goal: As a preservationist, these are good statements	Supportive	Substance
628	Connect objective # 1 - multimodal - bike paths & lanes are more recreational in use, not for transit.	Modification	Substance
629	goals shape & support, are very similar but are not specific to Loudoun. Additional comment : that will come in the action - we already have most of these, why are they necessary? Objectives should be more focused to Loudoun.	Modification	Substance
631	Need agricultural and equestrian comment in goal/objective	Modification	Substance
633	love the comment on spectrum of housing that meets needs	Supportive	Substance
634	massive houses do not fit into landscape (objective)	Modification	Substance
637	Consider millenials in Loudoun housing/objectives/spectrum	Modification	Substance
638	Not enough at all in here about equine/agricultural resources	Modification	Substance
644	Support goal : Runners, cyclists and walkers on the W&OD. Too many activities for W&OD	Modification	Substance
647	Vision - lacked unique character in LC - pull from heritage - green space - gardens-zoning for water - spin on growth - could overlay over any county in th country. Balance connectivity through education. What we want? Police can leave here - denser where already developed - greater attraction of high tech companies in west	Not supportive	Substance
651	Please incorporate into plan - accountability for water	Modification	Substance
656	"Pie in the sky" - need to address 20 - LC is a unique & special place - natural beauty, history - rural economy - striking a balance of growth	Not supportive	Substance
659	Sustain goals - green infrastructure - natural resources - expand goals. Measure + map what we have + try to connect them - preserves habitat incentives to agricultural land	Modification	Substance
663	cant see vision, no thought given to development	Not supportive	Substance
666	Vision doesn't have rural, don't believe heavy hand of gov. "foster to harsh", supportive?	Not supportive	Substance
668	Arts & commerce should be in vision (regionally & globally attractive)	Modification	Substance
669	Vision doesn't mention preservation, seems to be all about growth.	Not supportive	Substance
670	Continues means we are great	Supportive	Substance
676	by including some things you are excluding others	Modification	Substance
677	vision goals & objectives - lack countys identity	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
678	include quantitative goals & time frames	Modification	Substance
681	who says we need to be an economic force, maybe government should shrink	Modification	Substance
685	support #5 of shape. Plan chooses things that can be supported. Hone it down.	Supportive	Substance
686	goal shape is redundant. Need to mention telework, IT infrastructure. Ref compete - no way to legally access Potomac, goose creek	Not supportive	Substance
688	Shape 1,5,7 - no mention of excess signage in county; stick signs a mess	Modification	Substance
690	Support vision & goals, objectives- important. Shape - housing, affordable housing, especially single, one income households. Compete #7 connects to housing needs.	Supportive	Substance
691	sense of community - more in west; east more fractured. Need more defined connectivity between east + west education - accessibility to schools i.e. Lovettsville, distance affects quality of life ref. travel time. Traffic concerns at 287 & 9	Modification	Substance
695	affordable housing should be its own objective under Sustain goal	Modification	Substance
696	objective 3 & 4 in sustain - much wasted land in LoCo, should have farming & ag pursuits on 3 acres (smaller patches). Need better land use in all areas on county (see lancaster, PA)	Modification	Substance
697	Not much emphasis on education. Lacking comments on quality of education. Could be integrated in many areas.	Modification	Substance
699	Define bike paths (rural roads have bicyclists, unsafe)	Modification	Substance
700	An additional objective under each goal - we will review goal to make sure its working atleast every 5 years	Modification	Substance
702	Like #1 in reevaluate Goals in certain time period. What are measures of success? Could develop indicators.	Supportive	Substance
705	Want to improve roads/transportation = increase quality of life. "don't ffx Loudoun" okay with most goals	Supportive	Substance
715	Generally, overall - these are all things to all people - hard to evaluate development to point to why yes or no. Nothing about fiscal responsibility towards citizens. How will that happen. Very general. Feel sustain supports this.	Not supportive	Substance
720	Moved here right after greenvest tried to increase density. Wouldn't change anything about the TPA in the comp plan. Reasoned, detailed, don't change it.	Supportive	Substance
721	all comments so far are what I care about. Sustain is most important + came here for the preservation. Unchecked development scares me. Unchecked development of our natural areas. No place for public in the TPA. Don't need more development, we need more green spaces. Transport is important but dont need more houses in TPA	Supportive	Substance
723	Sustain goal is most important but too broad. Need to prioritize into whats important.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
726	Is there a long term energy goal? How will we get there if no plan?	Modification	Substance
728	couldn't fit anywhere, need to be more specific -> add while preserving its natural beauty, heritage, and environmental resources	Not supportive	Substance
729	Too broad, could be anywhere. Add unique sentences.	Not supportive	Substance
732	Energy efficiency, water conservation - add to goals	Modification	Substance
735	tone used - "public realm", enhanced multi-modal -> need to strengthen language	Modification	Substance
736	Heritage - need the speak to its sustainability; energy efficiency & sustainability - agriculture, provide better food resources - get people to get outside, green crops within their own food; water-need to conserve - educate people about water use; stewardship of land & resources	Modification	Substance
737	connect - need to provide broadband in west	Modification	Substance
738	be more specific - good start, be more defined; needs more meat	Supportive	Substance
741	without sharing resources - under #2 of goal compete	Modification	Substance
749	So broad it is meaningless	Not supportive	Substance
752	Economy shouldn't be a planning goal	Not supportive	Substance
755	Shape #4 redev. Of aging comm., suburban? Rural - broader interpretation of infill - need to consider historic areas	Modification	Substance
756	Compete economic force. Really like #4. Bold 1st 3 words - this should be emphasized.	Supportive	Substance
757	Connect #4 - missing internet (ex: internet) BOLD major issue in the west	Modification	Substance
758	Like sustain	Supportive	Substance
759	Focus on redev (bigger focus with this plan)	Modification	Substance
761	Compete #1 already biggest where does this take us	Modification	Substance
765	emphasis on redev rather than new dev	Modification	Substance
774	Vision: I'd like to see "preserving" (x2)	Not supportive	Substance
775	what is "economic innovation"	Modification	Substance
776	Must address water needs + stress to system in goals	Modification	Substance
779	What is "well designed"? What is "quality of life"? Terms non specific	Not supportive	Substance
793	Like to see more on renewable energy and more on solar	Modification	Substance
798	Missing renewable energy - solar panels, wind	Modification	Substance
814	Sustaining natural & historic assets should be #1	Modification	Substance
829	We lack social support + infrastructure i.e. affordable housing, help for homeless. We need to address our social concerns. We need more planning in these areas. Should be more directly reflected in objectives. More emphasis on county provided social services and amenities.	Modification	Substance
837	add "environmental sustain ability" to the vision statement	Modification	Substance
844	transportation as a quality of life issue was not mentioned. Infrastructure is way behind.	Not supportive	Substance
845	last sentence of vision statement implies that we aren't already doing it	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
846	add "sustainable neighborhood" language to vision statement	Modification	Substance
849	Vision: 2nd sentence very encouraging	Supportive	Substance
850	Vision: make sure we don't lose historical relevance	Supportive	Substance
851	Goal compete: must diversify tax base	Modification	Substance
852	Goal connect : like concept, emphasize relationship	Supportive	Substance
853	Goal sustain: well written	Supportive	Substance
854	Goal shape: concerned about concentrating on commercial/retail	Not supportive	Substance
855	Doesn't take into account youth that want to work	Not supportive	Substance
856	Goal sustain: reclaim contaminated areas	Modification	Substance
857	Goal connect: ways to connect different areas across Rt 7 for example	Modification	Substance
858	Lacks info about schools, congestion/overcrowding, use of trailers, kids being bussed past existing high schools, constantly shifting school boundaries.	Not supportive	Substance
862	Vision, goals should consider proactive anticipation of services	Not supportive	Substance
868	Vision/goals don't talk enough about transportation/fostering a world class transportation system -> alleviating current congestion	Not supportive	Substance
876	Compete objective 7 is the key - pre-existing condition to get numbers 1-6	Modification	Substance
879	vision and objectives look fine - we did a good job	Supportive	Substance
885	This just might be the single best metaphor of where we're at and what needs to be done.	Supportive	Substance
888	I would like to see sustaining Loudoun's natural and historic assets be a TOP priority. It is the most important item/goal on the list.	Modification	Substance
904	Compete: Be an economic force. Suggest including Technology and Healthcare. We have great local technology and some of the best healthcare in Virginia.	Modification	Substance
912	Sustain: Spot on. Great vision.	Supportive	Substance
930	The Sustain section has good objectives but is not specific enough. For example, objective 4 in this section mentions "appropriate scale and design". Who defines "appropriate"? To a developer, putting 200 townhouses on a few acres is appropriate. To current residents of western Loudoun, we like our part of the county the way it is. If we wanted it to look like Ashburn, we'd live in Ashburn.	Not supportive	Substance
933	I hope the quality of life piece does not get lost, particularly with the continued development that is occurring. I do hope with the new Metro stations coming traffic on the east side will diminish or at least lighten.	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
938	<p>4. Goals and Objectives were in Conflict with no Indication of How Conflicts are to be Resolved.</p> <p>The stated goals and objectives may be in conflict. For example, many of the stated goals and objectives are related to, or facilitate, expansion of the built environment, e.g., housing, transportation and other infrastructure, etc. to attract and accommodate a growing population, which will also bring over-crowded schools, increase traffic and congestion, increased transit time, which will, in turn, bring an increase in air and other pollution, and cumulatively will have a negative impact on the quality of life--one of the stated goals-- as well as bring higher mitigation costs and local taxes.</p>	Not supportive	Substance
939	<p>Yes. I especially like the goal of "Sustain". The rural places in the County complement the urban and suburban amenities. It is the combination of these that makes Loudoun so special. It will take conscious and specific effort to maintain the open spaces.</p>	Supportive	Substance
943	<p>Definition of the balance on all of the objectives should be very specific - and it's not. That's a problem.</p>	Not supportive	Substance
947	<p>Nowhere in the Envision Loudoun Draft Vision, does the document speak to building and supporting great schools, educating the community, preparing the youth of today for the workplace and economy of the future</p>	Not supportive	Substance
952	<p>Not strong enough: The statements about protecting green spaces and the western Loudoun rural appearance are general in nature.</p>	Not supportive	Substance
956	<p>Yes, the goals are on track with my vision of loudoun -- i really like the inclusion of multi-modal transportation and infrastructure development. there is a dearth of sidewalks connecting loudoun neighborhoods.</p>	Supportive	Substance
959	<p>There is also no mentioning of public schools - and how they are impacted with these objectives. This also should be one of the priority. Families with school age children are the biggest portion of the population in Loudoun, LCPS is the largest employer in Loudoun - where are they in these objectives?</p>	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
960	No. The objectives are biased towards growth rather than smarter redevelopment. For example, "attract residents and businesses to Loudoun County" assumes that we need more residents in Loudoun County. We do not. Loudoun is already a wealthy county with breathtaking landscapes, vibrant business districts, and sustainable rural businesses. Assuming as a baseline that we need more residents shifts the question from "how can we be better?" to "how can we fit more residents in?" There are plenty of developments and urban areas which could be improved. We do not need to make increased population a primary goal or even need. Residents complain about traffic; traffic will not be solved by unchecked population growth. People do not move to Loudoun because they want more neighbors.	Not supportive	Substance
961	The Vision does not sound at all like a vision.☒ Here is a suggested change:☒ Envision Loudoun seeks to enhance Loudoun County in terms of safety, health, sustainability, education and economic innovation. Loudoun County's reputation for pleasure, freedom, history and tradition will be enhanced and a pathway to the future will be paved with high-tech innovation and a robust atmosphere for entrepreneurs and businesses.	Not supportive	Substance
963	However, I believe it misses a critical component that should be in the vision of the future and that is emphasizing technology and the future. Both attracting businesses that are deep into research and development and complimenting these with entertainment and services that have plans to incorporate technology into services and businesses. Fostering an environment that encourages technology based growth into the lifestyles of residents of Loudoun and visitors	Not supportive	Substance
969	Connect: Bring people & places together	Modification	Substance
970	Goal: Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.	Modification	Substance
971	Objective 2. A reliable and efficient multi-modal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.	Modification	Substance
972	Objective 3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.	Modification	Substance
973	Objective 4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.	Modification	Substance
974	Objective 5. Support of the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail Stations.	Modification	Substance
979	They are a good start, but very generic, and some seem un-achievable.	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
981	Mostly. However, it is of the utmost concern to every resident of Loudoun County--east and west--that we preserve the rural character of Western Loudoun. We must confine development, both residential and commercial to Eastern Loudoun as we have done in the current Comprehensive Plan. If we don't, we'll have one large, overtaxed, underfunded, unsustainable suburb that will benefit no one except developers.	Supportive	Substance
984	<p>All the buzz words are here, except the intent of the current Comp Plan to have planning and zoning driven by the three policy areas rural, suburban and transition.☐</p> <p>If the county does not preserve that focus, it will not retain its uniqueness.☐</p> <p>Per what is written here, the county does not intend to manage growth, only to accommodate it.☐</p> <p>A real disappointment.</p>	Not supportive	Substance
985	Vision: I would remove "well-deserved" from the vision statement. Seems redundant or something. You only get a reputation if it's well-deserved. Or I would change it to "community, maintaining a reputation for..." But yes, I think it moves us in the right direction.☐	Supportive	Substance
988	They do.	Supportive	Substance
989	The items I saw underrepresented were education in support of preparation for the jobs in the county and public safety in regards to drug distribution and rehabilitation	Modification	Substance
1001	Specifically object to Goal: Connect, Objective 4 integration with neighboring jurisdictions "improve" connectivity to attract new residents to Loudoun. We have enough growth to manage already without making this an objective. I assume Goal: Connect, Objective 4 refers to ill-advised Bi-County Parkway with Prince William County which I strongly oppose.	Not supportive	Substance
1003	NO!!!! STOP trying to over develop Western Loudoun. We moved to Purcellville to get away from the urban sprawl of Ashburn. And, now, you want to move your urban sprawl (high density housing, "big box" stores, etc.) to Western Loudoun. This over development MUST STOP! We the PEOPLE WANT the rural appeal that Western Loudon!	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1011	<p>1. I was encouraged to see the emphasis on "unique sense of place" and the preservation of "natural and heritage resources" in the Vision for Loudoun. A key draw of moving our extended family (multiple households) to Loudoun instead Fairfax was the unique character of the communities -- which offer a blend of beautiful HOA-free self-directed communities and polished builder communities -- and deep historical roots or gathering places with a sense of longevity (such as Mosby's Landing, Oatlands Plantation, downtown Leesburg, etc). While we appreciate continued growth and the opportunities it provides, we feel strongly that Loudoun's diverse character and history is critical to maintain and what sets it apart from the increasingly sterile, artificial, and over-planned cookie-cuter environments resulting from some of the buildout of Arlington and Fairfax counties.?</p>	Supportive	Substance
1014	<p>It's hard to argue against anything in there. All those items are good or very good things.</p>	Supportive	Substance
1015	<p>Quality infill development, adaptive reuse, and redevelopment of aging areas in a manner that complements, strengthens and benefits surrounding communities.?</p> <p>7. Development that considers and integrates unique natural, historic, and cultural resources within the design of spaces.?</p> <p>First of all, all of these statements are very vague. To have people vote on these, you are tricking them into supporting something that they may not want. So "aging area" apparantly includes destroying an entire neighborhood that has existed for over 40 years to construct a bridge to Maryland. You need to be honest and spell out your plans. The people that will benefit from that bridge, will not be paying taxes here. We pay taxes and are facing the destruction of our way of life for the" greater good".?</p> <p>These goals and objectives should be developed by people who actually live here. Not people who do not pay taxes here and are only here to make money.</p>	Not supportive	Substance
1018	<p>1. Goal:Connect I am in agreement in respect to local roads only. Infrastructure improvements should increase capacity but not introduce new through traffic. No new Potomac Crossing, especially in Eastern Loudoun.</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1021	<p>They have the POTENTIAL to move us in the right direction. ☐</p> <p>"Compete: Be an economic force, 6.Comprehensive infrastructure system and public services that attract and support businesses. "☐</p> <p>If this item refers to a bridge crossing the Potomac ANYWHERE between Goose Creek, and Fairfax County line, then the answer is a DEFINITIVE NO, the objective does NOT move Loudoun RESIDENTS in the "right direction, it moves Loudoun business interests in the "right direction", not Loudoun residents -- in other words NO.☐</p> <p>REGARDLESS OF THE VERBIAGE IN THIS SURVEY, I ABSOLUTELY OPPOSE ANY POTOMAC RIVER BRIDGE CROSSING into Loudoun County.</p>	Supportive	Substance
1028	The county needs to focus more on renewable energy (it isn't even mentioned), better holistic planning for the future and preserving the rural area as much as possible. Otherwise, it's good	Modification	Substance
1030	The various goals and the vision are in conflict with one another. Protecting rural spaces sounds good but is undermined by development. Calling developmen thoughtful doesn't make it any less invasive of the rural landscape. I'm discouraged at the direction of sprawl and how in the end, building out open spaces is the only thing the county seems to know how to do.	Not supportive	Substance
1033	Overall yes the vision goals and objectives read as going in the right direction. However, I would like to see more emphasis on technology and flexibility in designs and attractions for Loudoun.	Supportive	Substance
1034	<p>The "vision" is very skewed. This is not founded on a collective vision but rather a group of individuals that have been empowered to speak out for the community. I've never as much as received a questionnaire regarding my thoughts on Loudoun County's growth. I've contacted Volpe on various occasions regarding crime, safety, taxes...and always get the politically correct run around full of lies.</p> <p>Loudoun doesn't have the resources to take care of the problems at present, so why would expansion improve that? The current exercise to cross the Potomac is just another waste of tax payer dollars and to do what, dead end in Montgomery County, MD? Where's the plan for the infrastructure on the other side. That tidbit has been missing since this first surfaced in the 1950-60's.</p>	Not supportive	Substance
1038	1. NO!!! They would promote far too much growth.☐	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1042	<p>no the 2 page vision is claptrap. ☹️</p> <p>the citizens goal is to prevent Loudoun from becoming every suburb USA. ☹️</p> <p>the vision should be open space, a freeze on building permits, and developers acknowledging they are not welcomed,☹️</p> <p>the goal should be a staff culture change which celebrates denial of zoning exceptions. ☹️</p> <p>Let's let the speculators know our objective is that they will have to sit on their land investments for a generation or more.</p>	Not supportive	Substance
1049	<p>Yes, the goals seem to be generally consistent with my values, and those of other residents I know. I am concerned when I see the term "Infill"...this can often mean destruction of original homes in a community with replacement by much larger, location-inappropriate structures. Also, I am concerned that when I see "regional and statewide connectivity" that this does NOT include building a bridge to Maryland in Loudoun; despite NVTAs sales pitch, rather than improving local Loudoun residents' commutes, the additional traffic brought through Loudoun from across the region (other VA counties and MD) will inundate primary and secondary roads in the county, and will spur increased commercial development. This county is overflowing with commercial development, and is blessed with one of the most vibrant and successful economies in the country, combined with a wonderful quality of life for its citizens. I don't want to see eastern Loudoun end up resembling Tysons Corner.</p>	Supportive	Substance
1050	<p>"Shape" and "Sustain" both seem to omit limiting development in the western half of the county and carefully managing growth there. "Shape" is all about growth and development, with no exceptions mentioned, and "Sustain" lacks any mention of specifically sustaining the agricultural and rural nature of western Loudoun. Were these omissions inadvertent or deliberate? Either way I can see why residents in the western half are upset, and suggest some editing be done.</p>	Not supportive	Substance
1051	<p>I DO NOT believe that the vision, goals, and objectives noted in the Envision Loudoun Draft are appropriate for those of us living in Western Loudoun County.☹️</p>	Not supportive	Substance
1056	<p>1) Add renewable energy (please specify if possible solar and wind) to the sustain section of the document</p>	Modification	Substance
1057	<p>For the most part the goals and objectives point Loudoun in the right direction. I strongly refined grater emphasis on renewable, green energy, cost effective rapid transit and greater investment in the performing arts.</p>	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1058	<p>Generally, good goals but could use improvement. This county is too focused on commercial development -- that is not sustainable and in tune with the United Nations' 2030 Agenda for Sustainable Development. ☐</p> <p>Idea 1: As a solution, Objective # 7 of responsible growth and community sustainability should be broken out from "Sustain: Strengthen Natural and Historical Assets" -- and elevated to its own goal. Perhaps, "Innovate: Apply technology and housing design to fight climate change." ☐</p> <p>One of the objectives of this new goal could be to develop a Climate Action Plan -- like that developed by Arlington County's Climate Action Resolution (announced June 2017) or the District of Columbia (Sustainable DC). ☐</p> <p>http://www.sustainabledc.org/about/sustainable-dc-plan/☐</p> <p>https://countyboard.arlingtonva.us/climate-action-resolution/☐</p> <p>http://unsdsn.org/wp-content/uploads/2016/10/161018-US-Cities-SDG-Index-DRAFT-FOR-PUBLIC-CONSULTATION.pdf</p>	Supportive	Substance
1059	<p>"Economic Force" section needs to emphasize attracting technology based companies and entertainment. This could be from warehouses for distribution centers for online shoppers, to businesses that supplement training to transition into the rapidly approaching era of robotics and other technological advancements from agriculture to auto care. Long term investing into the 22nd century and not just 20 years into the future.</p>	Modification	Substance
1068	<p>Would like to see more emphasis on technology and partnerships that include community, county, business owners, and property owners as well. A true emphasis on technology and the technology section of the county should be stressed in the Economic Development Teams focus and assistance to new businesses.</p>	Modification	Substance
1069	<p>These goals and objectives don't reflect the comments that were made at the tables I sat at during the two feedback sessions I attended. This is much too pro-development. What I heard people saying was that we have too much development and it needs to be slowed down not facilitated. These don't capture that at all.</p>	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1075	I would like to see protection of the natural environment that Loudoun has been blessed. Rural landscape, water quality, wildlife and the beautiful open space that uniquely identifies this land. The continuous sprawl of development that robs us of that unique and valuable identity is an irreversible travesty.	Modification	Substance
1077	No, I do not want a "spectrum" of housing options near where I live. I would like to see higher density development only near the planned metro stations, not in the rest of the county.	Not supportive	Substance
1079	The goal to "strengthen natural assets" is not adequate. The goal should be to create a connected network of protected natural space that people and wildlife can access from anywhere in the county. And the goal shouldn't be written on its own, independent of other goals. Objectives for maintaining and enhancing natural assets should be included in each of the other goals. As the county shapes places and makes infrastructure that connects people, it needs to consider natural spaces and make smart plans that do not ruin the landscapes we love to view, or habitats on which the local wildlife depends. If the county continues to develop so rapidly and without a smart plan for maintaining our natural spaces, all the things the residents of Loudoun love about living here (especially in the rural and transition areas) will disappear and that will devastate our quality of life.	Not supportive	Substance
1080	Broad and inclusive...given the diversity of the county I think this is about right	Supportive	Substance
1084	It all sounds nice but I feel that it doesn't address the rapid growth that is causing increased traffic and congestion which is counterproductive to many of the stated goals.	Not supportive	Substance
1085	Yes, good general concept with emphasis on maintaining the rural area feeling and traits.	Supportive	Substance
1095	In general, anything that continues to build on the success you've had is the right direction. You've managed to achieve a good balance in most areas: urban/rural, socio-economic status, ethnic diversity. Our county is one of the wealthiest in the country - I don't think it's realistic or appropriate to seek further diversity by trying to add / catering to lower / younger stages of socio-economic status.	Supportive	Substance
1100	Yes, I like it all.	Supportive	Substance
1106	Yes, the language used emphasizes building community with personal connections and responsibility to the land.	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1108	Objective 1. I appreciate that the environment is mentioned in the first goal, but it seems to be an afterthought of housing. The entire focus seems to be on housing and building instead of how we promote the environment first and then address housing. It is proper to consider housing and employment options, but it reads as if we have forgotten about the environment. ☹️	Not supportive	Substance
1109	Objective 2. I appreciate calling out the need for a viable rural economy and noting the county's unique agricultural heritage and existing and emerging rural industries. I feel those are too often overlooked, discounted or given less weight than home building. More focus on building parks and preserving green space in the TPA.	Supportive	Substance
1110	1. Yes, I strongly support the overall emphasis on natural resource sustainability and preservation, and on environmentally conscientious design of future development.	Supportive	Substance
1111	2. Goal: Sustain, Objective 4. I also strongly support the maintenance of the rural/agricultural portions of Loudoun with limitations on development. Some of the residential development (particularly the Ryan homes construction) in Western Loudoun has already negatively impacted the character of the rural communities.	Supportive	Substance
1112	3. Goals: Shape, Objective 2 & Support, Objective 3. Creating more opportunity and better systems for residents of varied income levels is an often overlooked and necessary consideration.	Modification	Substance
1134	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☹️	Modification	Substance
1135	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1136	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance



No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1137	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1138	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1147	My concern is the Rural Policy Area. Vision goals appear to support "rural scale agriculture, tourism and environmental protection."	Modification	Substance
1153	No.☐ Shape 1, 4, 5, 7☐ Sustain 1, 4☐ Support 4, 5, 6☐ Eastern Loudoun was a wonderful area with all different types of neighborhoods and lots of land and trees that helped make it a beautiful county, but it has been getting saturated with houses, restaurants, and stores. How many stores and restaurants does there need to be before you just say no? It is now getting to be like Fairfax county. It no longer stands out as great county to move to.☐	Not supportive	Substance
1157	As a resident of western Loudoun, with an eye toward the future and an understanding that there is a unique opportunity within our county to develop new communities and foster engagement with a variety of businesses, I think the vision, goals, and objectives are thoughtful and thorough. I am concerned, though, that the balance of new opportunities and efforts to preserve Loudoun's unique and beautiful countryside, as well as its rich history, might be tipped too far in the direction of development. I am particularly concerned with the transitional policy area, as it is clear, driving west on highway 50, that residential developers are beginning to dominate the landscape. This policy area, as I understand it, was meant to provide a transition into the rural parts of the county, but the density of development is much higher than I understood it was meant to be. Ultimately, I feel that in considering a new comprehensive plan and vision for the county, the needs and goals of its rural residents to preserve our landscape and history must be treated with equal weight to the needs of its businesses and its desire, and great potential, for economic and residential growth.	Supportive	Substance
1159	1) Goal - Sustain, Object 1- We need to preserve what little open space we have now and do not allow further development of our areas. ☐	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1160	2) Goal - Compete, Object 2 - I love jobs - however - we are at the point where our schools and our infrastructure can not support more, I keep hearing of another bridge coming into our area - THAT IS THE WRONG DIRECTION - can we handle more people in Loudoun - NO. You can barely make it from Sterling & Leesburg as it is. If you want to enhance business - give business a tax break if they allow telecommuting!!! Let people pay Loudoun taxes and live at home! We all win. There is no reason with the industry that is attracted to our high internet area - this can not happen.	Other	Substance
1162	Goal- Shape: Objective 2. lack of affordable housing is a major problem. Objective 4. facilities and recreational amenities that are responsive to resident and consumer choices should be private not government-owned.	Modification	Substance
1163	Goal- Compete: Objective 4. rural economy and emerging rural industries should not be allowed to the extent of devaluing the property of existing farms, homes, etc.	Modification	Substance
1164	Goal- Connect: Objectives 1-3 Loudoun Transit commuter buses are great, but other "multi-modal transportation network" is difficult, if not impossible to do "efficiently... While maintaining fiscal...sustainability."	Not supportive	Substance
1167	Goal- Support: this is mostly not the role of government, but of local churches, non-profits, and businesses.	Not supportive	Substance
1168	Sustain, Yes but please avoid overly burdensome, duplicate, environmental study, analysis and ongoing monitoring that shuts down our society and progress.	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1172	<p>No. I do not agree with the Vision's operative last sentence - "The County will foster economic innovation, fiscal strength and sustainability. It is unbalanced and inconsistent with the previous sentences and subsequent segments: Yes, the County needs to support growth with underlying infrastructure and regulatory support, but 'economic innovation' is driven by the private sector and has done so very well as is more than obvious. The public sector has very little to do with this. I suggest you (1) shift the Vision and County's public role more on its residents (and voters)....to me, that means sustaining quality of our environment - water, air, land, AND (2) more CLEARLY indicate that the County WILL MAINTAIN THE AMAZING BALANCE between high quality economic growth in the eastern areas, and our natural resources, farmlands, heritage resources and viewsheds in the western area....that means to me, not just nice words about the western area in the fourth section of you statement, but a DECISIVE VISION that essentially says it will maintain the current policy framework in the Transition Area and not allow economic development to continue to encroach and nibble away at our western resourcesLoudoun County is unique co-existence in the strength of both the east and west and the opportunity of its citizens to partake in both....please, let's keep it that way!</p>	Not supportive	Substance
1180	<p>The (7) objectives with inclusion of the suggested verbage will satisfy the environment issues for all our residents, visitors and most important... our children and grandchildren.☺ thank you for inviting comments.....good job</p>	Supportive	Substance
1181	<p>1. Sustain section [1] to keep open spaces, wildlife habitats, water resources and farm lands safe from development is a good plan, and keeps the area livable. Keep low density housing areas protected. ☺</p>	Supportive	Substance
1182	<p>2. Sustain [3] to protect historical areas, for example the oldest communities in the neighborhood from being changed and developed.</p>	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1185	<p>Loudoun Farm Bureau</p> <p>Goals for Envision Loudoun</p> <p>As Loudoun crafts its new comprehensive plan through the Envision Loudoun process, Loudoun County Farm Bureau makes the following recommendations for inclusion in the new plan.</p> <p>Long term secure preservation of productive farmland must remain a priority. This includes recognizing that productive farmland is not just open space, but must include soils conducive to crop and pasture production. Many times properties set aside as "rural economy lots" in new subdivisions are full of hydric soils, steep slopes, floodplain, and other natural features that make them difficult if not impossible to farm productively. When and if subdivisions take place, lots set aside for production should have soils capable of engaging in sustainable, economically viable agricultural operations.</p>	Modification	Substance
1191	Vision, last sentence - The county will foster energy independence, economic innovation,	Modification	Substance
1192	Goal Compete, objectives 2 and 3 contradict each other. Replace objective 2 with: Become a leader in developing renewable energy sources, and work towards energy independence, resulting in new employment opportunities and a cleaner, more sustainable, environment.	Not supportive	Substance
1196	Yes.	Supportive	Substance
1200	YES ABSOLUTELY	Supportive	Substance
1201	The act of actually educating people seems to be missing. I think that needs to be planned as currently most higher education options that are not satellite campuses are located outside of the county which means that people have to travel far for higher education. Additionally, the current method of keeping up with k-12 education seems to be to let the developers dictate growth rates and then play catch up. This is what has lead to people in my neighborhood having individual children that have attended 4 different elementary schools.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1203	No. There is inadequate attention to western Loudoun (west of Route 15). Western Loudoun is a unique and valuable region which presently keeps the County as a well-balanced and special County. It's uniqueness and extraordinary natural assets and beauty must require that all development initiatives there be subject to a higher level of scrutiny than eastern Loudoun. Residential and commercial proposals should be subject to a standard of "strict scrutiny" which includes adherence to a well defined vision for western Loudoun.	Not supportive	Substance
1205	Yes, moves us in the right direction because the essence of any community is family because families are who invest most in the local economy. The vision definitely underscores the recognition of family.	Supportive	Substance
1209	The high level objectives look fine.	Supportive	Substance
1210	Goal: Sustain -- needs specifics	Not supportive	Substance
1211	Objectives 1, 2, 5 & 6: Identify, map and establish networks of contiguous properties through supportive property options (conservation easements, County land acquisition, PDRs, etc.) to establish sizable areas of protected wildlife habitat, streams, forests, fields, wetlands and parklands to be conserved into perpetuity. (If rural Loudoun is developed without this strategic emphasis on large area land conservation, western Loudoun County's unique character will be lost forever.) Emphasize and measure improvements to air and water quality with monitoring and maintenance of forests, fields, wetlands, and watersheds.	Modification	Substance
1212	1) Although I agree with the overall vision, the issues of sustainability and environmental impact need to be more highly prioritized. I agree with the need for business opportunities within the county along with a diversity of economic opportunities, but believe that there should be more clear integration of economic priorities with environmental concerns to prepare for the economy of the future. The future of economic growth lies in sustainable and green technology, and such priorities will allow the county to lead the way both economically and environmentally. In addition, fast growth without sustainable planning will only lead to more congestion and pollution, decreasing overall quality of life.	Supportive	Substance
1213	2) Related to the above and to "Compete: be an economic force," I recommend some incorporation of the technologies of the future (green energy and smart grids as examples) to lead the way economically. If the county wants to attract a diverse workforce and invest in economic opportunities within the county proper, it should include forward thinking in this area.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1214	3) Connect: Bring people and places together - the outline of this goal makes sense, and seems to prioritize planning, sustainability, and environmental impact to make for an efficient transportation system. If implemented as such, it sounds like it would be a big improvement, and I like the focus on connectivity within and outside the county as a core goal. However, I question how well this will be implemented as the amount of road construction/ widening of roads seems to take priority over other types of transportation improvement.	Supportive	Substance
1215	4) "Support: enhance quality of life": I strongly support this last vision item as a critical component to maintaining/ improving the character and connectivity of our communities.	Supportive	Substance
1222	<p>My comments will follow and are in response to statements from your website below: </p> <p>"Sustain: Strengthen natural and historic assets Goal: A well-functioning system of green infrastructure preserving natural beauty, open spaces, and cultural assets to include agricultural land, natural, scenic and historic resources." </p> <p>COMPETE: 4. A viable rural economy that builds upon the county's unique agricultural heritage and supports existing and emerging rural industries, including farming, agriculture, equine businesses, and rural tourism and hospitality uses.</p> <p>I live in Broad Run Farms and have for the past 21 plus years. It is a unique community of horses, chickens and families. People put their kayaks into the Potomac from backyards and community launches. One family has peacocks, ducks and geese in the front yard. I've been told bald eagles nest on my street. My in-laws moved here in the 1950s and raised two sons who now also have built homes in the community and raised families here. We are a unique community which does have both historic (Mosby house) and scenic value not to mention horse and landscaping businesses within our community. I am saddened by the fact that discussion of a bridge through our community has reared its ugly head again and is gaining traction with those who do not live here. We are a multi-generational community which welcomes new residents who have also invested money to be a part. Several lots have broken ground recently.</p> <p>However, I am not only sad for us, but for Loudoun (especially Sterling) that a bridge which would effectively establish an interstate (rte 28/270) is looming. The amount of traffic the described bridge would bring unwanted noise and pollution to a tranquil part Loudoun where eagles nest. I don't believe a multi</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1226	1. Goal: Connect, the latest decisions from the board of supervisors regarding transportation planning and another attempt at a second Potomac river crossing is concerning. The push to create such a crossing east of Goose Creek sets us on a path to divide the county. Eastern Loudoun has seen no improvement in easing congestion on Route 7 in Sterling. The tone set forth by officials from Western Loudoun is aggressive and targeted specifically at residents concerned for their homes and way of life which would be negatively impacted by a second crossing.	Modification	Substance
1227	2. Goal: Sustain, when deciding on how to implement the objectives of other goals, the community and environmental impact should weigh heavily in the decision making process. Loudoun has a number of diverse communities, ranging from small towns and villages, to the larger planned mega-communities like Ashburn and Broadlands. Care should be taken to protect the older established neighborhoods and parkland, in all parts of the county, from destruction and re-development in the name of progress.	Modification	Substance
1228	3. Goal: Shape, objective 6. As noted above in the second comment: the destruction and re-development of communities, neighborhoods, parks, agricultural areas, etc. should not be done lightly. The diversity of these spaces in Loudoun is what makes it a great and unique place to live in Northern Virginia.	Modification	Substance
1229	There is too much emphasis on people and what they "need" and too little on wildlife, forests, streams fields etc.	Not supportive	Substance
1231	Generally they are moving us in the right direction, but there should be more emphasis on controlling growth, especially in the eastern county.	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1232	<p>1. Vision: What I would like to see added to the Vision statement is a commitment to preserve and even start reversing the destruction of the Loudoun habitat. So much information is now known about the importance of trees, shrubs, and plants in capturing and cleaning our drinking water and feeding the insects and birds that pollinate our plants. Let's incorporate that information into everything we do. It would imply the creation of new development requirements that, for example, minimize the amount of space devoted to lawns and sterile landscaping and instead demand the preservation/restoration of trees and plants. Maybe the additional cost could be recovered by making the houses a bit smaller. Make it against the law to heap mulch around the bases of newly planted trees since it is known that it shortens their lives. Require all new lighting to be directed downward to reduce light pollution - no more 360 degree lights mounted on top of pillars at driveway entrances and no more lights allowed actually shining UP at the walls of the houses (except at Christmas perhaps :-). These rules would apply in all policy areas - from individual yards to regional park and highway median plantings. Let's do it! Let's make a vibrant habitat part of the identity of Loudoun.</p>	Modification	Substance
1235	<p>Add specific Rural/Agricultural preservation to shape. You talk about considering and integrating it, but not preserving it.</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1237	<p>While these goals sound pretty, the proposals I see being made by the BOS are not at all consistent with applying them across the county. The goals read like they are meant to only be seen by people who live west of Goose Creek.</p> <p>1) Shape and Support: Not enough emphasis on designing communities that are not car-centered. Your solutions are always about roads and new bridges rather than creating communities for people who don't want to get into their car every time they walk out their door. Keep that Potomac River bridge to nowhere off the plan. Instead, create real connections within and between communities, workplaces and marketplaces in the Loudoun and surrounding area. Understand that wider roads, new bridges and inviting more traffic only build more barriers that separate people. Try walking to the store someday and see what I mean! Your planning so far for the areas around Silver Line stations in Loudoun is still so car-centered. Where are the bike and pedestrian connections from local trails, for example?</p> <p>2) Connect: The word multi-modal keeps showing up here, but from what I have heard it is just lip service. The BOS thinks it means HOV lanes. I guess it does if you are on a bus, but to most people HOV means you are still in your car, just with a couple more people. There is so little demand management being talked about, but SO MUCH capacity expansion. We don't need a new Potomac River bridge that will bring more traffic into Loudoun. We need alternative ways for people to get around.</p> <p>3) Sustain: Not enough attention is being paid to public safety when your only solutions are widening roads and building Potomac River bridges that invite tons of out-of-state traffic to cut through our county. We will pay a hefty price for a new Potomac Crossing and get little to no benefits. It will ruin our neighborhoods in the east and cost us in tax dollars to combat the results - forever. You think we, and generations to come, can afford this albatross, but you don't think the county</p>	Not supportive	Substance
1239	Yes. I think they capture urban desires with keeping the rural areas safe.	Supportive	Substance
1249	I think we are moving in the right direction?	Supportive	Substance
1250	1.I support increasing business diversity creating career paths for workers of all education levels and abilities.	Supportive	Substance
1252	Sustain objectives 1,2, and 5 are particularly important to me. As Loudoun county's population grows, wetland, grassland, and forest habitat deserve the utmost protection. Not only do they lead to cleaner water and air, but provide homes for a diversity of organisms, some of which are now scarce or absent from more populated Fairfax and Arlington counties	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1254	I think most importantly, the overall vision of having an inclusive community that balances the new with the older/historic ones is extremely important. The stewardship, "sustain" goal is essential to preservation of our natural and cultural resources. Keeping this vision in mind is important when we decide on road systems and future infrastructure. It is important to protect the resources and culture within our county especially when further developing more transportation options such as additional roadways and bridges.	Supportive	Substance
1255	Yes, it reads well. TBD if it occurs....	Supportive	Substance
1256	I think that the overall plan of the vision, goals and objectives moves the county forward in the correct direction, but with that being said, it is absolutely crucial that the distinction be made between the developed East and the rural West of the county. The Transition Zone must be protected and development in the western part of the county strictly controlled. Overall, the eastern part of the county gets the bulk of the attention, while the west is the beautiful area but lacks the support of the county to promote its historical, agricultural and equine significance to the county.	Supportive	Substance
1257	First, I want to thank and complement the team that worked on the document. It is clear that a lot of thought went into it and I agree with the stated vision, goals and objectives.☺	Supportive	Substance
1258	A notable omission is climate change. While the document mentions sustainability several times, it is worthwhile to mention the greatest challenge that humanity faces by name. While our county is likely to be spared the earliest damaging events, we need to be ready to face whatever changes are coming. I'm not sure of the best place to include it, both Compete and Sustain sections seem appropriate	Modification	Substance
1259	For the Support section, I would add a goal of having a robust system of municipal or county services including, but not limited to, municipal internet, electric power, childcare and medical. These services should be designed to be self-funding (after initial "seed" investment of taxpayers' money) and target areas where commercial offerings are lacking or are unaffordable.	Modification	Substance
1260	The goals are very good, and I support them.	Supportive	Substance
1266	1.Goal: Shape ☹ I am concerned that there is too much emphasis on development here. Every objective seems to stress more building. I favor limited development in suburbs and towns, but strict control over growth in both the transition and rural areas. Currently our historic sites and rural areas are a treasure both for the residents of those areas and the tourists who escape from developed areas to visit them. Western Loudoun will lose its charm if the developers have their way. ☹	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1267	2. Goal: Connect, Objective 2 There is a need for a plan for a transportation network that incorporates travel demands and fiscal and environmental sustainability. New development should not occur unless the transportation infrastructure is already there.	Modification	Substance
1270	Goal: Sustain Objective #2: The preservation success story in Waterford was possible only because forward thinking citizens used available tools. These tools are still important. Add this: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources in perpetuity.	Modification	Substance
1271	No. The draft emphasizes business development too much. ☹️	Not supportive	Substance
1272	1. It needs a statement about preserving the rural west.	Not supportive	Substance
1273	2. It needs to emphasize the preservation of what we love about Loudoun -- the beauty of open spaces, agricultural and wild preserves.	Not supportive	Substance
1274	3. It needs to discuss/emphasize support for green infrastructure such beyond green space; e.g., solar power and other renewable energy resources, natural water filtration for stormwater, recycling/reuse, public transportation, etc.	Not supportive	Substance
1275	4. It needs a statement about controlling/limiting development and requiring new development to meet the highest environmental standards.	Not supportive	Substance
1277	Connect: 2. Include words such as "Energy efficient transportation networks that favor mass transit, biking networks, and pedestrian travel."	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1284	<p>(Goal)1. Concerning Western Loudoun's future, fostering incentives to encourage a new age of agricultural, direct to consumer, value added economy should guide land owners to keep 75% of their best land available for farming. This really means an Ag Economy lot should probably at least 30-40 acres to avoid conflicts between residences and growers.☐</p> <p>(Comment) 2.As a wine grower, I know that thousand of tons of grapes are imported into Loudoun yearly. I also know that thousands of tons of brewing grains are imported into Loudoun annually.</p> <p>(Comment)3. Those imported grapes and grains are doing nothing to keep our scenic farmland open. Farming grapes and grain in Loudoun is challenging, but perhaps incentives could encourage farmland in Loudoun to be planted in these highly desirable farm crops.</p> <p>(comment) 4. Our customer base for wine and food living within Loudoun and those visiting from within 50 miles represent the best market in the world. Yes, this area represents a better market than all other areas.</p>	Modification	Substance
1287	<p>There are some items that need to be addressed.☐</p> <p>1. Sustainable growth, no growth, maintaining existing population. ☐</p>	Not supportive	Substance
1288	A. Need to address issues surrounding climate change as far as storms, seismic issues, other environmental issues i.e. Air pollution, drought conditions (i.e. Consumption of water for: a.agriculture, b. Industrial base, c. Offices and comercial applications. d. Computer centers, e. Government (local, regional, state, federal).	Not supportive	Substance
1289	2. Sustainable food production, a. Sustainable practices in soil farming (traditional farming), soil based green house farming, hydro and aero ponic vertical farming (multiple story hydro and aeroponic farming utilizing solar roses, Pv panels, and led lighting technology.	Modification	Substance
1290	3.Considering all the issues surrounding a sustainable community system I believe the following needs to be considered. All power produced in the communities considered and added to existing communities, with work force located in such community.	Modification	Substance
1300	Mostly, the vision, goals, and objectives seem excellent, with some concern over☐ Goal: Compete, Objective 7: "... support a growing workforce with desirable and obtainable housing. . ." which can be interpreted as carte blanche for yet more housing development sprawl,.That is incompatible with the vision and seems coupled with basically infinite growth. There is no indication of when enough is enough.	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1301	It seems the vision implies and assumes growth. The first tenet is economic development and the last is to preserve history, under transportation. Should be more emphasis on preserve, protect, conserve in the Western portion of the county.	Modification	Substance
1302	Connect: Bring people and places together: I'm concerned with the a lot of talk about another bridge over the Potomac or an outer beltway. I don't think either idea is smart for the county and I oppose those ideas.	Modification	Substance
1304	Glaringly absent is the mention of clean renewable energy.Green infrastructure could mean parks and energy efficient building standards. Loudoun county has abundant sunshine and solar on commercial and residential rooftops should be part of the 21st century vision for the county.	Not supportive	Substance
1310	<p>Sounds idealistic, not bad but not specific to Loudoun. Can't it be tweaked to have more references to this county and things or conditions here? There's not much to clarify if there are some places where some things are appropriate and others aren't so much, for example infill development Goal: Shape</p> <p>It would be good to have geographic references.</p>	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1312	<p>You need a vision for rural Loudoun. Here is one:☐</p> <p>A vision for Loudoun's rural economy☐</p> <p>Loudoun's rural region will be characterized by prosperous farms, interspersed with villages as commercial and residential hubs, and economically sustained by our equine sector, farm products and by tourists drawn to equine events, farm markets, wineries, breweries, outdoor recreational pursuits and wedding and event centers in a scenic rural setting. ☐</p> <p>This vibrant tourism will sustain the rural economy, supported by Loudoun's government through: ☐</p> <p>☐Support and publicity for the County's Farm Tours that include traditional farms.☐</p> <p>☐County regulations to ensure consistent standards for hours of operation, noise, lighting and road access.☐</p> <p>Necessary rural road improvements to address traffic problems after suitable public engagement. ☐</p> <p>Farmland will be protected wherever possible by conservation easements held by land trusts that allow compatible rural enterprises, or by new county programs including Tradable Development Rights (TDRs) or Purchase of Development Rights (PDRs). ☐</p> <p>☐TDRs are proven tools (as shown in Montgomery County, MD) to shift development rights from rural areas to areas more appropriately designated for greater development, such as lands around Metro Stations.☐</p> <p>PDRs offer county tools to protect strategically important areas whose critical aesthetic, wildlife, watershed or historic values are endangered and would otherwise be unprotected and lost. ☐</p> <p>Farm-based commercial activities will be allowed where consistent with county regulations on water quality, threatened wildlife, noise, traffic, lighting and</p>	Modification	Substance
1315	<p>Although the plan describes a path forward surrounding growth and prosperity, it makes no mention of reducing congestion, retaining the small town feel, retaining the trees/greens/brush necessary for a well-rounded ecosystem, and making sure people who've lived in the area for many years are not trampled on. This was not very well maintained when all of these data centers started popping up.</p>	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1316	<p>(1) VISION</p> <p>Loudoun County continues to flourish as a prosperous and inclusive community with a well-deserved reputation for great places, natural and built as well as historic and new, in a variety of settings. The County will foster economic innovation, fiscal strength, and sustainability.</p> <p>The Vision omits the single most important element -- the health, safety and welfare of its residents. A comprehensive plan should not ignore the fundamental rights of its residential property owners. The goal should not be to make the County a playground for tourists at the expense of rural property owners. Further, what is the definition of "fiscal strength?" My FOIA request to Loudoun County asking for specific fiscal information related to the "rural economy" yielded a negative records response, as there are no numbers. No revenue tracking, no projections, no winery/brewery/event center analysis of before and after the "rural economy" push. Defining "fiscal strength" requires a baseline knowledge of revenues, real and projected. Revenues are offset by expenditures, such as (1) decrease in property values of properties which are next to wineries, breweries, event centers; (2) decrease in number of western county residents who already participate in the equine-related agricultural and livestock economies, when they cannot live next to event center, wineries and breweries with their endless noise, traffic, dust, and tourists who are unfamiliar with the hundreds of miles of gravel roads. If Loudoun County is going to truly plan the future, it must recognize and respect what already exists. Loudoun County must not throw out the baby with the bath water. Accommodate the residents who already have invested in property in Loudoun County before you invite hundreds</p>	Not supportive	Substance
1317	<p>(2) Shape: Make a great place</p> <p>Commercial, entertainment, cultural, public facilities, and recreational amenities that are responsive to resident and consumer choices</p> <p>Bluemont and other western Loudoun neighborhoods do not require "recreational amenities." They already exist because most of us have small farms and live on unpaved roads allowing ample opportunity for "recreation" in the form of walks, bike riding or horseback riding. Do not seek to build indoor recreations centers for those of us in Western Loudoun as we moved here to get AWAY for those entities which are in ample supply in the suburbs. Those who seek karate clubs, golf parks and large county parks can travel to the central and eastern part of the county rather than destroy the rural nature of western Loudoun.</p>	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1318	<p>(3) Compete: Be an economic force</p> <p>A viable rural economy that builds upon the county's unique agricultural heritage and supports existing and emerging rural industries, including farming, agriculture, equine businesses, and rural tourism and hospitality uses.</p> <p>Define "rural industries"; "agriculture"; "rural tourism"; and "hospitality uses." State and apply a balancing test for each scenario. For example, Loudoun County has allowed a wedding venue on our quiet rural unpaved road. The street consists of numerous horse farms. The residents are quiet and law-abiding. Yet, this entity it allowed dozens of events each year, until 11 pm, with outdoor bands and tour buses which block neighbors access to their private road. If the county has decided that the rights of this one couple outweigh the rights of all of the neighbors, please explain how that determination was made. Does the County receive say, \$100,000 in revenue from these events and if so, is any of that money spent to maintain the roads further degraded by tourism and event traffic? Does the county hire more noise enforcement personnel to respond to the neighbors' complaints? Who enforces noise complaints? The Sheriff's department or the county zoning office? At one such wedding event, the police and zoning officials were notified; yet, each said the other is responsible for enforcement. If a new use is to be created, above and beyond residents' right to live in peace and quiet and to expect the County to protect their rights, then should not the County explain what it plans to do in terms of compensation for those neighbors affected by the County's new uses?</p>	Modification	Substance
1319	<p>(4) Context-sensitive planning and design that addresses the different characteristics and needs of the urban, suburban, transition, Towns, JLMA, and rural environments.</p> <p>Not sure what the county means by "planning and design" of a rural environment such as Bluemont. The geography and roads define the region. The County has already neglected to work with politicians and VDOT to upgrade Foggy Bottom Road leading to Great County Farms, Bluemont Vineyard, Dirt Farm brewery, as well as to Highholdborne. The county should assess infrastructure before it "plans and designs" land use options for commercial enterprises which only destroy the very characteristic it says it seeks to protect.</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1320	<p>(5) Sustain: Strengthen natural and historic assets.</p> <p>A pastoral rural landscape that incorporates appropriate scale and design of homes, commercial uses, and recreational amenities.</p> <p>Define pastoral. Does "pastoral" mean long lines of tourist-filled cars, generating dust storms, road bars, dangerous drivers unfamiliar with one-lane gravel roads who run residents off the road? Does pastoral mean "hard cider" signs leading up to Bluemont and throughout Bluemont, stuck along the road (basically governmental endorsement of "please, do drink and drive in Loudoun County?" Does "pastoral" mean event entities in residential, truly agricultural neighborhoods, bringing noise, dust, crowds, buses, and non-enforcement AND non-acceptance of responsibility for enforcement by our government officials? Bluemont has been pastoral for the 22 years we have lived here. It no longer is. We seemed to have moved to a rural economy Disneyland without notice that our health, safety and welfare rights have been trampled by the government that proceeds without recognition of residential rights. Commercial uses must be limited to strictly agricultural, in the true sense, not to "ale trails" and party "event centers." As for scale and design of homes, how about requiring a "lights out" dark skies policy for western Loudoun. Prohibit those tree "spotlights" in front of those McMansions along Snickersville Turnpike and elsewhere which only light up the otherwise dark and peaceful neighborhoods. We all have trees, we do not need to light them up for everyone to see.</p>	Modification	Substance
1321	<p>(6) Healthy surface and groundwater water resources that adequately protect natural ecosystems, services Loudoun's population, and supports the built environment.</p> <p>Yes, please by all means protect Western Loudoun RESIDENTIAL property owners' rights to groundwater, ahead of commercial uses including manufacturing of wine and beer at so-called vineyards and farm-breweries. It is the government's responsibility to protect these assets for residents ahead of any one individual developer or business.</p>	Supportive	Substance
1323	<p>Goal: connect</p> <p>Absolutely NO to a potomac bridge crossing to MD. It's unnecessary, unwanted and will bring traffic, not alleviate it- at the expense of local residents and businesses.</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1324	Sustain, objective 3 & 6-These objectives would move us in the right direction if the Outer Potomac River Crossing is NOT in the plan . Building the bridge would destroy the natural beauty and historic elements of the unique communities along the Potomac River. In addition, the increase in traffic to our area would have a negative effect on the environment (more noise and pollution).	Modification	Substance
1326	No. 1. They are nothing more than happy talk. 2. They ignore all the real constraints we face in the county--natural resources (water), road networks, have no metrics attached to them, and incude no structure for preservation of what citizens have strongly voiced support for. 3. They ignore the overwhelming support by citizens (voiced both in the public input sessions and by the much more scientific UVA poll, for stopping out-of-control growth and traffic congestion.	Not supportive	Substance
1327	Bridge crossing initiative is missing...we need to connect I270 with Route Seven. To my knowledge, nothing serious is in play. Transportation continues to be a liability for NOVA. We set up laudable initiatives like GoVirginia but affluent, highly skilled people are not excited about coming to work, live and play in our traffic congestion.	Not supportive	Substance
1329	1. I am concerned that there is not enough focus on specific goals to protect, maintain and enhance our natural resources. This comment applies to every theme area.	Modification	Substance
1330	Yes, my comment is specially related to Connect: Bring people & places together. I would like to see better road development to reduce the congestion in brambleton area.	Supportive	Substance
1331	Shape:☐ 1 There seems to be no definition of 'well-designed'. There should be a citation of a green, energy efficient building standard and minimum scoring. Also reference a green community development standard☐ 2. Also reference green and/or energy efficient transportation modes as preferable.	Modification	Substance
1332	I do not think it focuses nearly enough on maintaining Loudoun's rural character. Natural ecology and biodiversity should be of primary importance over and above developers money. Unnecessary clearcutting was done for example when the wegman's compound was developed and now there is empty grass fields where there were once beautiful trees.	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1333	Yes! Would like to add that bike trails are a way to connect as well -- a more bike-able, walkable Loudoun promotes connection, diversity in transportation options, health and wellbeing. Bike/Walking Trails to public spaces from a variety of neighborhoods will allow people to come together. ☐	Supportive	Substance
1334	Also, I don't see much in the plan about helping various diverse communities interact, integrate, appreciate one another. Some of the goals within the vision may support this kind of interaction/mutual appreciation, but it's not explicit. Perhaps, referencing Reston's larger plan would provide a model, if that has not already been done.	Modification	Substance
1336	1. Yes. I like the vision, goals and objectives and their supporting statements. However, as a resident I feel strongly that last goal (Support: Enhance quality of life) should be moved up to #1 and the rest of the goals can follow. None of the other goals will matter if our citizens don't have a high quality of life and want to live here.	Supportive	Substance
1344	<p>I don't think this does nearly enough to protect the rural landscape of Western Loudoun. We need to make it a top priority to preserve the open spaces and historic landscape that makes Loudoun such an incredible place to live. Not only does it provide a wonderful place for its residents to live, but it is also the primary basis of tourism in Loudoun. ☐</p> <p>We are so fortunate to have such a beautiful historic landscape and it is our duty to do everything in our power to protect and preserve it. We also need to further emphasize the importance of preserving the transition area because it is a critical buffer and protective barrier for Western Loudoun.</p>	Not supportive	Substance
1345	Yes	Supportive	Substance
1346	<p>I think the document is fairly comprehensive. But, although there is much talk about : "sustainability", I think a specific commitment to encourage the use of alternative energy by both homeowners and businesses should be added -- perhaps even a statement in support of the Paris Accord. I'd also like to see a commitment to the use of energy-efficient vehicles by citizens, businesses, and government.☐</p> <p>Further, I think there should be a specific endorsement of LEED-certified construction in the County. It can be done. We live in a very well-insulated home with passive solar features as well as photo-voltaic and hot-water systems. Our net energy costs for electricity and natural gas are entirely off-set by Solar Renewable Energy Credits. Moreover, we drive a hybrid vehicle that averages over 70 miles per gallon of gasoline.</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1347	I think the goals need to reflect keeping Western Loudoun more rural and less opportunity for building tacky housing that builders slap up in a week.	Modification	Substance
1348	Connect 3: Make a Trail System to create a bicycle friendly community connecting major attractions (Dulles Town Center, One Loudoun, Town of Leesburg, Wineries). There are lots of areas including Eastern Loudoun, Sterling, Ashburn that lack those connections aside from the W&OD.	Modification	Substance
1349	Sustain 1: Natural Preserve, ensure adequate and ample natural spaces are provided for family enjoyment, especially in Eastern Loudoun. Too much construction, too many data centers popping up all over the place. Recognizing they bring revenue but there has to be a balance more towards natural preservations.	Modification	Substance
1350	Sustain: Strengthen natural and historic assets Goal: A well-functioning system of green infrastructure preserving natural beauty, open spaces, and cultural assets to include agricultural land, natural, scenic and historic resources. THIS IS VERY IMPORTANT TO LOUDOUN COUNTY.....SO..... DO NOT BUILD A BRIDGE OVER THE POTOMAC IN LOUDOUN COUNTY! If a bridge is constructed in Loudoun County connecting Virginia to Maryland, it will destroy the green infrastructure you promise to preserve.	Modification	Substance
1353	1. Generally, yes, I feel that the vision, goals and objectives move us in the right direction. They encompass most of the needs, current assets and opportunities for Loudoun such as more diverse housing, preserving the rural landscape/economy of Western Loudoun, and encouraging placemaking so that there is more "flavor" to Eastern Loudoun in particular as well as more things to do/places to gather.	Supportive	Substance
1354	2. However, this feels like a really comprehensive wish list. The goals are not very S.M.A.R.T., in particular specific or time-bound. How will the County prioritize anything with a list like this?	Not supportive	Substance
1355	Yes	Supportive	Substance
1361	No, too developer-based.	Not supportive	Substance
1363	1. The first two of four goals (Shape and Compete) seem to focus considerable attention on the word 'development' which to me implies that the real estate ecosystem has its agenda well ensconced in this vision. That may be OK (although I'm wary), but it seems to me the objectives of development need to be focused near the intended metro stations and perhaps near the major shopping centers in the east of the county, but not in the west of the county.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1364	2. Under goals three and four (Sustain and Support), there seems to be no mention of zoning. I'm very happy with the existing zoning in the west at least and would not be at all happy with downgrading it (i.e., allowing denser development in the west of the county).	Modification	Substance
1365	Vision - the term sustainability, is that environmental sustainability? Needs clarification as sustainability can be applied to anything.☐	Modification	Substance
1366	Strengthening primary education seems to be missing from the goals.	Modification	Substance
1367	Overall the Vision is well stated. With nearly 50% of Loudoun designated as Rural land use or Rural Transition, a greater focus on preserving that rural space is expected.	Supportive	Substance
1368	I think we need to focus less on building and focus more on strengthening the quality of what we currently have. With each new development, we are destroying our open spaces/nature. It makes us have to pay for more schools and mess with boundaries. We have empty business spaces across from areas cutting trees and adding more business space,. I want Loudoun to be a leader in nature preservation and using the developed spaces we currently have with efficiency.	Modification	Substance
1370	Yes, absolutely. The vision, goals and objectives describe a healthy, safe and enjoyable community to live and work in.	Supportive	Substance
1372	Please stop building to just be building. Here I eastern loudoun I have seen tremendous growth in mind communities and with traffic on Potomac view from the new condos and then new mini market corner rt7 and Potomac view. YIKES!	Not Applicable	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1373	<p>Thank you for the opportunity to comment and make recommendations on Envision Loudoun. My comments and recommendations is based on the heading " Sustain: Strengthen natural and historic assets". Under this topic I notice that one of the goals is to preserve agricultural land. In the past the way our county government has done this is to downzone us, i.e. take away our development rights. I think there is an opportunity to preserve the remaining farmland in a fair and equitable manner with this new County Comprehensive Plan. I understand there is a lot of pressure to open up the transition zoned land to higher densities and planned communities. If you agree to this, you will make a hand full of land owners very very rich with a single vote and a stroke of a pen and do nothing to preserve farm land. To balance out the wealth and preserve farm land, I recommend reconsidering an old idea of purchasing development rights or TDR's (Transfer of Development Rights). This would require developers to purchase development rights from land owners in the west in order to increase density on the Transition zoned land in the east. I could go into more detail but I don't want to waste your time if this is something you are not interested in entertaining. However, if this is something that you are willing to consider and would like to discuss it in more detail please feel free to call me.☎</p>	Supportive	Substance
1376	<p>Vision, goals, and objectives sound fine there seems to be scant emphasis on historic preservation.</p>	Supportive	Substance
1377	<p>I think the goals and objectives do move Loudoun in the right direction. As a resident of western Loudoun, I particularly resonate with the following items: ☎</p> <ol style="list-style-type: none"> 1.accessible and safe parks and recreations spaces, 2. multi-modal transportation with an emphasis on improved public transportation and safe biking options, 3. a stronger and more diverse rural economy, 4.sustain and grow green spaces 5. support for historic resources☎ 6. helping people age in place. 	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1378	<p>,Sort of ... I think the vision needs to have an energy efficiency and carbon footprint reduction plan component. Energy efficiency has become the third largest source of energy .http://www.utilitydive.com/news/aceee-energy-efficiency-lands-spot-as-3rd-largest-power-resource-in-the-us/424940/ That's without financial incentives such as PACE being utilized.. We have a huge source of energy we have never tapped. It is our data centers. If the energy from 1 10MW data center can provide heat for 20,000 apartment in Stockholm, our 1GW of data centers can heat 20,000,000 or more here in Loudoun. Ref: http://www.datacenterdynamics.com/content-tracks/power-cooling/energy-smart-the-world-thats-north-of-the-electricity-meter/98547.article We need to lose the silo mentality and see the synergies.</p>	Supportive	Substance
1379	Comments on the environment & agriculture ranked 3rd of all comments submitted in Round 1. The Vision, Goals, and Objectives do not reflect this fact.	Not supportive	Substance
1380	1. The Goal statement should be revised to read "Goal: A well-functioning system of green infrastructure PROTECTING CLEAN WATER, CLEAN AIR, GREEN STREAM CORRIDORS, preserving natural beauty, open spaces....."	Modification	Substance
1381	2. The Vision statement makes only a general reference to the environment by including the word "sustainability" in the last sentence. Additional words, in caps, need to be added in the last sentence: "The County will foster economic, ENERGY, & ENVIRONMENTAL INNOVATION, fiscal strength, and ECOLOGICAL REGENERATION."	Modification	Substance
1382	3. "Sustain" section should have an additional objective: "Protection and preservation of environmentally & ecologically sensitive areas identified by a County-wide survey."	Modification	Substance
1383	4. Another objective should be added to the "Sustain" section: "Protect/preserve clean air quality through: energy efficiency building practices; promoting renewable sources of energy in public and private structures; providing mass transit within Loudoun; prohibiting car-centric development."	Modification	Substance
1384	5. Yet another objective regarding energy should be added: "Judicious energy management by updating the County Energy Strategy, adopted December 2009, and incorporating the updated strategy to the new Comprehensive Plan."	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1386	<p>Let me preface this by saying that I will be leaving Loudoun in a week and that while I do feel that it has been good to me and my family for most part, I do fear what it is becoming. Secondly, yesterday marked that nth time that Loudoun was "crowned" the richest county in the nation. Of course, to put that another way, it's definitely one of the most expensive places to live. ☹️</p> <p>While the draft addresses some vital issues (affordable housing, for one). there is really little here that addresses my demographic (25 to 35, single, self-employed), a group that could help drive Loudoun's economy but has been largely ignored, save for some recommendations c/o the Nighttime Economy Committee (which actually failed to employ anyone in this said age group). ☹️</p> <p>At the end of the day. Loudoun is in a bubble and all bubbles burst eventually. There's a lot more work to be done and even bigger decisions down the road.</p>	Not supportive	Substance
1387	1. Sustainable renewable energy should be at the top of the list. I'd like to see solar arrays on every data center/warehouse building.	Modification	Substance
1389	3. Public open spaces....more of them. Not ball fields which are unused for much of the time.	Modification	Substance
1393	<p>Great breakdown of vision and goals. ☹️</p> <p>I would like to see added planning decisions based on sustainable design practices (not necessarily 'green', but sustainable as adopting planning guidelines and directions that will be a long term benefit and value added to the community. ☹️</p> <p>What will make this area unique for years to come? Now it seems to be leaning towards lots of housing and quick in & out shopping. Creating a sense of place and a flexible gathering area where community expression is welcome. (performing arts center with classrooms, outdoor theater, auditorium, recreational amenities with small Retail that encourages unique & boutique shops)☹️</p> <p>Base land use design on tried & true planning practices and other examples.</p>	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1394	Compete: Be an economic force & Connect: Bring people & places together: There is too much emphasis being placed on what is good for business and investors (building a bridge, tearing down trees only to be replaced by more and more buildings, etc.) and not enough on the existing community itself (our heritage, agriculture, focusing on current traffic flow issues rather than creating new ones by building a bridge).	Not supportive	Substance
1395	Needs more emphasis on school quality	Modification	Substance
1399	Yes. Loudoun County cannot continue to invite people to live here and business to move here by saying "Loudoun offers a quality of life and not just a standard of living." Loudoun must offer real services and a life style that will attract people and business.	Supportive	Substance
1401	Overall, there is great emphasis on development of business and housing and no emphasis on protecting the rural west. ☐	Modification	Substance
1402	1. Goal:Shape: one objective speaks of complementing surrounding development with distinct rural form and another asks that development "consider" natural and historic resources. They feature "development." We need an objective of preserving Loudoun's unique rural resources--agriculture, open space, and historical tourism. We know many people in east and west expressed this goal; why are you omitting it?	Not supportive	Substance
1403	2. Goal: Sustain: Pays mere lip service to strengthening farms, historic buildings and culturally significant landscapes. However, we need an objective that states specifically that the equine industry and the beautiful and historic areas that bring tourists from within and without the county must be protected from over-emphasis on commercial hospitality venues and those permitted must be in appropriate and safe locations.	Not supportive	Substance
1404	Overall, yes. I was happy to see words and phrases like "inclusive" and "all ages, abilities, and socio-economic groups."	Supportive	Substance
1405	Shape2: Housing, especially, needs to be affordable for seniors and people with disabilities.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1406	<p>From what I read, it sounds like the Shape, Compete and Connect are just a way of saying let's bring in as much business, crowded housing developments and roads as we can. All around I see the older trees being bulldozed down to make way for yet another strip mall with businesses that come and go at an alarming rate, or another over crowded housing development that will require more roads, power lines and schools and thus less forests. There are so many strip malls and other abandoned buildings along 50, why do we allow yet another to be built? Once the trees are gone, they are gone forever! I would love to see more of our older mature forests stay intact, preserve our open space with the existing forests and streams, instead of plowing it all down just to plant grass and call it 'open space'. I would also like to see better planning on the part of the housing developments that truly leave more mature trees intact.</p>	Not supportive	Substance
1407	<p>The vision statement seem overstated since some of the connectivity to major highways are running at slow pace, amount of time, gas usage wasted in a signal during peak hours are enormous. Also, no major shopping areas are near by, we need to reach out either Sterling, Leesburg or Chantilly. Unlike other township where we lived or within NOVA, there are no street lights, it becomes lousy after evening hours. I got this complaint even from visitors from out of state/town. Major hurdle is hard water and hope this will get rectified at some point.☐</p> <p>Strategic Planning and longevity is vital, at least five years advance planning is required in terms of roads, transportation. ☐</p> <p>Otherwise, schools, well being programs are among potential for high growth.</p>	Not supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1409	<p>I am concerned that the vision, goals and objectives continue to place too much emphasis on development and not enough emphasis on sustainability and preserving the rural character of the county. It is concerning to me that even in the discussion of sustainability, the focus is on "green infrastructure." We need forests, not infrastructure; fields, not "green spaces." Once that is lost, it is lost forever. ☹️</p> <p>I strongly support the pillars which speak to enhancing the quality of life and strengthening our natural and historic assets. I believe, however, that the plan places too much emphasis on "meeting the needs of businesses" and economic development. Loudoun County is already strong economically. We need to give greater thought to the needed services and supports to accompany that economic growth, which are lacking. For example, it's ridiculous that we're one of the wealthiest counties in the nation and we don't offer full day kindergarten -- we need to focus on funding our schools at the elementary and high school level, before we add more new home development!!</p>	Modification	Substance
1412	Give specific reasons why areas are excluded from development.	Modification	Substance
1414	Yes in a manner they do. Growth must be balanced. Too much housing results in over population. County needs to balance economic growth with population growth which includes the infrastructure to support the population - roads, schools, police and fire, recreational space etc	Supportive	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1415	<p>You have the right concepts and themes in mind, but some of the plans for execution do not reflect those same concepts/themes. For example, you say you want some of the following: "4.A viable rural economy that builds upon the county's unique agricultural heritage and supports existing and emerging rural industries, including farming, agriculture, equine businesses, and rural tourism and hospitality uses; 7.A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.; Goal: A well-functioning system of green infrastructure preserving natural beauty, open spaces, and cultural assets to include agricultural land, natural, scenic and historic resources.; Goal: A community of diverse individuals united together to ensure that all residents enjoy a high quality of life through vibrant, fulfilling and healthy active lifestyles, celebrating all that is unique to the county." These are all wonderful goals and I support them fully. However, you also want to construct an 8-lane+ interstate from US 28 to I-270 in MD and are very comfortable destroying a wonderful, unique neighborhood in the process. This neighborhood has historical landmarks in it, large open spacing, use of Broad Run Creek and Potomac River, and a very strong community. The road that you all want to build would also damage the "agricultural heritage" of the neighboring Maryland area, which is hypocritical to say that we care about Loudoun, but not other areas. Most of all, constructing a bridge in said location (i.e. Project ID 24) will negatively impact Virginia home values in the neighboring areas, could threaten a major drinking water source for the region by interfering with an EPA Superfund site just upriver of the Fairfax County water intake, and cause more traffic problems than it solves.</p> <p>?</p> <p>?</p> <p>All I ask is that you put yourself in the shoes of others. Would you want your</p>	Supportive	Substance
1417	<p>Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.</p> <p>?</p> <p>?</p> <p>?</p> <p>?</p>	Modification	Substance
1418	<p>Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.</p>	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1419	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1420	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1421	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1423	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1424	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1425	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1426	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1427	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1428	Shape: I don't see any mention of ensuring quality schools within the county.	Modification	Substance
1429	Shape: question 6. Not sure if infilling older areas should be an automatic given as a goal.	Modification	Substance
1430	Goals in general: open and transparent communication with the public.	Modification	Substance
1431	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1432	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1433	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1434	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1435	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1436	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1437	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1438	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1439	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1440	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1441	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1442	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1443	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1444	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1445	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1446	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1447	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1448	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1449	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1450	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1452	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1453	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1454	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1455	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1456	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1457	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1458	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1459	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1460	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1461	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1463	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1464	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1465	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1466	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1467	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1468	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1469	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1470	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1471	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1472	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1473	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1474	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1475	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1476	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1477	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1479	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1480	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1481	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1482	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1483	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1484	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1485	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1486	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1487	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1488	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1490	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1491	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1492	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1493	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1494	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1495	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1496	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1497	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1498	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1499	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1500	I feel too much emphasis is placed on work and business. While work is very important, so is our irreplaceable natural environment.	Modification	Substance
1501	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1502	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1503	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1504	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1505	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1506	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1507	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1508	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1509	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1510	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1511	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1512	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1513	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1514	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1515	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1516	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1517	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1518	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1519	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1520	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1521	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1522	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1523	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1524	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1525	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1526	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1527	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1528	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1529	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1530	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1531	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1532	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1533	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1534	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1535	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1536	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1537	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1538	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1539	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1540	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1542	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1543	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1544	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1545	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1546	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1548	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1549	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1550	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1551	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1552	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1553	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1554	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1555	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1556	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1557	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1558	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1559	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1560	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1561	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1562	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1563	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1564	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1565	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1566	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1567	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1568	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1569	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1570	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1571	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1572	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1573	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1574	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1575	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1576	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1577	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1579	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1580	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1581	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1582	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1583	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1584	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1585	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1586	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1587	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1588	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1589	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1590	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1591	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1592	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1593	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1594	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1595	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1596	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1597	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1598	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1599	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1600	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1601	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1602	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1603	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1604	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1605	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1606	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1607	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1608	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1609	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1610	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1611	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1612	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1613	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1614	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1615	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1616	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1617	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1618	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1619	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1620	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1621	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1622	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1623	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1624	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1625	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1626	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1627	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1628	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1629	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1630	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1631	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1632	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1633	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1634	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1635	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1636	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1637	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1638	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1639	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1640	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1641	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1642	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1643	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1644	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1645	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1646	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1647	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1648	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1649	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1650	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1651	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1652	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1653	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1654	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.	Modification	Substance
1655	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1656	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1657	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1658	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1659	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1661	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1662	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1663	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1664	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1665	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1666	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1667	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1668	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1669	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1670	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1671	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1672	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1673	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1674	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1675	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1677	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1678	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1679	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1680	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1681	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1682	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1683	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1684	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1685	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1686	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1687	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1688	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1689	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1690	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1691	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1692	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1693	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1694	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1695	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1696	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1697	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1698	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1699	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1700	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1701	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1702	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1703	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1704	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1705	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1706	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1707	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1708	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1709	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1710	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1711	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1712	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☒	Modification	Substance
1713	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1714	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1715	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1716	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1717	The building industry is advocating for development-friendly policies that could potentially put our forests, streams, meadows and wetlands at risk of being fragmented and/or lost forever. I support the conservation and restoration of our natural lands and waters, and thus respectfully request the following language be added to each of the existing objectives: ☐	Modification	Substance
1718	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1719	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1720	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1721	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1722	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1723	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1724	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1725	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1726	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1727	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1728	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1729	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1730	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1731	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1732	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1733	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.☐	Modification	Substance
1734	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1735	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1736	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1737	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1738	Question #2- If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Other	Substance
1739	I believe that the vision, goals and objectives are beginning to move us in the right direction, but I do urge the county when discussing sustainability to not assume the future will be static. We can expect changes in climate and sea level in the coming decades, and land use changes in surrounding counties will impact Loudoun no matter what our goals are, so I urge working with other counties in developing plans for wildlife corridors, transportation, and open spaces.	Modification	Substance
1740	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1741	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1742	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1743	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1744	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1745	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.¶	Modification	Substance
1746	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1747	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1748	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1749	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1750	Goal: Sustain objective #2 I would like to see the following added to the objective: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1751	Goal: Sustain, objective #1: Please add the following: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.	Modification	Substance
1752	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.	Modification	Substance
1753	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1754	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1755	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1756	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1757	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1758	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1759	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1760	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1761	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1762	No. It appears that the land use policies could potentially put our forests, streams, meadows and wetlands at risk of being fragmented or lost forever. ²	Not supportive	Substance
1763	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands. ²	Modification	Substance
1764	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1765	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1766	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1767	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1768	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands. ²	Modification	Substance

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1769	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1770	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1771	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1772	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance
1774	Goal: Sustain, objective #1: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.?	Modification	Substance
1776	Goal: Sustain, objective #2: Provide means such as conservation easements, property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Modification	Substance
1778	Goal: Sustain, objective #5: Implement a monitoring and maintenance program for watersheds, to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Modification	Substance
1410	Yes. I think the objectives align well to the goals and the goals to the vision. I believe the vision will help keep Loudoun County at the top of the list as a desirable place to relocate to, work, and live.	Supportive	Substance
1780	Goal: Sustain, objective #6: Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for reduction.	Modification	Substance
1782	Goal: Sustain, objective #7: Quantify and inventory energy use, and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Modification	Substance

PROMPT 1: VISION, GOALS AND OBJECTIVES

Envision the Future Workshop

FORMAT COMMENTS

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
4	No/yes - too many goals & objectives. Too general. The areas rural/transition are not very easy to see in the vision	Not supportive	Format
5	No - way too much/broad - need to trim ten goals and objectives - Too much development and what do we do when it goes south (empty buildings)	Not supportive	Format
9	Vision - too generic, nice things/feel good statements but no specifics to Loudoun County. No good guidance for policy.	Not supportive	Format
11	Vision - generalized (first sentence, We're good. Goals - should feed the vision)	Not supportive	Format
12	Vision - Throw out - Innovation - Realism - Needs a future outlook - Think innovatively	Not supportive	Format
15	Shape - goals - where is the human element?	Not supportive	Format
16	Fiscal stewardship - maintaining Fiscal policy - not Loudoun specific - quantify? not specific. Objectives - can Loudoun implement? Are they measurable?	Not supportive	Format
18	Overall - old school vision - need forward thinking vision - creative innovation	Not supportive	Format
50	no specific directions, general statements	Not supportive	Format
52	Kinda agree, lots of info, general, vague, no specific goals, nothing measurable, how do we get there? Looks wide-open, energy management - code changes?	Not supportive	Format
53	Goals are not measurable. Very broad statements.	Not supportive	Format
54	Compete goal is very broad	Not supportive	Format
55	Quantification has to be in goal statement with parameters	Not supportive	Format
56	No verbs, how are these allowed?	Not supportive	Format
59	Objectives could be consolidated, whittled down. General - has to say something. More specific detail needed, more measurable. Transition ____ in vision. Everyone believes needs more work	Not supportive	Format
64	Too vague - high density employment? What is the future? High rises. Goals objectives do not intersect. Conflicting goals/objectives - existing infrastructure Rt 50 - too jammed up - too many homes.	Not supportive	Format
66	setting goals - vague language - localities have guidelines/policies & not follow federal government regulations	Not supportive	Format
89	goals are broad -> hard to see how they will be implemented	Not supportive	Format
104	Generic, just ideas	Not supportive	Format
105	Too generic, need to be more action oriented, could apply to any county	Not supportive	Format
108	sounds good but no "meat", using to set plans	Not supportive	Format
110	Lack personal element in family, need to expand on economy	Not supportive	Format
121	no education, start with 2nd sentence; how capitalize on what we have and keep going; want to draw brains - be more crisp; highlight strengths	Not supportive	Format
122	Need more measurable goals more measurable objectives with times and goals	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
124	Goals are vague - no timelines attached to be majorly successful. Good but needs tweaking on goals. No measurability.	Not supportive	Format
125	Seen to be word piecing. No idea on how to win the game.	Not supportive	Format
140	Agree 1st sentence more about we are - real intent to say we ensure we continue to prosper. Not expansive enough. Highlight objectives more - too generic. Any town, city, county would love this boiler plate - could apply to anything. Not specific enough to Loudoun - devil is in details - what are specifics we're going to get to these.	Not supportive	Format
141	Re: objectives not specific enough, not measurable, don't describe the change , the issue + the change both will make it specific - will be necessary ultimately. Can describe what will change in the objectives.	Not supportive	Format
144	Too many objectives - cant write that many/accomplish that many tactics - a little bold - under connect - context sensitive design - that's an entire chapter of current plan - maybe needs to be ranked + prioritized.	Not supportive	Format
146	agree - too many objectives, reintrate - need to be measurable. Ex: more green infrastructure, more, how much, etc	Not supportive	Format
147	If cant measure an objective, it shouldn't be in there	Not supportive	Format
185	Vision - great place has different meaning for different people	Not supportive	Format
186	Vision - vision is too broad	Not supportive	Format
188	Vision - rework - vision is too generic	Not supportive	Format
197	1st sentence is run-on & doesn't make sense. Grammatically doesn't make sense.	Not supportive	Format
216	Goals + objectives need to be measurable - with timeframe + quantity	Not supportive	Format
220	5 goals is probably too many - Shape could be removed and integrated into the condensed 3 goals -> sustain/connect/support+compete	Not supportive	Format
221	Need more detail ahead of public meeting so public can review + digest	Not supportive	Format
230	Vision -> "continues" is a weak word, a vision should be our end goal, something we're striving for. What is the value of Loudoun? Vision should reflect that. Outdoors nature amenities. Sustain our environment. Could be any County in US.	Not supportive	Format
233	Vision is not an active statement	Not supportive	Format
243	Vision is very general. A bunch of words. Suburban sprawl has occurred. Evaluate and bring out small sections.	Not supportive	Format
305	Vision doesn't articulate priorities. Too vague.	Not supportive	Format
318	specific implementation steps that can be mentioned and measures	Not supportive	Format
323	No list of resources to protect. More definition. More definition.	Not supportive	Format
330	May be redundancy in the objectives!	Not supportive	Format
335	Vision + goals are not Loudoun centric. Identify problems & then dev goals to implementation	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
346	goals - headings - shape, compete, etc not specific enough, then it gets more specific - lets maximize density at metro as much as possible. In objective #1 for shape - transition isnt there if not, think it raises question of whether its there or not - so goals + objectives dont capture the principles of 50-70% open space in transition area	Not supportive	Format
348	A vision looks forward - this doesn't look forward - would want to change the words. Focused on historic assets, concerned about the sustain goal + the historic districts. Conflicts between zoning + historic uses.	Not supportive	Format
349	environmental objectives not specific enough - giving specifics	Not supportive	Format
382	Vision: does not express the identity of the community (no real identity) (conservation/historical). Natural places, unique unit use of community. More specific what county is. Who we are? Outdoor, parks, agriculture.	Not supportive	Format
388	Are the goals + objectives measured against how we're doing, where gaps, we all agree on all	Not supportive	Format
408	Objective shape #5: lack of sense of community	Not supportive	Format
433	Shape #2 is that a practical goal?	Not supportive	Format
437	All goals/objectives are action verbs. No mention of maintain. Example: village of watertown has appearance protections. Need to ensure for rural arrangements.	Not supportive	Format
438	Topics mean different things to different generations and their priority struture	Not supportive	Format
467	7/12 quest on transportation. survey talk about bikes - we don't need more bikes on rural roads	Not supportive	Format
471	no editorial board - includes too much - keep main important points. Too redundant a little less.	Not supportive	Format
477	too much stuff - trying to satisfy everyone - not concrete goals & objectives	Not supportive	Format
478	doesn't capture what is great about Loudoun. Almost implies we need to redo it, we already have a great place. If we have run out of space we need to look at other approaches	Not supportive	Format
489	"support" & "sustain" is too vague; too much leeway; defines responsible grounds	Not supportive	Format
490	definitions too vague & cant fit all	Not supportive	Format
494	goals/objectives are business as usual	Not supportive	Format
499	goals & objectives arent clear enough to drive decisions	Not supportive	Format
500	goals & objectives too broad	Not supportive	Format
501	Vision statement is vague. Goal shape #5 - wordy and hard to implement	Not supportive	Format
532	The mission/goals are high level to have more meaningful vision/goals	Not supportive	Format
554	So all emcompassing - could include everything	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
558	A lot of incongruity - Mostly towards "if you build it they will come"	Not supportive	Format
569	10,000 foot level - yes. Vision statement could use work - Vanilla. 1st sentence is just statement.	Not supportive	Format
570	Vision includes all interests, rather than specific - problematic to treat both sides of county equal	Not supportive	Format
575	Vision statement - nothing is unique. Fail to making it unique to Loudoun. Can be used by any community. Rural west is of most valuable to county. Small farm - preserve not develop rural areas. Don't destroy western Loudoun because Purcellville overbuilt water system. Cant be everything for everyone in rural Loudoun.	Not supportive	Format
577	Disconnected from cost. Bike/ped trail cost \$4m. \$ not discussed when asking what we want.	Not supportive	Format
589	pretty general, forceable - really about the details	Not supportive	Format
593	A lot of info, so vague. Doesn't say anything. Doesn't represent Loudoun. Vision doesn't capture east and west. Halfway through process and not enough details. Vague is the enemy it protecting the west or anything.	Not supportive	Format
594	Overall agree with colleagues, very utopian, cookie cutter. Doesn't define spaces in LoCo. V,G,O, also contradictory. Cant afford jobs, increase housing and strengthen natural historic assets. Conflict lends itself to develop	Not supportive	Format
601	Belive that V,G,O, is purposely vague	Not supportive	Format
608	scrap layout go back to existing plan, improve where needed.	Not supportive	Format
619	train has left the station - can we come up with incentives to retain the true rural character - foundation report not unique/special	Not supportive	Format
646	No detail - more specific - sustainability - reference environment time frames	Not supportive	Format
652	Need more action words in vision	Not supportive	Format
662	Vision - big words. Said had a plan, loose language, not as wonderful, old, hasn't been implemented in some areas	Not supportive	Format
667	Too broad, "vision" - should have limitation around Loudouns identity	Not supportive	Format
675	Objectives under goal should be simplified - too wordy	Not supportive	Format
713	Goals are too broad to guide review of development applications	Not supportive	Format
725	These guidelines are too broad	Not supportive	Format
727	Benchmarks + measurable goals are desired and missing	Not supportive	Format
746	Rather broad	Not supportive	Format
750	Not specific to Loudoun	Not supportive	Format
751	Nothing that shows what is special	Not supportive	Format
754	could go either way - one way could go the direction you want, look at it another way & it could go completely diff	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
826	Need an objective - lacks specificity. You can interpret as you feel/not specific. B___ employees here (manipulate how you choose not specific)	Not supportive	Format
864	statements are too nebulous	Not supportive	Format
869	transportation should be better integrated into all goal statements rather than just "connect"	Not supportive	Format
886	The vision statement is nebulous, broad, and devoid of language that specifies what Loudoun is. The statement should be limitative in nature, not all inclusive. The identity and vision of Loudoun should be explicit. It must include language that specifies wide open, natural areas, and support for agriculture.	Not supportive	Format
906	Seems to have the appropriate platitudes at all levels. So general as to be devoid of detailed particulars which makes it easy to declare victory no matter what is done.	Not supportive	Format
907	In Goals 4 & 5 I would have preferred to see objectives with specific outcomes (these are notional examples), such as 300 miles of new trails not along highways, trails connecting x, y, and z (e.g., the W&OD Trail to the AT, the W&OD Trail to the PHNST at at least 3-4 points along the W&OD's length, complete the PHNST to Harper's Ferry so there would be a looped trail using both sides of the river), community bike lanes, developing conservation easements for recreational purposes.	Not supportive	Format
918	Five areas of goals and objective can be in conflict when the time to make a decision that will impact the residents, who elects the board of supervisors. These goals and objectives are not priorities. For example, economy was a priority when the data centers were allowed to be built all around eastern Loudoun. This simply has changed the landscape of our communities where concrete buildings are now dominating our main roads, creating heat islands - which is highly undesirable.	Not supportive	Format
928	No, it does not move us in the right direction. It makes no distinction whatsoever between eastern Loudoun (in general, east of Route 15) and western Loudoun (in general, west of Route 15). I truly believe that we need an Envision Loudoun Vision that consists of two distinct parts, one focused on eastern Loudoun and one on western Loudoun. This is necessary because the goals and objectives of each of these areas are very, very different.	Not supportive	Format
948	No. The goals stated moves Loudoun towards increased development - ie taking over large swaths of open natural land and developing them to meet consumer demands. ☹ Here's one direction - stop the development. Leave the land as is.	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
955	<p>I worry that these objectives cover too much - that they are trying to move us toward being everything to everyone, which is difficult if not unreachable. What troubles me most is the desire to maintain such a rural setting ("Sustain") while becoming an economic force ("Compete"). We want to attract tourists, new residents, and businesses to an area whose character is becoming eroded by accelerated growth, new shopping centers and industrial parks, and traffic. Unless we have planned as well as Reston (which is not trying to be rural and urban at the same time), I foresee more difficulties. A case in point is Montresor Rd in Lucketts, a gravel road connecting to our private gravel road, which has become a commuter path for residents from the north (many from Maryland); there are traffic delays on our gravel road. Another is that our schools' parking lots seem to lack a design for how things work here - bus routes are ridiculously long, so many families drop off; yet, drop off and pick up lines cross with buses in the parking lot, causing long waits, especially in afternoons. However, I think this Envision Loudoun effort is an excellent idea and appreciate being given the opportunity to provide input. We should do what we can to both progress and preserve in a way that allows us to enjoy quality of life here. I do think we need to narrow the focus a bit in order to be successful. Hopefully we can find a better balance!</p>	Not supportive	Format
967	<p>In general, the vision, goals, and objectives are written so vaguely that they could potentially support any outcome - whether healthy or not.¶</p>	Not supportive	Format
978	<p>I believe the vision and objectives are wonderfully broad and vague with a well meaning outline.¶ I believe it is written in such a way to gather support from the masses. We all know in the end the main goal will be to make money and maintain the elite lifestyle Loudoun is known for.</p>	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
987	I read the document. It's a lot of happy vague talk that could apply to anyone, anywhere, and is useless without specifics. I would ignore this document and only focus on the actual actionable points. This is a GOAL. The one that I care about most is that the county should plan, in the next twenty years, to buy land in Sterling so we can have our OWN new library building, not a rental in a dump of a strip shopping center. We pay taxes for every other district in the county to own their own library, most of them extremely new and costing many millions of dollars. Sterling ended up with the "budget rental" option, and had the opportunity for our own new library building stripped away. EVERY OTHER LIBRARY IN THE COUNTY IS OWNED BY THE COUNTY - EXCEPT STERLING. We pay millions for new libraries to be built all over, and we get a nice renovation in a dump. In twenty years there will be an opportunity for land to be bought. The county should budget and plan for this so that at least in TWENTY YEARS we might get a nice, new building like Cascades or Leesburg, instead of the leftovers.	Not supportive	Format
1000	No, not really. The visions, goals and many of the objectives may sound good individually but taken as a whole they lead to a paradoxical message of wanting significant new development and much larger infrastructure while at the same time improving quality of life and maintaining natural beauty, open spaces, agricultural land and wildlife habitat. You can't emphasize both and expect a good outcome.☒	Not supportive	Format
1007	Platitudes. Not a real, actionable sentence in the document!	Not supportive	Format
1016	No. too generic, have no meaning no true direction in which to base all future decisions on. this appears to be nothing more than a template to fit the County into by the consultant. these are so broad how would you ever be able to say no to any development proposal? how would any development proposal separate itself from the others to achieve support? this is a dangerous and slippery slope when there isn't guidance being provided by policy.	Not supportive	Format
1023	By failing to make a clear distinction between the vision, goals and objectives for the suburban east, transition zone and rural west, the document seems to remove one of the cornerstones of the existing comprehensive plan. It's fine to be inclusive and state broad goals that apply to the whole county, but I hope this doesn't mean retrenchment on the fundamental distinctions that have been drawn between the three areas of the county.	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1029	The "vision" statement is a lot of fluff and hyperbole - "Enhanced multimodal safety for all system users" - Translation: Stop the residential developments overcrowding our already stressed roads, and get with the fucking times and build some bike lanes! Our neighbors in Fairfax only one county away have done this - and in centuries old Europe, which we should be all be taking lessons from, bike traffic, parks, and green zones is a huge part of life. Why are we short sighted here? STOP the big developments eating away at the fabric of what makes this county what it is, STOP the cookie cutter UGLY AS SIN housing developments that lack ANY regard for what Loudoun is about, and get with the times!!	Not supportive	Format
1062	This sounds nice but it could be anywhere, USA. Personally, I need to see more specifics before I can comment on whether this moves us in the right direction.	Not supportive	Format
1073	The vision is a conglomeration that takes in what everyone, from individuals to groups, could possibly want the county to be. It leaves the door open for developers and politicians to shape things whatever way they choose, just as they do now. Without specific recommendations, Envision is a worthless exercise.	Not supportive	Format
1081	This document is so vague that it is impossible to tell what direction is intended. There are basically two choices for Loudoun, loosen restrictions for more unsupported development or focus resources on already approved Transition Area projects. This document doesn't clearly state the intentions.	Not supportive	Format
1083	I found it overly generalized. I hope the current zoning within the Transition Area is maintained. I would like to see incentives for our local farmers so that our farms that provide local sources of food don't disappear. The latest burden of taxes on barns and chickens is very discouraging Is this a hidden agenda on behalf of developers eager to acquire more rural land for housing developments--which creates more traffic demands.	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1090	goal: sustain - What makes Loudoun unique is its commitment to preserving green space and history despite the pressure to pave over every available acre of land. The language about preservation and conservation is too vague and could apply to Any Place USA. It does not reflect Loudoun's unique niche in the environment and history. Use more language that would require developers to put open and green space in permanent conservation easements. Before they build require that they assess the impact on living systems, and require that they increase sustainable agriculture and eco-tourism. What's here would allow them to build more and more McMansion developments with easy promises of protection that later get forgotten and overlooked, and then are not enforceable.	Not supportive	Format
1152	No! Many of the objectives are so broadly stated that future projects will result in a significant cost to those of us in eastern Loudoun County. Specifically, the proposed Potomac River Bridge Crossing unanimously supported by the Board of Supervisors is counter to many of the Envision Loudoun goals and objectives. This bridge would destroy well-established communities and neighborhoods that already provide rural surroundings complimenting the high-density residential/commercial development that is pervasive in eastern Loudoun (Goal to Shape). This bridge would also destroy natural, scenic and historic resources (Goal to Sustain). Extending Route 28 through Broad Run Farms would destroy a neighborhood with a strong sense of community, where families lead meaningful, fulfilled lives, and age in place with dignity (Goal to Support). Destroying this neighborhood and displacing the families who call it home flies in the face of the Envision Loudoun objectives to Shape, Sustain and Support this county. Projects like a Potomac River Crossing will only server to advance the objectives to "Compete" and "Connect" all at the expense of those living in eastern Loudoun.	Not supportive	Format
1170	Identify the identity of Loudoun, rural, nature, open vistas, history, and the existing factors that brought people to Loudoun, and write limitive statements not all inclusive statements.	Not supportive	Format
1193	No. These statements are so general and vague that they require nothing and protect nothing. For example, "appropriate" economic development in rural parts of the county could mean anything. It should specify that a rural business needs to be tied to the land.	Not supportive	Format
1242	1. Most of the vision, goals, and objectives seem to be written to please everyone and are completely subjective. It is like saying you'd like world peace (who wouldn't) but there would be a thousand different views on how to achieve it.	Not supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1246	No. The vision is written in present tense. A vision should look toward the future. ?	Not supportive	Format
1247	The objectives have no quantifiable goals. They are subjective, which is contrary to a measurable objective. Whatever consulting firm the county paid for these products should be fired/sued and replaced by a tenth grade English teacher.	Not supportive	Format
1286	Overall the document is too vague about how the rural character of Western Loudoun is going to be preserved and how the Transition area will be protected from development	Not supportive	Format
1306	They are certainly comprehensive, by which I mean "all things to all people." They don't recognize that some items will have significant force on their own (economic development on raw land) while others have less (redevelopment). Similarly, our county can afford to slow the built environment--that preserves opportunity for the future--but forever loses its rural economy each time a family farm goes away, each time farmland is developed. The weighting of objectives should reflect these disparities in inherent momentum.	Not supportive	Format
1357	To be honest. The Vision is lofty and the goals are too. How are they SMART goals?	Not supportive	Format
1362	No, because of a contradictory vision and objectives. The VISION, GOALS & OBJECTIVES are cookie-cutter, vague, and utopianistic. Cookie-cutter since this ideal combination of features would be great anywhere. Vague since it doesn't go far enough to address specific challenges. Utopianistic since you cannot enhance quality of life and strengthen natural and historic assets while at the same time add more housing and businesses. More development means even more congestion on our already clogged roadways and more development means destroying rural areas (i.e. unsustainable). And building more roads (or paving current gravel ones) will never be a solution to our traffic nightmare as this invites even more development and is again contradictory since road-building disturbs the land and is unsustainable. Loudoun has enough housing and businesses. Where is there a requirement that a county government needs to provide housing to satisfy a "housing demand"? More housing, in addition to the comments above, means more tax burden (fiscally unsustainable) to pay for all the infrastructure as the developers don't pay for it. The bottom line is Loudoun has enough development. Eastern Loudoun has been overdeveloped enough and leave the TPA and Western Loudoun alone. Don't ruin what has made Loudoun special by catering to the developers.	Not supportive	Format
13	Conventional - not thinking ahead - SEARS - condemned by the past	Other	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
127	Looking at consultants work for other communities this plan is not detailed. We need to hold it to the highest standards.	Other	Format
134	Shape: make age and place : move educational to number one	Other	Format
222	What is JLMA? Joint land management area	Other	Format
353	What exactly does Loudoun mean by urban, as well as suburban & rural	Other	Format
365	Need to consider outside consultants to update ordinances. Bring in outside resources - other plans that have been successful in similar growth - use what others have formulated. Use staff who knows the county to work with consultants that have the broader perspective. How have other places handled the same types of developemnt. If there is any place in the country that could do great things - it is Loudoun.	Other	Format
366	Need to look large - be the best we can be - plan for future generations	Other	Format
592	Lot of information. Not enough time to digest at meeting.	Other	Format
598	why not take old plan and update. DPZ had award winning plan	Other	Format
671	Objectives - organization is constraining - strenghtening openspace in the great places	Other	Format
704	Flexibility - goals should foster flexibility in planning to be responsive to market	Other	Format
708	On connect - need to explain what connect means / spell it out - push for broadband in rural areas	Other	Format
743	put the right things in the right place (data centers). Under goal shape - add new category (location)	Other	Format
780	Would like to see the next level of detail	Other	Format
877	Keep your timelines. Broad direction - lots of money to get to a yes or no.	Other	Format
902	I look forward to seeing how this all plays out and how input is incorporated into designs, planning and an overall improvement in quality of life as well as attracting businesses.	Other	Format
944	Sure, but honestly the devil is in the details and most of that language just sounded like fluff to me. I was surprised to see nothing about our children. With Loudoun being one of the wealthiest counties in the nation and having a large percentage of young families, I'm surprised maintaining and improving our school system isn't a higher priority.	Other	Format
950	Seems like a lot of areas to cover. I wonder if having so many topics dilutes focus.	Other	Format
958	How do you prioritize the objectives? "Who" or "What" will the objectives be obligated to serve "first"? Voters, residents of Loudoun's quality of life! People who live in Loudoun. This should be clearly stated. ? ?	Other	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1017	Feedback was given at a workshop. Unfortunately at the workshop we were only able to focus on one area. There were two areas I have a lot to give.	Other	Format
1019	Most of the items are very generic and it is difficult to disagree with them	Other	Format
1276	Goals:☐ ☐ Shape: "Well-designed" is rather vague, so incorporate critieria and metrics into the goals and objectives, such as;☐ 1. Energy efficient design of buildings and neighborhoods/centers in a manner that achieves a minimum of 50 points in LEED Neighborhood Development with a 1% density bonus for each additional point achieved.☐	Other	Format
1408	Comment on Objective #3:Bring people & places together.☐ ☐ Loudoun County will have Metro soon. This will bring people & places together. There is no need to build another bridge across the Potomac. Improve the Route 15 bridge and corridor. Work with Washington, D.C., to improve the American Legion bridge, the Cabin John Bridge and the bridge to Rosslyn.	Other	Format
3	Yes - really works well, I know the stakeholders have a very general good in the vision. Satisfied with programs so far.	Supportive	Format
115	Historical aspect overplayed, green portion important, keep it green/rural; historical not "all that"	Supportive	Format
138	Don't think everything can be in one statement - vision - what is there to object to. Schools belong in it under quality of life. Sustain - written well. Like to see word education, very inclusive. If we could do all this - would be a utopia - cant do this without the economic piece.	Supportive	Format
139	Lot of good stuff - 90% could apply anywhere - general - will these be tactics - how to do it - just statements feel good. No real direction. Vision - 1st sentence about how great we are - 7 words on vision - only economic, fiscal + sustainability. Could be anywhere. Like point about education - higher educations - tactics will be interesting	Supportive	Format
142	Objectives fine - need measurement. Standards to achieve. Measurements of effectiveness.	Supportive	Format
157	Goals bring people together and public health needs and transportation need tied together to keep people healthy (quality of life). Walk, live, play communities.	Supportive	Format
166	emphasis on silverline + access to silverline as a main link for less cars	Supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
199	Everything written is what we're looking for in Loudoun. But more emphasis on protecting areas that make Loudoun what it is. Could depend on when moved here (moved to quiet, sleepy, neighborhood because didn't want highway noise, etc)	Supportive	Format
252	yes, well written, broad enough - allow everyone to participate	Supportive	Format
332	Yes. Difficult to prioritize because is comprehensive. Quality of life is a priority. Need sense of place.	Supportive	Format
355	Yes - agree overall direction - like to see the next level of detail - distinguish between areas of county - suburban, rural, transition, etc - get to next more specific level of land dev policies	Supportive	Format
368	Vision: great vision for east of Leesburg but not the RPA	Supportive	Format
380	Vision: very broad. Yes, good with it.	Supportive	Format
609	Very general and hard to argue with - but does it get us where we want to go	Supportive	Format
611	at 30,000 foot cover, seems okay	Supportive	Format
614	sounds good on paper - how do you get to specifics?	Supportive	Format
616	good - good framework - need to deal with transportation west to east - need to account for/deal with people who don't take care of environment. Need \$ for environment - need bike lanes, bike opportunities.. Need more quick hit opportunities - not so far down the road. Econ dev. very important - careful on JLMA, keep rural roads rural	Supportive	Format
630	Well designed goals + vision	Supportive	Format
665	Generally OK with vision, vague "will foster" what does that mean	Supportive	Format
672	objectives & goals may not be implemented even though they sound good.	Supportive	Format
687	Overall good; lacking in measurement to recognize achievement	Supportive	Format
740	Fantastic ideas; nothing specific	Supportive	Format
747	Simple statement	Supportive	Format
748	Hit every topic without being specific	Supportive	Format
753	High level - like the general direction	Supportive	Format
792	Objective look OK but not enough details	Supportive	Format
827	Goals are positive and broad	Supportive	Format
828	great starting point. Right direction would like specifics.	Supportive	Format
874	Should be broad, general plan. Specifics should be in zoning ordinance. Not bothered by words. To businessmen time is money - 1.5 years to get development done. 4-5 years total. Barrier to development - lost opportunity.	Supportive	Format
880	To be fair, these are worthwhile goals albeit painted in very broad strokes.	Supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
887	This seems quite comprehensive and I like the direction that in which Loudoun County is headed. Safety was mentioned numerous times and that is an objective I quite frankly hadn't thought about - took for granted. I like that I have the freedom to move about with peace of mind because the notion of safety has been afforded to me.	Supportive	Format
901	I do think that input from the community is vital and is a good step in outlining goals and vision. So, yes it is always a right direction to have input outreaches like Envision Loudoun. The tricky part in my opinion is trying to merge the input to something that is already built or around communities that are established. So, I think the vision and input is more adaptable to areas of the county that have greater flexibility, and those areas are decreasing yearly.	Supportive	Format
908	Good start, but a long way to go to get down to specifics where people could comment on individual efforts.	Supportive	Format
914	The impression from reading the Vision, Goals, and Objectives is that the County considers building and development as the only path moving forward. For the most part, the statements are great concepts and they are unoffensive. Looking forward to seeing their application.	Supportive	Format
932	Idea 1: I do think the vision, goals, and objectives move us in the right direction because it appears to be an inclusive and all-encompassing document, reflecting more than just economic development favoring businesses.	Supportive	Format
941	They sound great, idealistic. However, there is a lot of room for interpretation.	Supportive	Format
942	Everything sounds really good, but is there a commitment to conservation? The growth can be a continues objective for residential building - and losing the control on suburban housing, Loudoun can loose more green in the transition zone and this vision does not make a commitment to protect land. You can't maintain the quality of life if you keep squeezing in more people everywhere. ☹️	Supportive	Format
962	Overall it hits all the points that residents wish to have and a balance with lifestyle and businesses.	Supportive	Format
964	I believe what is listed are a great start of a framework however do seem to leave off two key ingredients for success.☹️	Supportive	Format
975	I believe they do. Now the problem is implementation.	Supportive	Format
980	Yes, although they are very general I believe these objectives continue us in a positive direction.	Supportive	Format

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
986	Major Titles: I would go from the major titles of Shape, Compete, Connect etc. straight to the goals. Drop what is after the colons. Loudoun is already a great place so do we really have to "make" it one. Drop be an economic force. I know some have problems with the word "force". Connect is obvious and no need to put what is after the colon because it is redundant. I think going from the major titles straight into the goals helps to clear up some of the confusion right away. Everything else looks great to me :)	Supportive	Format
990	(1) The vision is fine, but very general. Let's get to specifics:	Supportive	Format
1161	Somewhat, but they are so broad and vague that they could allow things to move in almost any direction.☒	Supportive	Format
1225	The vision and goals outline what I love most about Loudoun County. The implementation of the objectives needs to be carefully considered and weighed against the other goals and the overall vision.☒	Supportive	Format
1245	I think it is a step in the right direction, but many of the objectives are subjective and can be debated as to how that is met. I understand this serves as a guide, but the goals are so generic that I believe it does not present a clear path.	Supportive	Format
1400	From all indications in what I have read, it should lead us in the right direction.	Supportive	Format

PROMPT 1: VISION, GOALS AND OBJECTIVES

Envision the Future Workshop

PROCESS COMMENTS

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1	No stake holders committee rigged the results. Population: The group does not reflect realty community. Too many people in there.	Not supportive	Process
2	No - there is underlying accomodating growth from residents designs and we don't need it	Not supportive	Process
39	Tired of elitist attitude. Done with east/west division.	Not supportive	Process
43	Not staying if Loudoun becomes a pit	Not supportive	Process
76	Loudoun county is reactionary as opposed to visionary, don't see how we're getting to the goals, trade-offs	Not supportive	Process
120	Vision is approved, but is lacking, nothing about what were going to do = continue to do what we're doing	Not supportive	Process
135	Shape #3: A variety of job types - data centers do not employ enough people uses to much resources	Not supportive	Process
145	Think some will be addressed later, but maybe too ambitious, not a 20 year plan	Not supportive	Process
202	Expensive to live here, especially for recent grads. Enforce "increased business diversity" (for locals not visitors only), more from objective 3 to objective 1	Not supportive	Process
212	How do these things get prioritized? The real issue is in the details and how it can be implemented	Not supportive	Process
313	goal connect : regional trans - western bypass. What will metro do.	Not supportive	Process
320	need to measure if goals are being achieved	Not supportive	Process
333	Shape #6 How will redev. Data centers should consider now. Rural area = 200K acres. Why do not consider rural area in the plan. Should plan for positively - do not ignore given the time horizon of the plan. Suburban area should be redefined. Not suburban to urban/city is really industrial park.	Not supportive	Process
359	No - think that these goals take us in all directions - think that it is too broad - what is doable and how can we actually get there - this seems like a "lets do it all" - what will it cost? How long will it take? What are the details of how we get there? think it will be very hard to take these goals & get people to head in any direction. What is the criteria for making decisions? hard not to love all of these goals but these would be hard to apply	Not supportive	Process
361	Has the existing plan limited us? - yes, 2000 plan was good for a while but there needed to be an update. United too long to undertake plan update. This process is so critical. Plus it is a living document & needs to be revisited to make sure the plan gets updated & addresses changing needs.	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
362	Long overdue for plan update. Need flexibility in plan to address new things as they come along. Have push/pull of east and west - think if we can leave rural as it is. Look at transition - for change - provide connectivity from rural through transition - to suburban area - there is a need for change - support some of the new ideas - not remain static - believe we are working with a rigid plan now - think we have an opportunity. As for specifics - on the vision & goals - would like to see a little more meat and a little less fluff. Building on data center analogy - need to plan for what that is going to be when that use/need goes away. Need to anticipate change in the future from self driving cars to mini houses	Not supportive	Process
385	Goals: no strategic statement of growth. Need boundaries. This is enough no more growth - west/east. Slowly growth coming to the west: This is what it looks like.	Not supportive	Process
409	Objective Compete #7: lack of educational opportunities	Not supportive	Process
410	Objective shape #1: sterling park -> West of Davis drive - undeveloped. Hotels not near restaurants, cant walk to them.	Not supportive	Process
412	Objective connect #1, #2 : most densely populated area in sterling park, Newberry -> no safe routes, lack of parking, transit issues	Not supportive	Process
413	Objective sustain #4: subdivisions in W Loudoun not in line with rural dev (mansions)	Not supportive	Process
431	If the goal is to have well designed places, are we bulldozing, the half of that is not well designed	Not supportive	Process
440	Rather than choosing areas of concern to enhance, would rather see the network enhanced to provide parallel routes. Need a picture of it.	Not supportive	Process
511	Envision Loudoun is too delicate, needs to be more bold	Not supportive	Process
803	When will housing development stop. Need clearer info - too vague info provided	Not supportive	Process
810	county mindset - make new people happy on the backs of those already here. i.e. Red Hill water towers. Need more planning foresight	Not supportive	Process
820	Population has impacted schools, quality of life. More problems. Miss allocated assets. Population problems fall short against any change. V, G, O, does not take into consideration of anything	Not supportive	Process
821	Keeping population informed. Slow growth in zoning changes. Do not disturb as _____. Connectivity between towns. Implementation plan is not included (for different areas)	Not supportive	Process
911	Connect: GET THIS RIGHT! Traffic and the inability to get around inhibits LC residents and workers from enjoying the benefits of all the SHAPE, COMPETE, SUSTAIN and SUPPORT initiatives. Provide options (tolls are OK) for transients and commuters (western counties, other state's residents) that entice them to stay off of the local parkways, boulevards and connectors.	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
916	No!!!! We need to protect the western part of the county from encroaching development.	Not supportive	Process
917	It does not include, strong, diverse, K-12 public schools with small class sizes to provide the best education possible in all academics areas including arts, PE, foreign language as well as funded educational field trips. According to this document online - https://www.loudoun.gov/DocumentCenter/View/102862 - 60% of the households in Loudoun have children. With 78% population being tax payer homeowner, mostly with children who have 60.2% highly educated parents. Education is a top priority for these residents but it's not even included in county's goals and objectives.	Not supportive	Process
919	Commitment to prevent sprawl. This plan should include a commitment that once these goals are determined and adopted, the objectives and goals will lose their integrity with rezoning and special exception permits.	Not supportive	Process
929	The Envision Loudoun Draft is heavily focused on housing, employment, commercial development, transportation, and other objectives that are just fine for eastern Loudoun but are completely wrong for western Loudoun. This is not just my opinion. People in western Loudoun overwhelmingly want it to remain rural and agricultural. The only objective that has this as its subject is number 4 under the Compete section.	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
935	<p>I think these are non-controversial statements and goals that don't move us, at all, because they're very generic. I've seen similar iterations over the last fifty years. The problems are that: A) too much space has been lost to unchecked development in that time period while people keep saying the same thing; and, B) zoning rules and regulations have become unyielding instead of negotiable interpretations, leading to trapped, overlooked communities like the one where I own property in Arcola Farms.</p> <p>I attended the Envision Loudoun, Public Input Session at the Cascades Senior Center on Wednesday night, June 7. My interest was in the Transition Zone and Rural Loudoun. I was encouraged by the level of public interest evidenced by the attendance, and impressed by the number of county staff volunteers lending their valuable time and assistance to the effort.</p> <p>I should mention at the outset that my comments draw on experience early in my career when I worked in the State Planning Office of the Appalachian Regional Commission, where, in cooperation with state and county planning staffs, we engaged consultants to help us develop and implement economic, transportation, land use, and other plans in the multi-state region.</p> <p>There was a constant tension between the government planning staff and the consultants based on vastly different institutional priorities and perspectives. Understandably, consultant priorities were transactional, based on process-driven commercial and administrative priorities, e.g., cost-efficiency and the need to fulfill the terms of their contracts. The solicitation of public input was to be a characteristic of the process, so that the substance of the plan accommodated the issues raised by the public's expressions of concerns and interests. However, contractors too often viewed public input as just another contractual task to be checked off, not as a priority objective. Hence, the quality and substance of the input was a secondary concern, at best. In contrast, the government planners had</p>	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
937	<p>3. The Goals and Objectives were Vague Without Meaningful Referents or Metrics, Offering No Sense of Priorities.</p> <p>The goals and objectives are linguistic ornaments, serving no apparent planning function. For example, the first goal in the Vision, Goals and Objectives statement is: Well-designed places providing a full spectrum of housing and employment options linked to supporting commercial, entertainment, educational, agricultural and recreation activity. As a matter of logic, the statement is tautological. The characteristics enumerated are included in the definition of Well-designed places. Thus, the planning goal is well-designed places. In other words, well-designed places is an end-in-itself, as opposed to, say, "enhancing and expanding economic security, income-appropriate housing options, life-style choices, and/or leisure options."</p> <p>The language of the statement of objectives is so imprecise as to violate the very meaning and function of objectives, e.g., the necessary metrics are completely absent, making measurement of progress impossible. The statement of goals and objectives does not convey a sense of priorities. As written, the statement of goals and objectives assumes that all goals and objectives share equal priority status. Yet without a clear definition of priorities, there can be no clearly articulated strategy, or direction, implying that decisions regarding the allocation of limited resources are random.</p> <p>With no sense of priorities, plan implementation is impossible, because there is no basis for making investment decisions among the range of goals and objectives. Without a sense of priorities, there was no way of understanding the inter-relationships between the objectives and how they contribute to achieving the desired character of the community.</p>	Not supportive	Process
946	<p>No. I believe our county especially in aldie is becoming one huge housing project where our beautiful land is being overcrowded by houses on top of each other and overcrowded schools that cannot accommodate the students they presently have enrolled. The scenic beauty was one reason we bought in aldie and that will no longer exist with all of the housing developments that you have allowed. Very disappointing.</p>	Not supportive	Process
949	<p>No. I have eliminated exams, deadlines and the meaning of tests all while implementing OTTW projects that do nothing more than waste time. You have no idea what students need</p>	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
957	<p>The goals are a bit broad. It is not clear which are the highest priority or if they are equal priority. A MAJOR issue with Loudoun right now is the reputation of the school system and its role in our very high teen suicide rate, as well as the difficulty of getting basic services into the IEPs and 504s of kids with disabilities. (Our school system doesn't even allow kids who can't attend schools occasionally due to their disabilities (think recovering from chemo treatments and being well enough to attend school but not allowed to be around germs for a week or two) to use web technology to attend classes! Seriously, we are supposed to be a high tech corridor and other states do this (even some developing countries do this!), but we don't. We are losing businesses and families to other counties because of short-sighted policies like these that undercut our reputation, and if you don't think businesses that consider moving into the area consider this, think again! Along similar lines, our reputation as being a teenage suicide "cluster" as professionals refer to it, is harming our county in many ways. Corporate boards of directors are spreading the word that until our school board and county get serious about putting policies into place to help these kids once identified - not just focusing on teaching kids they don't have to get to that state - this is not a place to open a business or raise a family. Parental groups are sick of fighting the school system about this and I can only imagine the media coverage coming our way soon.</p>	Not supportive	Process
966	<p>Sustainable! It is not mentioned anywhere in the vision, goals or objectives that most of the solutions must be sustainable. This is a requirement for the ever growing county and its residents. Nobody will care if we built a road today that is not able to be expanded upon in 5 years. Nobody will care if a new soccer field is built but it can only accommodate soccer and no other sports. Every point in the decree must be sustainable or should not be included.</p>	Not supportive	Process
977	<p>no - does not address the growing traffic issues for anyone commuting towards DC</p>	Not supportive	Process
999	<p>So, are we moving the the right direction? The goals sound so, but goals always do. The greed gets in the way, and goals go out the window. Given all the development, why should the Greenway stop charging exorbitant fees? This relates to the cultural and quality of life objective.</p>	Not supportive	Process
1010	<p>I think the objectives and vision of the future of Loudoun sounds like a community that anyone would want to be a part. The reality is that the goals lack any substance or reality check. Loudoun has become a community of the wealthy get wealthier and force an agenda of "now that I am here, close the gates." This mind set is apparent in our elected officials and no longer reflects the opinions of much of Loudoun.</p>	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1022	1. No. Under the heading, "Sustain: strengthen natural and historic assets," there is no mention of the threat ever-increasing traffic volume poses to our historic villages. Without intervention, we risk becoming like Pennsylvania -- a state where many historic villages have become commuter cut-throughs and can no longer be safely enjoyed on foot. Loudoun should restrict its historic villages (except Hillsboro, which has already been overtaken by Rt. 9) to local traffic only and prohibit all commuter cut-through traffic.	Not supportive	Process
1041	The reason I disagree is because the beautiful community , with eagles, blue herons, Hawks turtles deer foxes Coyotes would it will be in dangerd with excessive pollution there must be an alternative for building a bridge somewhere else . Instead of destroying this beautiful natural place .	Not supportive	Process
1061	The written statements convey a sense that property owners and land owners in the Western part of the County, west of Route 15, will carry most of the burden of Green space and agritourism, etc. If this is to be the case, Western property owners need to be compensated for allowing the property owners in the East (along the Metro lines and Greenway) to build the large city that is envisioned to be there. Two possible ways that this can happen is some form of density shifting, and lowering of tax rates in the West. The County is currently going the wrong way on this issue. Barns and agricultural structures are now taxed for the first time in our history. To summarize, it appears that the County is giving lip service to supporting ag and rural economies, but really not going the extra miles required to actually support it.	Not supportive	Process
1063	No, I do not think they move us in the right direction. I think they rely on new construction, new development and new business too heavily. Where is the concern for existing historic construction? I'm not talking token historic properties preserved for "cultural value" but a recognition that older towns often have much of what designed communities seek in a "sense of place." Where is the concern that development may need to be curtailed? And what about our existing urban and rural businesses? Where is the sense that they contribute currently and should continue to be fostered?	Not supportive	Process
1067	No. I think it focuses too much on development and growth. The Sustain section is my top priority, preserving and developing more open green space and nature-based recreational options. More contrived, residential-commercial areas catering to millenials might be great for developers' profits and tax revenue, but they'll also crowd our roads and chip away at the rural character of this county we love. Please stress more conservation and limiting of development.	Not supportive	Process
1103	No. Keep the transition zone at it is now.	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1104	Your second objective regarding the desire to use government regulation to provide a spectrum of housing that meets the needs and preferences of all ages, abilities, and socio-economic groups will be the beginning of the end for Loudoun. It does not work and will result in higher crime and lower home values in every area where local governments have tried to offer low income housing. Just look where all of the crime is now in the county. Its all in the low income/affordable housing areas. Just let the market decide vs. government intervention. Please slow and limit the housing growth of the county. Our roads cant handle what we have now.	Not supportive	Process
1107	This comment relates to transition and rural policy areas. No, the current documents aren't specific enough about preserving the rural zones. Current tax policy and zoning practice favor continued housing expansion throughout the western part of the county. New building permits continue to be issued on small plots on former farms, and the policy of one residence per 20 or 40 acres is being ignored. (1) We need a comprehensive and detailed plan to avoid the total loss of farm and natural resources. (2) The zoning policy should be augmented by designating specific areas with high aesthetic and touristic value for special protection, and this policy should be enforced not ignored in practice. Examples include the view of the Hillsboro gap travelling west on Rte 9 and the vistas from the Hillsborough and AltaTerra wineries. (3) Tax, regulatory, education and other policies and practices need to create incentives for conservation of agriculture and natural resources, and strong disincentives for converting those resources to houses and lawns. (4) Environmentally- and aesthetically- non-sensitive areas along Rte 7 should be explicitly identified for denser, affordable housing. (5) Safe bike paths should be built along Rte 9, Purcellville Rd, Mountain Rd and Harpers Ferry Road. (6) The county should develop a plan and budget for preserving the top of Short Hill Mountain and creating a public trail network connecting the wineries on both sides of the mountain with Hillsboro and Harpers Ferry. (7) Regardless of whether plans for a new state park come to fruition, the county should ensure that the Blue Ridge Center for Environmental Stewardship remains as a perpetual natural conservancy.	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1146	<p>I feel that too much emphasis, whether that be in jobs, in infrastructure, or in lifestyle enhancements, focus on growth. We do not need to keep pace with Fairfax. Growth can be done tastefully, aesthetically, aimed at convenience, etc. - which are all good things - but it is still growth. All of the objectives are worded well, but we do not need to approve of every single project. Otherwise, Loudoun County loses its identity and becomes every other suburban community in America. Keep Loudoun "Loudoun"!👍</p> <p>👍</p> <p>Shape: 2👍</p> <p>Shape: 6👍</p> <p>Shape: 7👍</p> <p>Compete: 1👍</p> <p>Compete: 5👍</p> <p>Compete: 6👍</p> <p>Compete: 7👍</p> <p>Connect: 3👍</p> <p>Connect: 4</p>	Not supportive	Process
1173	<p>They sound good in theory but in reality this county will just continue to create these "pop-up" communities forcing people into tight spaces stacked up on top of each other. 🤔</p>	Not supportive	Process
1175	<p>2. No current development is worth anything to humanity so please stop with these horrible, ugly, "communities", and no "smart" communities - we don't need more corporations running our lives and humans need real social interaction and need to live for themselves.</p>	Not supportive	Process
1183	<p>3. Connect [4 and 5] is not moving us in the right direction if this would necessitate a bridge to MD, as it would increase traffic on local roads extensively. This would be advantageous to large businesses and Dulles Airport to increase Freight and other traffic passing through Loudoun County; but would be a serious detriment to home owners and constituents living in the area. It would vastly increase road traffic and associated pollution; damage historical areas and negatively impact property values. This task can be seriously detrimental to the goal in Sustain section.</p>	Not supportive	Process
1195	<p>1. One of the truths I have managed to understand in my life is that there is always someone who wants to us believe there is something better than what we have. My wife and I moved to Loudoun 35 years ago because we wanted to have the beauty of such a wonderful place always around us. Your goals seem to me to be taking aim at that beauty to line someone's pockets. I do not like that type of individual, and I am seeing "him" more and more.</p>	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1202	No, this will just cause more traffic and congestion as a cut-through.	Not supportive	Process
1224	I do not want this traffic going through my neighborhood, and I do not want to pay the taxes it's going to take to build it. No more pollution!!! not through my neighborhood, water ways, parks, etc. We pay enough road way taxes. Find another way.	Not supportive	Process
1230	Sounds like a fair plan, but confused how you reference historical preservation, and natural preservation while endorsing a huge bridge in eastern loudoun across the potomac river. The bridge will disrupt the area, and just bring MORE traffic and congestion to eastern loudoun.	Not supportive	Process
1234	No, we should not be cutting through neighborhoods to create more highways to carry more traffic. There are already too many roads/highways in Loudoun, contributing to more traffic, noise, and pollution. I do not want a new Potomac River bridge in Loudoun.	Not supportive	Process
1236	No...Loudoun is moving in the wrong direction. Houses, restuarants, and data centers are popping up everywhere in eastern Loudoun. We have sprawl in eastern Loudoun and the board of supervisors is looking to increase traffic and ruin a neighborhood (Broad Run Farms) by slamming a bridge down our throat. Broour ad Run Farms is one of the oldest neighborhoods in eastern Loudoun. It has history (Mosby's Rangers at Miskel Farm & was settled in the early years by the Algonkian Indians). It is one of the few neighborhoods in eastern Loudoun with mature trees. The Loudoun board of supervisors want to take over this land we call Broad Run Farms and extend Rt 28 into Montgomery County. This is shameful to our community, to eastern Loudoun, and to all Loudoun County citizens. The Loudoun Board of supervisors need to listen to us citizens or they will all be voted out.	Not supportive	Process
1238	No, slower growth would work better.	Not supportive	Process
1261	The vision, goals, and objectives are anodyne, "happy talk" pie-in-the-sky language that does not descend to the level of actual, actionable, metrics-based actions that should guide the future of the county. What are the constraints? The needs are for securing water resources, transportation funding, and the desires of current residents for retention of open space, extreme limits on new housing (with expansion of new housing along the Metro routes), and more trails, paths, and options for outdoor recreation and transit, plus better broadband to enable work-from-home options throughout the county.	Not supportive	Process
1283	Sounds good on paper. However my experience with the BoS is one of lack of concern for Western Loudoun and preserving pur way of life. They are focused on growing the rural economy without regard for the effects on residents(wedding venues and brewery/wineries in my neighborhood!)	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1308	First of all, thank you for your hard work in developing this outreach program. I feel the vision is too general in that we want to be all things for all people. ☹️ Vision edits: Loudoun County continues to flourish as a prosperous and inclusive community that is anchored in its agricultural heritage and selective in high-return economic investments that guard against overdevelopment and congestion. The County will foster economic innovation, fiscal strength, and sustainability.	Not supportive	Process
1309	It is hard to say as it is just a bunch of mumbo jumbo that could mean anything. The way the transition area was "envisioned" was 1-3 acre lots and you are simply ruining this area in the name of greed. Perhaps the multitude of major power lines being erected to support data centers of the well connected further to the east should not have been approved and allowed to destroy the beauty of this area. Protect the transition area and reduce the density being allowed through the construction of excessive multifamily housing. In my opinion, it is out of control. Why does the vision of Loudoun include the introduction of twenty new electrical wires down Evergreen Mills Road in Ashburn that are meant to support future construction in Aldie.	Not supportive	Process
1328	Please do not feel it is necessary to build everywhere you are able to. I see lots of signs for data centers on Sycolin Road and I hope that it will not create ugly buildings and remove all trees in another area in Loudoun. Waxpool and LC Pkway looks awful now with no more trees and huge data centers. It really ruins the aesthetics of the landscape and is sad to remove so many trees.	Not supportive	Process
1335	It's great to have vision, goals and objectives but these are the same lofty concepts that are created in a vacuum and in a room with residents and a lot of marketing speak (and I'm a marketing professional). What I believe the County desperately needs is to engage the best land planners and fully evaluate all of the current zoning, approved projects, land availability and come up with a concrete plan instead of swinging from growth to no-growth every couple of years. The western part of the county is a huge asset to the region which the eastern part of the county needs to recognize. Western rural land should be protected and that that is already zoned (included eastern portions) should be carefully planned or Loudoun will turn into the zoning mess that other counties to the east are grappling with.	Not supportive	Process
1340	The excessive development of homes is like something out of Dr. Seuss' The Lorax where we are driving wildlife out and they have no place to go.	Not supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1369	<p>No. The water for the Transition Zone will not support increases in population or demand from development.☐</p> <p>Please refer to the Feb 2017 publication of the Water Resources Monitoring Data Summary of the by the Loudoun County Department of Building and Development, Engineering Division, Water resources Team.☐</p> <p>The water in that area is only ground water collected in community wells. That means 1 straw will have enough water, but put 20 straws in the same well and it goes dry, or at best being ground water fed- it may not go completely dry-but will be contaminated. Ask anyone in the Raspberry Falls area or beyond Purcellville. Even data centers cannot function without massive amounts of cooling tanks filled with water. ☐</p> <p>People cannot live without water, and do best with Glen water.</p>	Not supportive	Process
7	If we have development, development brings too much traffic.	Other	Process
8	Very poor internet connectivity in the rural area of county	Other	Process
14	(Central food hub) - open to ideas - We can do better than Fairfax co	Other	Process
20	Renewable energy - solar, geothermal	Other	Process
21	job creation for those with diff. abilities	Other	Process
22	Improve mass transit (aging population)	Other	Process
23	communal neighborhood (struggling housing - financially)	Other	Process
25	retirement - where do you live here	Other	Process
26	comprehensive plan - air, water quality, energy use - more macrovision	Other	Process
27	Civil planning	Other	Process
28	New building engineering, hydroplanning, water run-off, soil run off, dusty air, data centers	Other	Process
29	70% of data processing in world - why are they coming here	Other	Process
30	data centers are eye sores. 20 years from now they will be obsolete or strip malls	Other	Process
31	grown without true planning/vision where we put things. Top Golf could have been across the street by Redskins Park	Other	Process
32	Concerned will destroy beauty - not everyone has to live in Loudoun county	Other	Process
33	building many schools, will have to pay for bonds, when will it stop. Will we have to pay.	Other	Process
35	Want trees. Sick of buildings. Put solar on top of data centers.	Other	Process
37	Cant live here - disabled, aging, firefighters, teachers	Other	Process
38	Don't disregard us	Other	Process
40	County motto should be Loudoun hates trees. Live off Waxpool. Data center & dirt pit. Used to be trees.	Other	Process
41	Drive down real estate looks like industrial park	Other	Process
42	wildlife dead on side of the road	Other	Process
44	economic force - commercial areas half empty. Saul center for tax break.	Other	Process
45	One community for everybody - disabled should be with everyone.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
46	good public transportation	Other	Process
49	Affordable housing is challenging, need people to keep economic engines churning	Other	Process
67	Preserving history of regions (battlefields, wildlife) - don't spray chemicals	Other	Process
68	Need affordable housing	Other	Process
69	eco.dev. - workforce housing - businesses need local employees - some come from Winchester west VA - diversity	Other	Process
70	Eco.dev - support and create diverse economy that supports involves appropriate living spaces	Other	Process
71	Bring people and places together - speed limits in residential areas - need sidewalks on both sides of road - walkable to libraries and parks	Other	Process
72	Better after school programs (middle school). Lives in sterling - wildlife out backyard	Other	Process
73	Coalition for Smart growth - talk with group - worked on Tysons corner	Other	Process
74	house- planning tools - CIP - zoning is controversial	Other	Process
75	Old Rt 7 - we should market ourselves as the weekend destination from washington DC - drive past beautiful landscaped of wineries/small county stores	Other	Process
77	County changed dramatically when Dulles Airport was built; Greenway was another large economic impact	Other	Process
78	Another bridge across a Potomac river	Other	Process
80	small town feel is what is marketable about loudoun. Protect the integrity of small towns.	Other	Process
81	collaboration with outside jurisdictions	Other	Process
82	there really isnt a rush hour anymore, peaks have spread	Other	Process
83	no where to cross the road, more emphasis on pedestrian safety/road crossings	Other	Process
85	emphasize multimodal transportation in the northeast quadrant of the county.	Other	Process
90	want to improve connection of transportation to north and south	Other	Process
91	growth leads to move safety concerns, internet traffic, move employment, etc. Need to be proactive resources to maintain existing safety the county enjoys.	Other	Process
92	need to have more affordable housing options to keep people closer to jobs. Young population cannot afford to live in county	Other	Process
94	Affordable housing - need to have scaled approach that changes by size of development (larger=higher%)	Other	Process
95	Need "big ass bridge" over Potomac river	Other	Process
98	Need to improve parking in developed areas (sterling). Lots available underutilized parking areas -> need to better integrate and use these spaces such a park&ride (ex: dulles town center)	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
99	Better balance ratio of housing to schools -> build more schools or approve less housing. Improve process to plan/program school building funding to housing construction. Add/provide time limit to develop approved plans.	Other	Process
100	Be cognizant of new development impacts to roadway network be more proactive	Other	Process
102	Need more recreation + open space	Other	Process
103	Need to improve connectivity to new metro station	Other	Process
109	Being economic force, important, don't want to be bedroom community in long term, have workforce to attract companies	Other	Process
111	educated people here, Howard Hughes, internet -> need to be "harsh", what do we want to be? Be what want to be	Other	Process
113	Bring money and go!	Other	Process
114	More autonomous vehicles, bikes, etc more mixed use, open space with office; more dense so allow more open space	Other	Process
116	Development define place so you know where you are	Other	Process
117	Technology all over- how distribute	Other	Process
118	Use all premium space for data center, what happens when obsolete	Other	Process
119	Policy is no more kids, or seems to be	Other	Process
128	Adaptive energy usage has to be viewed in the county and there seems to be a blank. How will county compensate for demand?	Other	Process
148	Redevelopment- compliment the new growth with old things for blending.	Other	Process
149	Get more people working in the county and living here to reduce driving	Other	Process
150	Only 50% work in county. Need to not develop housing but keep employment there and develop business	Other	Process
152	Need affordable housing for mid-level jobs to make it a great place	Other	Process
153	Need high paying jobs to be able to live here. Bring great businesses.	Other	Process
154	Places like one Loudoun are a good example of not addressing affordable housing. Need to with new development.	Other	Process
155	Execute goals by having variety of housing to make a strong economy	Other	Process
160	Aging population- need infrastructure (more hospitals, ambulances) because so much age restricted housing but infrastructure not keeping up	Other	Process
171	transportation is important	Other	Process
172	maintain beauty of western loudoun	Other	Process
173	transportation is an issue	Other	Process
174	lot of people left behind due to lack of housing	Other	Process
176	diverse cultural centers	Other	Process
177	concern that east loudoun + force development here	Other	Process
178	East Loudoun needs open space + recreational activities	Other	Process
179	affordable housing is a goal we should strive for	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
180	more development in the transition area - plenty of land to develop	Other	Process
181	look at tax base + distribute it evenly across the county. We are subsidizing the west including rural businesses.	Other	Process
182	Preserve open space in east Loudoun	Other	Process
183	Can policy to reserve affordable multi-family with transportation	Other	Process
198	Balance between rural and developed places.	Other	Process
200	Feels like people come, take resources, and leave. Rt 7 is now like Rt 1 in Alexandria	Other	Process
201	Local businesses cant get people to work for them and live out here because desire mixed-use environment.	Other	Process
204	Need transportation options to all kinds of work places.	Other	Process
205	Need consistent, reliable, widely-access transport to work -> some very dangerous spots waiting for transit, dangerous to cross Rt 7 - walk across from class to lunch opportunity - ensure safe and different transportation options - have safe crossings of major corridors	Other	Process
206	strength = NOVA campus - do those kids leave Loudoun or bring education to Loudoun to use? Housing market sticks. Need affordable housing options - Teachers don't live here. Live in Winchester? Where do support staff (police/fire) live?	Other	Process
207	natural', 'green space' later disappeared. What is pockets of density in rural areas of access to green space. Not just hard line of "west=green, east=urban"? Ensure higher developed areas retain green space to enjoy + pockets of development in west	Other	Process
208	Lots of empty buildings in sterling so why keep demolishing for new building. Look at existing areas (not green spaces) to develop. Establish criteria to allow this to happen (ownership) - landlords answer	Other	Process
209	Old buildings not equipped to hold new data centers?	Other	Process
210	Sad storage facilities	Other	Process
211	Need to focus more on green space - less development. No need to cut all the trees down	Other	Process
213	More emphasis on green space, trails + natural environment, often too much focus on recreation space which isn't the natural habitat. Connecting neighborhoods with connective trails + ensure get laid out at the outset of development.	Other	Process
217	Easements have to be planned for (in CIP)	Other	Process
223	Economic - should encourage mixed-use development/adaptability so that when the data centers are obsolete, the buildings can be re-used - need to look at where these data centers are built.	Other	Process
224	Transportation - metrorail at Loudoun gateway is surrounded by data centers - Ashburn is the only real station the county will have	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
225	Noise pollution - comes from increased traffic. Evergreen trees will help - not forethought when roads built or widened. Is there a decibel level? Anything above a certain level should be mitigated. Both traffic + stationary noise - mitigated by developer or the county	Other	Process
226	Identity map, document habitat for perpetuity for future generations.	Other	Process
228	Is infrastructure for electric cars a county responsibility or a government responsibility?	Other	Process
232	More support for beauty & architecture in our built environment	Other	Process
234	Need to emphasize active transportation	Other	Process
235	Community of Loudoun that supports one another, create environments that support our community, our transportation, and the diversity of our community.	Other	Process
236	Creating/reinforcing connectors through social ways, transportation network and in our built environment	Other	Process
237	Enhanced transit and connectivity	Other	Process
239	More public transportation. More buses. Sidewalks don't connect. No way to cross Belmont Rd path.	Other	Process
240	Sidewalks are not connecting. Continuity.	Other	Process
241	No night life in Loudoun county, need a variety of things for a variety of people.	Other	Process
242	Do not put a football stadium in Loudoun County. Will Undermine the plan. Not good for overall county.	Other	Process
244	What does Brambleton want to be. Look at suburban and connect 20 little sections and communities. Connect those centers with trails and transportation. Connect the little pockets. Look at how people move from pocket to pocket.	Other	Process
245	Education of drivers on roundabouts and general driving	Other	Process
246	Education on how to use public transportation	Other	Process
247	wildlife and nature are great but a lot of dead game	Other	Process
248	data centers don't create enough jobs	Other	Process
249	community events. Not enough without alcohol	Other	Process
250	Have we designed our communities well enough. What makes them unique.	Other	Process
251	Define each of those communities and what each vision of those communities	Other	Process
254	focus more commercial, less industrial (data centers)	Other	Process
256	Concerned about balance/density - trees - have we putting back the right trees that are natural. Walkability & bike lanes need to be enriched with roads	Other	Process
258	Incorporate housing that includes all classes - affordable housing; for teachers, firefighters	Other	Process
259	tree preservation ordinance needed - replace native plants properly	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
260	better bike trails & connect with other trails	Other	Process
261	better access to Potomac river	Other	Process
262	extend heritage trail	Other	Process
263	better storm water management plan; when to fertilize property	Other	Process
264	better compost systems - provide location for compost drop off	Other	Process
265	more trees along waxpool data centers	Other	Process
266	better location for data centers	Other	Process
268	want less congestion, slow growth, keep old Ashburn, more walks	Other	Process
269	Need more connectivity, likes re-use of space, walkability to a downtown Ashburn	Other	Process
270	Walkability - need broadlands has, not Ashburn - connections	Other	Process
273	Old Ashburn - save old buildings, make them into something	Other	Process
275	walkability, too much growth, preserve green space	Other	Process
276	trails connectivity, keep green spaces, need to improve smaller roads	Other	Process
277	More jobs in Loudoun, not to commute too far	Other	Process
278	Business for start ups - trail connectivity	Other	Process
280	Need jobs that serve our people - old Ashburn needs design guidelines	Other	Process
281	Need jobs here so don't have to commute. Preserve old Ashburn - is smart - policy to encourage local bus to survive	Other	Process
282	Affordable housing for teachers - affordable, fits in community better	Other	Process
283	Protect transition area	Other	Process
284	Protect old Ashburn - traffic connectivity	Other	Process
285	Affordability of housing helps to promote more diversity	Other	Process
286	Employees want to not commute. County should help small businesses so employees can stay close to home	Other	Process
287	improve current infrastructure - narrow roads, old roads - hay road, Rt is need work	Other	Process
288	No Connection to Maryland (river crossing)	Other	Process
289	Lack of lighting on roads - safety improvements	Other	Process
290	Hard to hire employees	Other	Process
291	Infrastructure needs to keep up with growth	Other	Process
292	Underground utilities	Other	Process
293	goal shape - residents should be the priority	Other	Process
294	is it greed or need. Getting filled whether needed or not.	Other	Process
295	limit of capacity? Stop building. Green space.	Other	Process
296	infrastructure - police, schools	Other	Process
297	what is the justification for development	Other	Process
298	opening up transition zone means more traffic	Other	Process
299	more affordable housing	Other	Process
300	taxes are an issue. What would make it affordable.	Other	Process
301	overbuilding is problem for everything - traffic, taxes, etc	Other	Process
303	balance business needs	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
304	Economic - what is priority? Adjusting to taxes? What is driving objectives?	Other	Process
306	green spaces - communication towers, data centers (no)	Other	Process
308	diff between retail to businesses vetting up careers. Do not want to commute to Fairfax, DC	Other	Process
309	What makes Loudoun such a great place that you want to stop growth?	Other	Process
310	Cant keep expanding roads	Other	Process
311	all about a balance	Other	Process
312	tax base - mix of businesses	Other	Process
314	more Loudoun county commuter routes	Other	Process
316	As much recreational opportunities as possible	Other	Process
321	are we being efficient in using resources to achieve goals & objectives	Other	Process
326	transporation improved for youth, need for increased VOTECH opportunities	Other	Process
327	Make sure housing needs one spoken to implementation steps	Other	Process
328	Make sure we speak to resource efficiencies, recycle	Other	Process
329	Need to ensure roads are sufficient to deal with existing + planned growth	Other	Process
334	Tree buffer historic + cultural areas. Connect with pedestrian access; emphasize historic resources, preserving historic resources - dev a more robust historic preservation/interpretation programs countrywide.	Other	Process
336	Affordable housing is a big issue. Employees cant afford to live in Loudoun. First responder Foundation.	Other	Process
337	Affordable housing (night time economy) comp plan must be flexible to allow it to be able to respond to change market. Need technology workforce. Partner of industries, education, business, training.	Other	Process
338	CPAM needs to be flexible & should recognize	Other	Process
339	Open space is lacking in the suburban area	Other	Process
344	My aspect - concerned about waterways, want continuous green corridors, allow for migration of animals - want to see expanded. No build areas along streams to be continuous	Other	Process
345	When they built the greenway - were you supposed to develop up to the sides - setbacks? Would hope for large setbacks on that roadway + others. Thought vision, goals + objectives were all good.	Other	Process
347	Want to see a great place to live - 5 min to work, 5 min to everything + be in a country home. That would be a great place to live.	Other	Process
351	Like/want connectivity of hiking/walking trails - green for animals	Other	Process
363	If we had known about the data center use - we could have planned for them - not put them in the most valuable commercial areas	Other	Process
364	Zoning ordinance update - needs to have update - out of date. Don't have tools needed to do something.	Other	Process
375	Quality of life - no redskins park	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
389	My business losing talent because living here too expensive, affordable housing, efficient trains.	Other	Process
390	Cant staff restaurant cause he cant find staff	Other	Process
391	modern connectivity needed	Other	Process
392	we can build more modern, hi-tech living options near 606, good commercial opportunity.	Other	Process
393	We train new staff and they leave, underserved being overlooked.	Other	Process
394	Affordable housing is essential	Other	Process
395	We need to attract + nurture small businesses; stop attracting only national chains. Loudoun station will be only big box!	Other	Process
396	Connectivity in Loudoun is not good; w&od not accessible	Other	Process
397	W&OD is used by affordable housing commuters to get to/from work. Inaccessible.	Other	Process
398	County has lost its way matching local education with county employer needs.	Other	Process
400	We need to help Loudoun citizens who cant afford to live here	Other	Process
401	Loudoun gives far too little to support nonprofits in county (grocery storeS)	Other	Process
402	Too many strip malls in Loudoun, we keep approving failing businesses	Other	Process
404	Bring in good quality businesses -> serve immediate neighborhood.	Other	Process
405	Sterling park -> open area -> Stream & drainage not maintained. Trash.	Other	Process
414	zoning reg used to econ. Power house, not in line with natural settings	Other	Process
415	more opportunity for affordable housing	Other	Process
416	New dev to focus on affordable housing -> density	Other	Process
417	Modes of transportation not integrated. Cant ride bike on W&OD trail and take bus, etc	Other	Process
418	Making bike lanes, making roads safer	Other	Process
419	Connecting bike trails network (cascades, countryside, Dulles Town center)	Other	Process
420	Sterling blvd -> very unsafe	Other	Process
427	Family formation and the whole spectrum from young adults to older adults use standard definitions of affordable housing.	Other	Process
429	Internet is not available in the west	Other	Process
434	On topic of energy must weigh county impacts against generation ability	Other	Process
435	Difficult to plan for a divided county character wise	Other	Process
436	Plans to widen routes 15 & 9 not implemented. Would prefer making Loudoun a commuter destination, upgrading traffic corridors rather than developers additional housing areas	Other	Process
439	Western Loudoun needs to be looked at as a roadway network from an economic standpoint (ex: access to wineries). Real traffic analysis.	Other	Process
441	Need to look beyond Loudoun for sources of traffic	Other	Process
442	Refit interchanges with simple traffic circles	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
443	Thinks issue is strictly volume. Only so many places traffic can go.	Other	Process
444	How does the employment growth projections compare with Fairfax County and Tysons projections?	Other	Process
445	Infrastructure is likely to dramatically change in 20 years. May overdevelop transportation, especially parking. Transportation plan has to have a lot of monitoring.	Other	Process
446	Is there cooperation between counties on transportation?	Other	Process
447	Investment should cater first to people who live here before expanding system to center to those who don't live here.	Other	Process
451	Compete economic growth that fits in w/ the city things in western Loudoun need to be compatible.	Other	Process
452	Support- farming heritage	Other	Process
453	A lot of planning talk. Loudoun is diff from fairfax. Unique to Loudoun is : balance of open & rural space (take advantage of open space - save those areas with the pressure for dev)	Other	Process
454	Don't talk about making more open space. Enough dev to pay for it. Expand the parts that my family & I love	Other	Process
455	East is having probs because it didn't have smart growth	Other	Process
456	Not sure we need to grow	Other	Process
457	TPA doesn't need to be sacrificed	Other	Process
458	Protect TPA - not very protected. Just not dev as much. A lot of pressure to dev	Other	Process
459	East is overdeveloped. Concerned because there is a lot of pressure to build when we have a lot of vacant buildings	Other	Process
460	Balance comm & res zoning. 1.8billion \$ majority trans. Economic force don't push the debt onto the rest of the city	Other	Process
461	strengthening natural assets - to what extent is that really heard.	Other	Process
462	Making a great place - need to limit the loss of rural farmland	Other	Process
464	more extensive private bus system	Other	Process
465	people & places together - no coordination between county and towns	Other	Process
466	stop building. Enough stuff in the east	Other	Process
468	no room to pass bicyclists with 4 feet	Other	Process
469	Need to find safe travel for cyclists	Other	Process
474	We don't need to build more houses just because there is the demand	Other	Process
476	adopt a policy not to pave gravel roads? Fix the drainage	Other	Process
480	losing farmland, lose hay to give county \$ for the horses we have, out of state to ride.	Other	Process
482	Oaxton plowed over neighborhoods, built trees mowed down. Become so crowded and changed. Very commercialized. Moved to LC last year because Fairfax failed in balancing present from dev.	Other	Process
485	address roads and paving; too much paving	Other	Process
486	more focus on affordable housing	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
488	limited access to healthcare	Other	Process
492	stop saying yes to developers	Other	Process
493	why are parks so manicured? Let green areas go natural	Other	Process
495	open space between community nodes	Other	Process
496	gerrymandering has affected our development	Other	Process
497	transfer density rights from west to east to save west	Other	Process
498	conservation unproportionately benefits wealthy landowners (horse farms)	Other	Process
502	Real need for alternative housing, pricing, lofty on housing - affordable housing	Other	Process
504	Western and eastern Loudoun are heard to plan together for	Other	Process
505	Have to support business, building affordable housing in western Loudoun to accommodate to the lack there of in eastern Loudoun	Other	Process
506	Transition areas moving, and its all about money	Other	Process
507	No diversity of housing. Loudoun county workers cant afford to live here	Other	Process
508	All the affordable housing went bankrupt, it needs to be encouraged	Other	Process
510	Board of supervisors wants to merge the two parts of Loudoun together too much	Other	Process
514	envision Loudoun needs to be more developed -- "just pleasant"	Other	Process
515	Need to look at transferring developing rights - Montgomery County	Other	Process
516	Albermarle county - conservation with development	Other	Process
519	Connectivity issues in the towns	Other	Process
525	No desire to set aside green areas. Water recharge comes from the western Loudoun. Protect water quality with standards for wineries.	Other	Process
526	Wineries and breweries are fine for economic/business. What about transportation in the long run. Eg: Nelson county	Other	Process
528	Purchase development rights from HIPPA needs to be looked. PDR has no funding.	Other	Process
530	ADU programs - not enough. Housing is expensive. Not affordable for teachers and firefighters.	Other	Process
538	Find incongruency on rural housing vs. what we want to protect. The number is so high, wheres it coming from. Housing affordability wont be addressed.	Other	Process
550	More transportation need	Other	Process
551	How do you incentivize #2 shape goal	Other	Process
556	Providing affordable/adequate housing for western Loudoun residents & workers. Won't force housing.	Other	Process
559	Transportation is the least important (live here because it is beautiful not easy to commute)	Other	Process
561	Leave our dirt roads alone	Other	Process
564	Do not tax agriculture building	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
568	Encourage more rural/small businesses Vs. large cooperations - ease restrictions - no big box stores	Other	Process
571	How do we keep rural while growing economy, transportation. Pressure to encroach on transportation area because of lack of space. Economically feasible? West? Appeal to younger generation. Keep rural intact. Increases taxes for farmers buildings disconnect. Most valuable resource for protection. Unique to our area.	Other	Process
572	Plan is a great idea. Farmers are aging and want to sell. Water only available by Purcellville but residents not wanting to build out. Lack of water resources.	Other	Process
573	Reason move west - rural and pretty. Will lose appeal if lost. Goals + objectives speak to suburban areas -> east	Other	Process
574	Water is limited - be careful with development. People want rural + convenient at the same time. But commercial development should be restricted	Other	Process
578	County needs to stick to zoning districts	Other	Process
581	upcoming farmers. Not all farmers are dying or retiring	Other	Process
582	County incentives larger commercial business. Needs to incentivize small business & rural businesses. Higher density in suburban areas.	Other	Process
583	Internet connectivity problem in the west	Other	Process
584	Keep cost of land down to incentivize small rural business owners which in turn preserves land	Other	Process
585	Rural outbuilding tax - is the goal to force farmers to sell? Too many restrictions	Other	Process
586	Problems with proffer legislation	Other	Process
591	Need definition for transition. Stay east Rt 15, do not go west. No new development west of Rt. 15. V,G,O sound nice but contradictory. Sustain objective 4 - what is pastoral rural landscape?	Other	Process
596	doesn't appear that round 1 comments were analyzed	Other	Process
597	this is what is taught in planning	Other	Process
603	supervisors only respond to money	Other	Process
605	Bridges are important.	Other	Process
606	Keep blue ridge mountain viewshed clear	Other	Process
610	hold to 3 areas and make them distinct. Each appropriate for each area	Other	Process
612	old place did not achieve what it should with heritage, environmental resources, and preservational. This plan needs to achieve it this time.	Other	Process
618	by right development a problem - ex: stripmall. No architectural guidelines.	Other	Process
620	Encourage hamlets and villages	Other	Process
621	Goose creek, catoctin creek - protect - preserve	Other	Process
632	encourage open space	Other	Process
635	Huge homes in Round Hill do not fit into landscape	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
636	There needs to be more housing for young professionals in western Loudoun	Other	Process
639	adaptability within the county. County's reputation is slow to act. Responsive to citizens.	Other	Process
640	How do you implement the goal of affordability (#3). Retired citizen/poor/etc	Other	Process
641	would it be appropriate to recommend conservation easement. Encourage open space through open easements.	Other	Process
642	W&OD -> overtaken by cyclist. More bike paths. No accessibility for cyclist.	Other	Process
643	More bike lanes. Ex: Snickersville	Other	Process
645	Not enough places for swimming in park facilities	Other	Process
648	denser community where already developed - greater attraction of high tech companies in the west	Other	Process
649	strong commercial base - less chain stores - independent small businesses	Other	Process
650	water quality responsibilities - data centers plant gardens / no native trees - invest in smart landscaping (water + wildlife) - enhance commercial chesapeake bay program (EPA) improving water quality. Protect watershed	Other	Process
653	How does development effect others?	Other	Process
654	Residence - how to help nature survive? Mitigate climate change on environment - living within means	Other	Process
655	Ecosystem services (tree hugger) nature provides us with services - growing crops, clean water - don't hinder nature	Other	Process
657	Sustain businesses - close proximity to DC - Key to sustaining western Loudoun - less traffic/cars - 20 permits 1 du/acre	Other	Process
658	Frustrated because she's been fighting a losing battle - Develop Rt 287 near wheatland - no infrastructure	Other	Process
660	Smart development - look at other cities - what works - surveys for other topics	Other	Process
661	Consider people without computers	Other	Process
664	Preserve west, but not preserve in Eastern part. Encourage preservation in East.	Other	Process
673	Zoning is not implementing plan. Blame on proffer system. Take a radical change in gov.	Other	Process
674	how to implement new ideas, small businesses (mon & pop) not distinguished from other retail	Other	Process
679	design and construct. Use energy & land resources efficiently.	Other	Process
680	Minimize short & long term negative impacts to the environment	Other	Process
682	rural area is hodge podge & should be looked at	Other	Process
683	development process is a mess	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
684	Involves making choices. There are constraints, i.e. infrastructure (Rt 15N) echoes in different areas of county, vague overall	Other	Process
689	keep looking at establishing a sense of community; emphasis on education. Set high standards.	Other	Process
692	From east to west, particularly east needs more parkland (less parkland per capita than NYC) need trail connectivity. Proffers to make trails & connectivity. Citizens across county should be able to enjoy	Other	Process
693	Revitalization of old sterling critical. Need to think about affordable housing in relation to revitalization, but also elsewhere, also around metro stations (affordable housing)	Other	Process
694	affordability of housing in metro areas	Other	Process
698	Desire to enjoy open space, less development	Other	Process
701	Need to look at what kind of development we can afford (fiscal) because there is a cost for service provision for every person that moves in without commercial. Need balance	Other	Process
703	Want to see major transportation issues fixed (15, river xing, 50)	Other	Process
706	Glad I don't have to commute... before you approve another subdivision, build every road! 3rd Xing, North Star, Rt. 15, Arcola. Fleetwood is dangerous at night (pave in place, trees proximate to road)	Other	Process
707	Workforce housing - its not happening	Other	Process
709	Want county to investigate buying the Greenway - DTR tolls so much lower. Could you reduce tolls & divert some \$ to other transport improvements	Other	Process
710	Agree on greenway. Too expensive.	Other	Process
711	Investigate transfer of development rights program. Concern ref: 25k rural DU's possible. Prefer density transferred to the east.	Other	Process
712	Maintain direct access to hospitals via transportation (emergency purposes primary concern)	Other	Process
714	Desire an outer beltway/loop	Other	Process
716	If I were to prioritize - came for open green spaces, parks, trails in transition area - not commercial needs - don't want business + industry here. Like the conservancy area of Willowsford. Like the sustain category -> would prioritize that in TRA	Other	Process
717	Transportation - road infrastructure has not kept up - corridors need to be built first to not overburden the roads. Transition area doesn't have much in roads - don't think we'll keep up.	Other	Process
718	I want Loudoun not Fairfax - growth projections are high - we're mirroring Fairfax	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
719	See tidal wave of development, feel under attack, not why we moved there, not developers knocking at the door. Highest bidder does what they want. Don't see this resulting in an inclusive community. Something in middle - would like more scaled back development, lower density. I am about preservation - dont feel we need to compete any more than we are in TRA	Other	Process
724	Make a great place means sustain TPA to accomplish that	Other	Process
730	Sustain - infill _____ - need to expand to sustainable water resources -> ground water more specific - running out of water	Other	Process
731	Trans zone - not replacing trees in neighborhood	Other	Process
733	hard to keep up with growth	Other	Process
734	quality of life is under threat, concerned about the environment	Other	Process
739	broadband for entire county & affordable; regularity affairs with county - dealing with challenges with growth regulation - takes too long to get things done; coordinate better	Other	Process
742	hold developers more accountable	Other	Process
744	county spends lots of attracting businesses - focus more \$ on current businesses. Encourage & preserve existing businesses (Compete goal)	Other	Process
745	economic incentives to keep land owners stay in agricultural land use	Other	Process
760	In order to grow as a county & attract jobs need to have some sort of redev incentives like spectrum of housing, infill, adaptive reuse #7 under shape	Other	Process
762	concerned with amount of land OK'd for development	Other	Process
763	Housing est. way off. Stakeholders working with a flawed study. Grow the businesses we have.	Other	Process
764	Need diverse housing	Other	Process
766	When looking at balanced dev (business), we need to take into account the increase in business. Dev. In Fairfax county may not need to grow as much as we think	Other	Process
767	Preservation of goose creek (state scenic river)- max on densities, not min - need to have min. especially in redev areas. More efficient use of land.	Other	Process
768	Build up rather than out.	Other	Process
769	Paved areas have impacts, head to minimize paved surface areas run-off	Other	Process
770	Provide more flexibility to those living in the transition area	Other	Process
771	Move transition area further west (rt 15)	Other	Process
772	Allow for change on building more affordable housing in TA	Other	Process
773	Increase density in buildable areas	Other	Process
777	havent delivered enough ADU units; actually deliver ADU's	Other	Process
778	Create a way to keep large landowners in Loudoun who don't want to develop	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
781	Loudoun is changing too fast; shape: it already is a great place! Keep it! Save it!	Other	Process
782	Just say "no" to any more growth	Other	Process
783	We need to protect the TPA	Other	Process
784	Create incentives for landowners not to develop (x4)	Other	Process
785	Too much focus on the prong of economics and population growth. Business commercial transportation.	Other	Process
787	Density in areas already dense, keep the rural. Find a way to help keep farms.	Other	Process
788	Balancing development rights with open space	Other	Process
789	Encouraging AG Gen to maintain farms	Other	Process
790	Making sure we honor and preserve our natural and open space	Other	Process
791	Sustainability of Loudoun County, more compact, to keep open space	Other	Process
794	Sprawl is not ecological and not affordable	Other	Process
795	Delineation between residential and commercial. Commercial pays for itself. Housing causes traffic, school crowding.	Other	Process
796	Sprawl creates higher taxes from from increased housing crowds, schools, traffic, and taxes	Other	Process
797	Increased taxes comes from residential development.	Other	Process
799	Major concern : water resources, well conditions, hard limits of water capacity, not enough camper space. Limits of school system.	Other	Process
800	Water concerns, housing, land for schools.	Other	Process
801	Preserving historic landscapes, properties, proper development plan, water concerns (wells)	Other	Process
802	Preservation concerns - options for rural area - what is development strategy to preserve. Look at options for preserving - rural economy	Other	Process
804	water, land access, preserve rural beauty. No more townhouses; school capacity	Other	Process
805	Traffic concerns, rural heritage preservation; too much development & encroachment. Utilizing renewable energy sources, agricultural preservation - land use.	Other	Process
806	Preserve open space; traffic concerns; need a cap on development, at breaking point. More development takes away from beauty of Loudoun. Stay off moving development west. Slow down development, protect rural, keep transition area same; no high density.	Other	Process
807	School zones don't understand how boundaries are planned/set. Land available for housing but not schools.	Other	Process
808	Data centers too many. Bad idea. Generators next to houses make noise. Why would county allow data centers next to metro. Need affordable housing. Focus on commercial high quality space. Data centers do not create jobs. What are interests and quality of life for residents	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
809	development around metro stations - property owners holding out.	Other	Process
811	Same situation ref: aldie fire station - amenities, schools, F&R not factored.	Other	Process
812	F&R should be located near development	Other	Process
813	Proffer system concerns	Other	Process
816	think: what are limits to school campuses, gallons of water physically available	Other	Process
817	What kind of new jobs - only see strip malls & data centers, not things where people can work & live	Other	Process
818	affordable housing	Other	Process
819	Reduce emphasis on housing; diplomatic way to stop development; character of development	Other	Process
822	what is long term to protect land at Willowsford (open space, green ways)	Other	Process
823	Diverse housing - not part of the county decision. Cant dictate that. Affordable housing (meaningless). Developer to build more housing. Housing based on VGO fluff.	Other	Process
824	Stick to a decision. No re-zoning. It is what it should be. Need transition better.	Other	Process
825	why start over, already have a comp plan. Dealing with growth - water, utilities, sewage not in statement (what is the impact). Beyond our control (water sewage). On well water - no control.	Other	Process
830	ensure the social services are spread equally through county	Other	Process
831	how will county sustain infrastructure with influx of people and business. Ensure infrastructure is in place and property planned to support growth.	Other	Process
832	we need more things to do! More entertainment. Improve nighttime economy. More restaurants.	Other	Process
833	don't foresake rural land for growth	Other	Process
834	community supported agriculture	Other	Process
835	more emphasis on wastemanagement, composting, etc	Other	Process
836	more shared economy - community share	Other	Process
838	many comments regarding planning for and having infrastructure to accommodate the growth	Other	Process
839	Too much sprawl from trying to protect heritage. Must have smart growth. Not enough density given.	Other	Process
840	reduction in density creates bad sprawl. Need creative solutions for workable hamlets/villages	Other	Process
841	zoning ordinances are obstructionist and don't allow for creativity in land planning.	Other	Process
842	more trails and interconnectivity throughout the county. Natural trails for hiking and biking.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
843	Too much growth too fast in the west. The rural area is losing its character.	Other	Process
847	People may be driving less in the future with more online shopping and driverless cars	Other	Process
848	don't be like fairfax county and take roads off of the CTP	Other	Process
859	Schools cannot keep up with growth, no continuity at high school experience (use of transition schools)	Other	Process
860	growth outpacing facilities, especially schools	Other	Process
863	Challenges between economic force and attractions, returning diverse population to continue to live here	Other	Process
865	concern about preserving diversity within different communities, ties in to parks; open space in transition zone would be great for large parks that serves a lot of the county.	Other	Process
866	needs direct reference to play fields in the county; competition for space for club teams - high quality facilities should be available throughout the county (safe, accessible parks section)	Other	Process
867	re-zoning transition area removes recreational opportunities while increasing pressure on facilities	Other	Process
870	county should put explicit focus on well - maintained facilities and infrastructure	Other	Process
871	redevelopment of commercial retail/strip malls should be a greater focus - incentivize developing obsolete built areas/commercial strips. More town center type development should be encouraged through tax mechanisms, other methods	Other	Process
872	greater consideration for diverse housing for differently ables people near jobs and services	Other	Process
873	Planting the seeds - you get what you plant - do one data center, get 25 of them. Don't waste land or use it inefficiently. Many things went by-right. Road connection problems. No proffers. Have commercial inappropriate places.	Other	Process
875	update zoning ordinance to follow plan.	Other	Process
881	I do not see how the county plans to address 1) the high cost of living; 2) lack of affordable housing; 3) limited public transportation options and to me, most importantly, 4) very little interest in having the younger set (early 20s and 30s) play a more vital role in the community---in both an economic and civic sense. And no, that's way, way beyond going on the ale trail and supporting local breweries.	Other	Process
882	The model we are following is dated and definitely needs to be reworked, a fact raised by the Loudoun Nighttime Economy Committee not too long ago.	Other	Process
883	Every championship team needs to retool at some point and that means bringing new talent into the fold.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
884	I am aware that for one thing, the county government will be losing a good chunk of their workforce in the next few years with most of its longtime employees retiring.	Other	Process
889	Loudoun already is a great, diverse place with a strong economy. I would like to see much, much less housing and commercial development.	Other	Process
890	I am concerned about the constant re-zoning of schools because of the poor planning of developments....more houses and people and not enough space in our schools.	Other	Process
891	I feel that Leesburg in particular is losing its small town feel with all the new developments being forced upon us.	Other	Process
892	Traffic is getting worse all the time. I moved to Loudoun because I wanted rural areas and dirt roads...but these things are being bulldozed, lost and paved over.	Other	Process
893	Western Loudoun MUST be protected! If I had wanted to live in Fairfax County, I would have stayed there instead of moving to Leesburg 10 years ago.	Other	Process
895	Housing to support multiple socioeconomic levels and jobs at all education levels:	Other	Process
896	Will you stop grouping all low income housing to clustered neighborhoods? This has an impact on the community as a whole. It effects housing prices in areas and schools. There is a disparity in the quality of education within the county based on this while is insane considering this is the wealthiest county in the nation. Loudoun should strive to develop to ensure that this does not happen and that all citizens have the same opportunities.	Other	Process
897	All the new housing seems to be new developments that are even more expensive than the last. There is no need so many large homes that will use so much energy. Focusing on smaller communities will ensure that there is more land available for parks and green space.	Other	Process
898	Be an economic force: LCED says they support a wide range of businesses but they are slow to respond and are not helpful for small startups. Please be serious and don't drag businesses along. We have started looking in Fairfax where they are much more responsive to our needs and actually want to recruit us.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
899	Connect bike paths throughout the county. Building some mix use path in each new neighborhood is good but useless if you cannot get anywhere or it ends at the end of the community, leaving you on a busy road. These need to go east/west and north/south. Build these in a smart way. In new building projects I've seen for the Route 15 intersections at Edwards Ferry and at the outlets, there are plans for pedestrian and bike crossing but some were so inconvenient that they are useless. Why spend money building something that discourages use for show that you "created safe crossing" to save money? Won't it be a waste to spend money building anything that won't be used?	Other	Process
900	Please revisit pedestrian cross walks throughout the county. People driving tend not to stop their vehicles until they are in or past the cross walks (especially in right turn lanes) which is extremely dangerous. There needs to be better lighting at crosswalks in busy areas. Darkly lit roads are dangerous for people on foot.	Other	Process
903	Neighborhoods should be empowered to prioritize and select their own goals and implement them as a network with other neighborhoods with ongoing guidance and support provided by a central hub of dedicated staff/volunteers.	Other	Process
905	Connect: Bring people & places together. Suggest consideration of adding seasonal/regional flights out of Leesburg Executive Airport to make better use of the airport for our citizens. Could use prop jets or something similar to the large jets we see arriving/departing the airport.	Other	Process
909	Shape: More affordable senior housing with progressive care options. -- As the population grows in LC, families require more living/aging options for the older generations, that often are moving to be nearer family. LC should encourage more options for independent to assisted living. Ashburn has some of this with Ashby Ponds. Options for smaller one level living homes with easy access to shopping and services.	Other	Process
910	Compete: Create a balanced plan of bringing in new and supporting existing businesses, and stick to it. Entice and make it attractive for these business' workforce to live and spend in LC.	Other	Process
922	Connect: I live and work within a 15 mile radius. My employer is about 1/2 a mile into Fairfax County. Crossing the county line doubles my commute.	Other	Process
923	Connect: Our family travels into the DC limits for cultural events such as theater and music about 6-10x a year, we drive to the closest metro station and are happy to do so. Metro expansion is not a major concern to us. If we were to need to travel to DC daily we would have chosen a different residence location.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
924	Connect: Our family has young adults. We would love for them to be able to safely walk to locations within a half hour walking zone, however the major lack in walkable planning restricts them from doing so and increases traffic.	Other	Process
925	Connect: Our family would enjoy the ability to walk to grocery, shopping, etc. safe walk zones and commercial development mixed with residential would be preferable.	Other	Process
926	Sustain: We have very few historic buildings in the area, however historic preservation is something we strongly support.	Other	Process
927	Support: In areas I've lived with a strong sense of community a few key things have existed: Walkable communities, community center, Arts & Music. Ashburn - namely in the Brambleton area has done well in increasing these items via the town center with farmers markets, art fairs and music... and plenty of sidewalks to get to and from the town center. Having centers like this spread out in approximately 1 hr walk radius across the more densely populated areas, we would likely see improvement. Town centers are for profit and pay taxes (at little cost to the county) however zoning changes may be needed to accomodate.	Other	Process
931	Another Potomac River Crossing: It will be GREAT for Dulles Airport and airport business; IAD will be the new LAX; and Loudoun County will be the new Los Angeles. Rename Rte 28 to "Sepulveda Boulevard East."	Other	Process
934	As a former resident of Fairfax County, I do hope that Loudoun will not go that route and over-develop. The rural areas in Loudoun are a blessing to ALL of us and I can only hope they will not be jeopardized.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
936	<p>2. The Structure of the Input Process was Not Conducive to Meaningful Input. The hollow core of the public input process was underscored by the announcement at the beginning of the meeting that over 5,000 public comments had been compiled and evaluated by consultant staff. It was an indication of the premium given to the quantity of data, not the character of that data. It was mentioned that the comments resulted in changes, but there was no indication of how, where, or the nature of the changes made.</p> <p>Most importantly, nowhere in the process was there an opportunity for the participants to express their preferences among a defined set of paths to alternative futures embodying choices based on differing values and priorities. The structure of the agenda allowed only fragmentary, superficial comment, rather than substantive public commentary on issues or priorities. Public input, the purpose of the meeting, was restricted by design to cursory, random reactions to a global question posed by the group leader of each group (e.g., do the goals and objectives move us in the right direction?) My response to that question was that it's impossible to tell whether they "move us in the right direction."</p> <p>The agenda of the two-hour meeting allotted 50 minutes for the welcome, an update on the process, a review of the Vision, and presentation of the 5 goals and 34 objectives. Almost half of the agenda (42%) was allocated to various updates by project leaders. Seventy minutes (58%) was allocated for Small Group Work, allowing 35 minutes for input on Part 1, the project's Vision, goals and objectives, and 35 minutes for input on Part 2, areas of potential change. As a consequence, the input of each participant was limited to just under 2 minutes for each goal and objective, leaving no time for discussion of any substantive issues by the participants.</p>	Other	Process
940	How much of the previous plan was followed and is this just a form of plausible deniability for the planners and BoS?	Other	Process
945	The transition area needs to remain as a buffer and not turned into an extended part of the developed eastern area.	Other	Process
953	I think that the rural nature of western Loudoun County needs to be preserved by maintaining the current zoning.	Other	Process
965	I believe we need to provide county-wide, affordable and accessible internet to all families. Education and technology are integrated so closely that without this we are severely hampering the learning abilities of a large portion of Loudoun county residents. Without technology access, specifically internet, students are unable to learn or study or even catch up on missing assignments. We must find a way to support high speed internet for all residents that is affordable and accessible.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
968	Specifically, I have not located information in the Comprehensive or Transportation plans to indicate how Loudoun will be impacted financially by the Metro Silver Line. Funding for Metro has and continues to be problematic and Metrorail is plagued by operational and maintenance problems. Loudoun County does not have the infrastructure to accommodate increased density and (roads, schools, emergency services).	Other	Process
983	I believe that Loudoun needs to slow the growth of residential building. We need to preserve the "green spaces" in Loudoun as that's is what makes this place so appealing. Moreover, I believe that higher density building needs to be tied to economic growth. Attract companies and agencies to hire a significant number of high paying professionals in Loudoun county before approving high density residential constructions. The goal should be to create an abundance of high paying jobs in Loudoun county so residents aren't forced to commute out of the county. One Loudoun is a perfect example of a development that should have had a commitment from a large company to open offices in. How many servers are Bar Louie and the Alamo own homes in One Loudoun?	Other	Process
991	(1) the museum in Leesburg is having a hard time with funding. So what is "envision loudoun" going to do about that?	Other	Process
992	(2) woefully short on public spaces, but expensive attractions abound, including Ida Lee, which collects fees for anyone outside of Leesburg. With very expensive tennis.	Other	Process
993	(3) Art spaces? Just Franklin Park, and it has had its problems	Other	Process
994	(4) Parks? Joke. the ones that exist are too small and offer very little. I prefer Great Falls and Vienna, Wakefield Park, etc.	Other	Process
995	(4) Culture? you have got to be kidding. Loudoun Symphony is still performing at schools.	Other	Process
996	(2)LAND USE? So far a disaster. That super-ugly new "Towncenter" in Leesburg opposite the bike trail? With the 600k and up prices? What does this add to the beauty and quaintness of Leesburg? THERE IS STILL BUILDING ON DATA CENTERS! WHAT DOES THIS DO FOR JOBS? THEY ARE IN ASHBURN RIGHT OPPOSITE THE SENIOR CENTERS AND TOO CLOSE TO ME, I FEAR. Who is pocketing the money from those eyesores?	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
997	<p>Let's face it, we have sold out to developers and they will come in and ruin the rest of the county. This entire county is under construction. We have already Fairfaxed Loudoun, but not quite. STOP NOW! NO MORE IRRESPONSIBLE DEVELOPMENT!</p> <p>Remember the "Loudoun Hounds" baseball stadium? What an awful idea. And who stood to benefit from that? Never was a Loudoun Hounds. What a joke!!!!</p>	Other	Process
998	<p>Now the developers are salivating over the Transitional land near Aldie...why not just leave it alone or make it a park or recreational center?</p> <p>I am with Charlie Houston in Paeonian Springs: Protect these areas or they will be gone. Look what the planning commission has done to South Riding Bedroom Community. We are educating all those children and they need services. How are we going to pay for that?</p>	Other	Process
1004	<p>1. Bridge Location site:☒</p> <p>Definitely not We just bought a home in Broad Run Farms Dec 3016. We have done extensive update and improvement. We've built an inlaw apartment for ourselves, Which is our plan to live in oil we die. ☒</p> <p>No we are in a situation, that we never expected. There is the possibility that the bridge across the potomac may impact our home and our lives. It is difficult to know what to do. There is a possibility we may loss everything. Please reconsider using this site and not disturb this long established neighborhood and the lives of many.</p>	Other	Process
1005	<p>I am against the building of a new Bridge over the Potomac River into Loudoun county east of Goose Creek. I am also against how this will increase traffic, pollution and noise into an already heavily driven area. I have great concerns that it will only bring greatly increased traffic congestion into the region, and shortly after opening, Loudoun will be experiencing more gridlock and traffic problems , not less!☒</p> <p>It will totally destroy neighborhoods in its path, not to mention the devastating effect on individual homeowners. It will destroy some of our natural and historic assests!☒</p> <p>All these things point to the fact that it goes against many things offered in VISIONS, GOALS AND OBJECTIVES: namely : Sustain: strengthen natural and historic assets; Support: enhance quality of life.☒</p> <p>It is therefore a HUGE unnecessary and wasteful expense.</p>	Other	Process
1006	<p>The best part of Loudoun is the (rapidly disappearing) rural atmosphere and green spaces. It is quickly becoming overdeveloped - too many new homes and businesses. The growth keeps outstripping the infrastructure. Please do not let the developers win. Leave some of the green spaces that make Loudoun wonderful.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1008	I have some concerns about business interests and development causing major changes to eastern Loudoun County. This area is seeing so much growth already and the landscape is constantly changing. I would like to see some of the interest in retaining historic and natural areas to apply to eastern Loudoun as well.	Other	Process
1012	2. I hope the goals of connecting communities -- and the transportation improvements this implies -- actually reflect rather than contradict the counties' vision of preservation of "natural and heritage resources" and maintaining its "unique sense of place". A critical example is the discussion underway about a new bridge between Virginia and Maryland that some county proposals call for a link to rt. 28 by destroying local homes and carving up a beautiful historic community that embodies the kind of character articulated in Loudoun's vision for itself -containing a diverse array of housing options for a broad spread of socio-economic groups, embodied with a strong sense of community, containing historic and archeological sites, and offering a refuge to a wide variety of migratory and local wildlife. I would hope that as responsible public servants, if the county judged that building a bridge was in the best interest of the community, that they would better leverage thing like the current partial bridge between Seldon Island and Virginia, and the existing public land in that area (multiple parks), to meet their goals rather than seek out the destruction of the homes of people they asked to serve.	Other	Process
1013	Please do NOT destroy the neighborhood that prides in mature trees, wild life, environment-friendly, and peaceful rural setting in Sterling. Many of the Broadrun Farms residents have been living in the same house for many decades; their children grow up and they come back to this area. This is not just a neighborhood but it is HOME to all of the residents who have been living there for many generations.☹ Nothing is more important than family, home, and friends. ☹ NO BRIDGE is needed if the county is going to destroy HOMES to many residents at Broad Run Farms.	Other	Process
1020	I believe that's very hard to determine. I agree, for instance, that I'd like to see diversity, but do not know how you plan to increase diversity. I agree that there should be parks, but do not know where you plan to place them. The goals sound more like superlatives and do not clearly explain your plans.	Other	Process
1024	1. Upgrade Dulles: Loudoun county should be an international destination. We have the airport in our back yard. However, it is not a major hub like NY, Chicago or San Francisco. Then, Dulles would have flights to the most major cities from here to Europe directly, without layovers.☹	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1025	2. Improve our transportation, preferably metro: to promote tourism from abroad and quality of life for residents, transportation to and from the airport should be easy & seamless. As of right now, the Silver Line is designed to lead people out of Loudoun instead of showcasing it.	Other	Process
1026	3. Promote green energy and other green projects, not just high tech: we should chose to lead the Nation Capital in ushering in the 21st century. Both of those fields should create 21st century jobs in Loudoun county. If implemented correctly, Loudoun will remain clean and be a destination for hikers, bikers and other rejuvenating activities.	Other	Process
1027	4. Cultural Destination: create cultural events and festivals by promoting concerts, international cuisines, sporting events and such.	Other	Process
1031	1. I think we need to slow commercial growth down.☹️	Other	Process
1032	2 . I think we need to let our neighborhoods grow/change as they do naturally. Sterling Park is a great example. The commercial areas are improving and the majority of the homes have been updated improved.	Other	Process
1035	I'm more concerned with over crowding if housing than I am with providing reasonable housing options for various economic levels. That's not solid economics.	Other	Process
1036	<p>Tony Buffington provided in his newsletter the following: "Western Loudoun Park and Ride: This project provides for the design and construction of a 250 space (minimum) surface level park and ride lot on a site adjacent to the proposed Fields Farm Park. Since this project is being funded through the Federal Congestion Mitigation and Air Quality program, design services need to be procured through the Request for Proposal (RFP) process including applicable Federal provisions. In this quarter, county staff reviewed project requirements with VDOT to ensure all project elements are reimbursable prior to issuing the RFP. In the next quarter, the RFP will be issued and proposals will be reviewed." ☹️</p> <p>Loudoun County has already gone through this process for a Franklin Park Park and Ride. The study for this proposal has already gone through the approval process and was approved. The study cost over \$350,000. A Franklin Park and Ride closes the St. Andrew Park and Ride - county paying the church monthly - and alleviates traffic and accidents at the church as there is no room for pick up and drop off during rush hours on the two lane main street. And riders trying to get out of the church parking lot are trapped by arriving buses and continuous traffic. With the cost of a study already incurred why can't Franklin Park be used instead of spending on another study all over again? Many riders come in from West Virginia, so they would be kept away from Purcellville traffic and there would be room for the buses to turn around, exiting onto Route 7 like they do now.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1037	1. I believe that you should leave more land open and not develop it. I especially am against the bridge coming through broad run farms as that is my neighborhood. We moved into here to have privacy and a country atmosphere while being close to things. I think you will ruin the natural look of this area with this bridge and make it look unnatural.	Other	Process
1039	2. Abolish AR-1 zoning and let all the rural area be AR-2.	Other	Process
1040	3. Abolish the cluster option.	Other	Process
1043	1. I believe that development should be very limited to maintain the current amount of farm land and rural setting in this part of Loudoun County (Purcellville, Hamilton, etc.). This rural setting is the county's greatest asset and draw to this area. When I bought my home here, it was because this part of Loudon County with its country roads, beautiful trees and gorgeous farmland did not look like the over built areas of Northern Virginia which so many people detest and regret now. ?	Other	Process
1044	2. I was told by the county planning office that there was a restriction in west Loudoun that parcels could not be divided to less than 20 acres each. I don't want any change to this policy and I am totally against new housing developments or exceptions being made to this policy that would allow developers to build housing communities with smaller than 20 acre parcels.	Other	Process
1045	2. Avoid adding to the traffic situation which would detract from the desirability of Loudoun County. There is already too much traffic on Route 287 and Route 9. The small country roads are one of the main attractions that give western Loudoun county such a rural and peaceful feel. Adding to traffic on these small roads, creating a need for additional freeways or widening of roads should be avoided at all cost.	Other	Process
1046	3. I believe that anyone should be welcome to move to Loudoun County, however, I am opposed to County planning efforts and programs that attempt to artificially force diversity in our community. With equal opportunity housing laws, forcing diversity should not be necessary.	Other	Process
1047	4. I believe that taxing farm structures should be avoided to avoid burdening the farming community. Planning efforts should be focused on whatever is necessary to encourage the sustainability of the farming community. The local farms are the essence and the most desirable draw to this beautiful area.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1048	5. No exceptions should be made to rules designed to limit development. Planners should avoid the temptation to give in to developers who are only interested in turning farmland into personal profit.	Other	Process
1052	1. Shape: Make a Great Place - Western Loudoun is made up of a a number of towns, villages, hamlets, and recognized 'places' that have existed for years and years. There are place name and street names and roads with names that have and/or have had meaning in the area. Those of us who have lived in Western Loudoun County for many years are happy with the way things are. We do not need or want to have recreation areas, commercial areas, new neighborhoods, and/or "integrated design of the natural environment" - the natural environment is what drew us here in the first place....there is no need for the county to become involved.. Adding heliports and changing zoning so that newcomers can change the area to go along with their private visions has become commonplace on the part of the county, but is not appropriate.	Other	Process
1053	2. Become an economic force - leave jobs in the east!!	Other	Process
1054	3. Natural & Historic Assets - we have them in the western end of the county, but encroachment of change and development from the east threatens to damage what is there.	Other	Process
1060	Attracting technology based business models with traditional businesses. Engaging with landowners of areas in prime development areas along major roads. All the words in the draft are fine, but emphasize flexibility and future of residential and businesses. Planning has to be adaptive and proactive at the same time.	Other	Process
1065	Becoming an economic force requires first class communications infrastructure. Our cellular service and complete lack of Broadband Internet will absolutely keep this from happening. No vendor should be invited to provide services that does not immediately reach ALL residents with the same level of service. This means no satellite, HDSL or LTE areas are acceptable. Newer technologies will be provided on a cherry-picked basis by vendors unless legislated against by the governing body.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1070	Keep the growth to areas that are able to handle the increased traffic. Moving into transition areas are creating a mess with traffic, accidents, wildlife, and water issues. (ie: Hwy 50 moving West between Stone Ridge and Gilbert Crossing) Do not allow high density building through this corridor, it can't handle what we have now and we're not totally built out yet!!	Other	Process
1072	As written in general terms, without knowing the specific impact on the selected areas, it may be hard to disagree. For instance, "Quality infill development, adaptive reuse, and redevelopment of aging areas in a manner that complements, strengthens and benefits surrounding communities" may be twisted to support the notion of a Potomac River bridge that will negatively impact the community of Broad Run Farms. Although the community was founded in the 1950's it was not so long ago that the residents approached the Board of Supervisors to install a public sewer system. We happily agreed to participate in a special tax district to achieve this. As a result expensive new homes have been built and many older homes renovated. Our community remains one with a rural flavor with increasing beauty each year. I would support resistance to a new Potomac River bridge anywhere in Loudoun, but it seems that the liability is currently in communities in the east.	Other	Process
1074	<p>Loudoun will remain an attractive destination for business, their workers and families so long as it isn't just like every other county in the D.C. Metro Area (poorly planned and overrun with development and traffic).²</p> <p>²</p> <p>The Metro train is a blessing. Let's use it fully and plan ALL new development around it.²</p> <p>²</p> <p>Leave the rural countryside as is. Don't let the mistakes of the past repeat themselves.²</p> <p>²</p> <p>The developers don't care about us. They only look for profit. Let us not let their vision hold sway.²</p> <p>²</p> <p>Instead let us maintain our historic connection to the country while simultaneously improving EXISTING communities and attracting more business through improved transportation infrastructure in already-approved development areas.</p>	Other	Process
1076	Please preserve greenery and nature by limiting development to metro station pockets. Plant more trees and preserve natural waterways and woods.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1082	<p>There are not enough people in Loudoun County to justify another bridge in Potomac Falls. In previous studies, most people that need to get to the 270 corridor work or live in Eastern Fairfax, Arlington, and Alexandria. I don't support a new bridge across route 28 due to unnecessary costs, no real value, and not to mention the horrible environmental impact it will have on the Potomac River.</p>	Other	Process
1086	<p>We need to continue to allocate and preserve green space, parks, and natural habitat in Loudoun County. It is the beauty of the area that can keep its citizens healthy and economy vibrant.☐</p> <p>More should be done to connect outdoor spaces with activities for education as well. Our hisotric buildings should have a key group to preserve that is vibrant and engaging.☐</p> <p>More sidewalks will encouragement engagement and exercise in communities as well. Housing construction and retail construction should donate significant parks space or water recreation space back to community.☐</p> <p>Community centers and rental spaces should be more available. Reston isn't appropriate for all people working.</p>	Other	Process
1087	<p>I'm concerned about that the supervisors are going to cave in to pressure from development interests in the Transition Area, despite the feedback that tax paying citizens in the Transition Area and Western Loudoun have given. Please do not destroy our quality of life with unsustainable growth; in the end this will serve only home builders and cost tax payers who pay for new roads and schools. There is plenty of room to develop near the new metro stations where it makes more sense, and this will not add pressure on crowded roads and the limited water supply.</p>	Other	Process
1088	<p>These goals and objectives promise everything to everybody - they sound fine, but avoid the issues we face and the choices we must make. In fact, they sound like goals that anybody, in any community, anywhere would find attractive. They do not aid us in addressing our challenges, they do not define any real direction for us, and they do not offer any guidance to decision-makers facing tough choices. They are just nice, feel good, statements - I don't disagree with them, but they are not very helpful for planning. We have some important choices to make in shaping our future, and we need a plan, starting with our goals and objectives, which help define our issues and challenges, say what we want to preserve, what we want to change and what we want to do that is new.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1091	Reduce construction, make improvements, and preserve what we have now. Visit any of the major roads within Loudoun county during peak hours and you will know what issues are foreseeing in the future. Builders need to stop	Other	Process
1092	NO POTOMAC RIVER BRIDGE INTO MD from LOUDOUN. What is so confounding is the 'powers that be' who have ultimate vote on the Bridge cite easing congestion when in fact, limiting residential development would be a more positive step! More homes = more people = more drivers/traffic; all actually create more congestion!! Likewise, a bridge connecting I270 in MD would add significantly more traffic.	Other	Process
1094	1) No bridge east of the airport. Keep North-South/ bridge traffic to the west of the Dulles airport. This will keep logistics traffic & trucks out of the tech corridor. This in turn will make better use of our roads and logistics flows. 2) Focus on east-west traffic. This is where the "core" of our transportation issues are.	Other	Process
1096	NO NEW POTOMAC RIVER BRIDGE IN LOUDOUN COUNTY!	Other	Process
1097	NO NEW POTOMAC RIVER BRIDGE in Broad Run Farms. There are multiple other areas where a bridge connecting VA and MD can be constructed. Broad Run Farms is home to an abundance of wildlife including Bald Eagles. The neighborhood is one of Loudouns most desired and oldest communities.	Other	Process
1098	The idea of constructing a bridge from RT. 28 into Maryland would be disastrous to the area. It would destroy local neighborhoods with the construction as well as the high volume of traffic. Neighborhoods on both sides of the Potomac would be negatively impacted. Please consider other options! This area is thriving without this idea. Don't destroy the very fabric that makes this area unique. The developers do not live here, and have not raised families to call this place home.	Other	Process
1099	Loudoun is a diamond in the rough of northern Virginia. Too often, development pressure, empowered by political money has left many residents behind, while forcing them to deal with increased traffic congestion, poorly planned development, and corporate first policies, especially regarding rural broadband. I support (1) careful planning for commercial and residential; (2) greater control of rural business economic development so it better respects and protects our historic landscapes; (3) innovative transportation planning to deal with the tremendous traffic problems; and (4) communications infrastructure that supports the entire county (licensing for cable and internet should require providers to cover the ENTIRE county).	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1101	There is enough congestion in Loudoun county and we do not need more. I don't want this county that I have lived in for 50 years to become a go-between for Rt 28 and I-270. NO NEW POTOMAC RIVER BRIDGE IN LOUDOUN. Project ID 24 NO This will make a very bad impact on our water supply, our beautiful county that transportation has already ruined. Don't do more.	Other	Process
1113	1. Loudoun County needs to be more environmentally friendly. There needs to be a drastic increase in public transportation, bike share, pedestrian streets, public walkways, carpool incentives, solar panel and wind power tax rebates.	Other	Process
1114	2. There also should be one affordable dwelling unit built for each five market rate units that developers build, regardless if they will be for rent or sale.	Other	Process
1115	3. There should be a Loudoun County Land Trust that manages housing units like http://www.getahome.org does in another state.	Other	Process
1116	4. Loudoun County needs to slow development and plan better. Loudoun County needs stronger development regulations, in regards to commercial construction.	Other	Process
1117	5. Loudoun County needs to lead the way on Potomac clean up and put the pressure on WV/MD to clean up the Potomac and Shenandoah Rivers. The health of the rivers is the health of our future.	Other	Process
1118	6. Loudoun County needs to revisit wastewater treatment and use less chemicals and use a natural, more effective method: http://livingmachines.com/Home.aspx	Other	Process
1119	7. Loudoun County road development needs to include wildlife management, instead of interfering with the habitat and movement of deer, etc. We literally need to be mindful of nature.	Other	Process
1120	8. All new roads need to include a *safe* bike lane. Safe bike lanes should be added to all existing roads.	Other	Process
1121	9. Create employer incentives to encourage biking and car pooling to work.	Other	Process
1122	10. Loudoun County needs to specifically say NO to pipeline, coal, and nuclear power. Loudoun County should invest heavily in solar power.	Other	Process
1123	11. Loudoun County needs a seven day / week full service YMCA.	Other	Process
1124	12. Loudoun County needs to heavily tax apartment complexes, enforce health code, and enforce fire code. Many places, such as the Manor, The Manor East are out of fire code compliance and infested with cockroaches. Why does this county allow so many out of state slum lord apartment complexes? It's disgusting.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1125	13. You all have been completely shown up by a city that decided years ago to take care of their own. https://www.burlingtontelecom.com Leesburg, for example, could go 100% solar, provide wifi for every resident, and free bus service on Sundays. This is, after all, 2017.	Other	Process
1126	14. Plant fruit trees in public parks. Just because they're yummy and it would be nice.	Other	Process
1127	15. Create universal pre-school. You want parents to work, right?	Other	Process
1128	16. End the LCPS network hiring practices that are racist and sexist. LCPS must have equitable hiring practices. HR should forward all qualified candidates for a position to the principals for interviews. LCPS should have a set list of interview questions. LCPS must increase hiring of non-locals and teachers of color.	Other	Process
1130	1. South Riding needs a field to hold events. Our community continues to grow, but the space to hold events such as Celebrate South Riding has dwindled down to a small patches of green space not designed for any such use. I understand that South Riding had a major developer offer to carve out a substantial mixed-use recreational parcel off Braddock but that it was decided that it was better to put up more homes than accommodate community events and provide much needed playing fields. I've been in South Riding since 2000 and I have never heard as big an uproar over planning as this.	Other	Process
1131	2. Cycling is a big activity in the Dulles South area, and growing bigger every year. This area is in dire need of a trail, like the W&OD trail, perhaps from Chantilly/South Riding west thru Middleburg up to Round Hill/Purcellville area connecting to the W&OD Trail Head .	Other	Process
1132	3. Slow the development of housing and allow the infrastructure to catch up.	Other	Process
1133	equine industry is huge. Save the space and riding opportunities. I have been here since 1990 and we are an afterthought. This country is changing that I don't even recognize it. City mentality on our country roads.	Other	Process
1139	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Other	Process
1140	1. Dulles South region needs a Bike Trail like the WOD.	Other	Process
1141	2. South Riding needs a large enough field to conduct community events. Planning on this has been horrible.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1142	3. Loudoun County needs to bring their laws up to date concerning wineries and breweries. Why can wineries and breweries coexist on the same property but those drinking wine not sit with those drinking beer. This is just too hard to understand. These breweries and wineries are bringing in substantial revenues and any archaic laws such as these could inhibit their growth as well as tax revenues to the State/County.	Other	Process
1143	We believe that the Transition Area must be dealt with very carefully so that any development maintains the current zoning but allows an increase of density only near Loudoun's new Metro station. By maintaining the current zoning for the transition area, it allows us to maintain the quality and safety of the drinking water resources, to honor the rich historic resources and open space we have. These unique treasures should not suffer from increased roads, traffic, etc. The transition area is important to maintain also, because it allows a buffer so that we can preserve and maintain the western rural, agricultural and historical part of the county. So, the smart and "wise" decision is to allow increased density in the area of the new Metro station and develop it in a smart, efficient way so as to enhance the county and not spoil or burden it. Any additional infrastructure costs (schools, roads, public safety, etc.) should be born by the developers and NOT the Loudoun taxpayer.	Other	Process
1148	I support further density around the coming metro development but I strongly support holding the present zoning in the transition area. I want to keep the western Loudoun area as open as possible thereby allowing agricultural, equestrian and heritage tourism activities that bring in support for the county without the infrastructure costs in additional schools and road improvements. Keeping western Loudoun as rural as possible is a win win for the entire county!	Other	Process
1149	I am for maintaining our current zoning and keeping as much farm land and open space as possible. More helper/skelter development is going to ruin what natural beauty Loudoun County has left.	Other	Process
1150	We do NOT need any more development in Loudoun Cty! it is already WAY too crowded and driving east on Rt 15 is horrific.	Other	Process
1151	No bridge please!	Other	Process
1154	Love the libraries, parks, bike paths, but the trees are getting cut down all over the place, animals have nowhere to go, and there are so many choices of restaurants, it's only a matter of time before they start closing and no one will move in. Vacancies will not be attractive. Very poor planning lately. The board once again needs to be voted out. Many people complain about the number of restaurants and stores.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1155	Would like to see a change/halt on building construction, with an emphasis on retaining the land allowing only efforts for outdoor venues that bring people together. For example, what this county is lacking are things such as a dog park, an outdoor large concert area, an outdoor public pool (not a water park) or, if you ask my husband, a minor baseball field. Who approved that tacky top golf place, right along Rt 7! Shame!	Other	Process
1158	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation. Please preserve the existing natural habitats and environments as a high priority.	Other	Process
1165	Goal- Connect: Objective 4. Would be great to see Park-and-Ride and commuter buses near Western county limits on Rt. 9, Rt. 7, and Rt. 15 to relieve pressure on those roads from out-of-county (-state) commuters.	Other	Process
1166	Goal- Connect: Objective 5. Washington Dulles International Airport and the Silver Line Metrorail are doomed to failure without significant governance and other reforms. Status quo is unsustainable.	Other	Process
1169	<p>We need to develop Western Loudoun. West needs safe roads(287 and Rt.) you can't stop growth, so its time to start building.🙏</p> <p>I don't understand people in West that don't want new roads. IT IS UNSAFE. SAFETY COMES FIRST. 🙏</p> <p>I don't understand people in West, they don't want growth, so they are willing to drive 20miles to the store on the UNSAFE ROADS. I don't get it.🙏</p> <p>Please builddddddddddd in Western Loudoun. Its good for the economy and we need Safe roads.</p>	Other	Process
1171	Be an economic force: create public facilities in commerce areas for local vendors, like park pavilions, which can support famers, artisans, artists, etc.	Other	Process
1174	1. If communities are planned with nature in mind, open space, and smaller houses with artistic beauty then it would be much better.	Other	Process
1176	3. Also, have the care to include culture, art, and promote human experiences in your communities rather than let's see how many people can be fit into a boring development as possible.	Other	Process
1177	4. Development is pushing animals out of their natural environment, land is being carved up to satisfy economic greed, so how about making sure nature is a part of your plan.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1178	5. NO MORE DATA CENTERS PERIOD!!!!!!!!!!!!!! They destroy the planet by selfishly burning energy and they steal land from animals and humans. People can live without their social media, gifs, memes, apps, and absolute nonsense being put on the internet. No one cares about their selfies. Less focus on "the internet of things" and more on people, cultural programs, education, and biodiversity.	Other	Process
1179	6. The best thing about this county is its biodiversity. Wetlands dot the landscape and are home to abundant wildlife that do great things for the health of our planet. Why would you destroy these because of economic greed, pesticide pollution from these communities, data centers, and unintelligent designs. Keep the natural beauty and protect or land with smart, healthy, and chemical free communities.	Other	Process
1184	I do not agree with the idea of building a bridge through Broad Run Farms. The building of this bridge has many downsides that the neighborhood should not have to deal with such as traffic, A lot of noise, pollution, chaos, safety concerns and more. Therefore we do not need the building of this bridge we like the neighborhood just the way it is and we do not need any added problems.	Other	Process
1186	In securing productive farmland, tools such as Transfer of Development Rights, or the currently on the books but unfunded Purchase of Development Rights should be utilized. Loudoun's new metro corridor could be an ideal location to receive the development rights, and in turn secure the economic viability of farming in the west. Without a critical mass of acreage and real productive operations, this viability will be lost, and the support it provides to the wine and tourism industry will be lost as well, severely damaging those industries.	Other	Process
1187	Loudoun should incentivize long term lease agreements that enable new, and young producers to establish operations in the county, even with our extremely high land costs. This could include a tiered Land Use Tax Assessment system or utilizing the Ag and Forestal District Program and provide increased benefit to landowners to agree to long term signed leases with producers which will allow them to invest in things like fencing, lime, fertilizer, water systems and other infrastructure that is not affordable when working with year to year land agreements. This would also incentivize landowners to put their land into higher levels of production with vegetable, tree fruit, grape, intensive rotational grazed pasture, and high quality hay that will increase the value of Loudoun's rural economy, and reduce the acreage in poor quality "coastal use hay" that might be cut once a year, and sit in the field.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1188	<p>Loudoun should make it a priority to establish a livestock processing facility in Loudoun. In the same way that the county was active in promoting the wine and vineyard sector, the craft brewery sector (including providing grant funds for the hops processing and barley malting facility in Lucketts), it should put its economic and permitting muscle behind a slaughter facility. Currently Loudoun producers must travel far outside the county to get their livestock processed to then bring back to Loudoun to serve our markets, restaurants and CSAs. This is inefficient, and is a drain on being able to further increase production to meet local demand for meat. The current slaughter facilities are stretched to limit of their capacity and cannot handle any additional production. Already, Loudoun producers need to schedule months in advance to secure a spot in the schedules of these existing facilities. This is not sustainable if we wish to increase direct market production, which is the only way these local livestock producers will remain viable with the high land and cost of living in Loudoun.</p>	Other	Process
1189	<p>Loudoun must commit itself to protect the natural resources that are critical not only to our environmental and agricultural health, but also to the tourism industry in the west. Protecting mountainsides, sensitive soils, steep slopes, and streams from impacts of development are critical. No one wants to visit a vineyard or bed and breakfast with stunning views of mountains marred by development. Tourism, rural business and especially agriculture are revenue positive for Loudoun county, while residential development is always a budget liability.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1190	<p>Loudoun must make an effort to ensure county staff are familiar with common agricultural practices before instituting new policies. In short, we wish to avoid situations where an agricultural implement like a chicken tractor is suddenly deemed a permanent fixed structure requiring a health department and zoning permit (of \$165.00 per unit), as if it was a barn. Mobile chicken coops for free range production are very common commercial practice in the county, as well as for folks just looking to raise a couple of backyard hens as a 4-H project or a family connecting themselves back to the land. These implements are smaller than many common pieces of agricultural machinery, and should be treated as such in county policy. This recommendation goes beyond just the chicken tractor issue though, in that we must have county staff who are familiar with farming in the county. Farm Bureau stands ready to assist in conducting tours of farms to show staff regular production techniques and familiarize them with what's happening in modern Loudoun ag.</p> <p>Thank you for your consideration of these issues during the Envision Loudoun Process. Loudoun Farm Bureau appreciates the opportunity to be an active participant in securing the agricultural future of Loudoun!</p>	Other	Process
1194	<p>The vision, goals, and objectives, specifically Connect: Objectives 2 and 7, are threatened by the recent decision of the Board of Supervisors to support a new Potomac River crossing in the Countywide Transportation Plan. Supporting and planning for such a project undermines all the other goals and objectives of Envision Loudoun.</p>	Other	Process
1197	<p>1. In regard to objectives on preserving history and nature, I value current open space/wilderness inside developments. Native plant life allows for native wildlife to thrive alongside humans, maintaining cleaner air and water. I recently retired in this county to destress and appreciate the open spaces and wildlife. I don't like the clear-cutting of old forests and meadows, however, in some areas.</p>	Other	Process
1198	<p>2. Taxes and real estate prices are high now for retirees. Economic development must be done in manner which improves this situation, or middle class seniors will leave.</p>	Other	Process
1199	<p>No Potomac River crossing in Loudoun County</p>	Other	Process
1206	<p>Connect - I do NOT want another bridge across the Potomac to connect Rte 28 and I-270. It is not necessary and will only create more congestion as well as ruin some already existing and well established neighborhoods.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1207	I definitely do NOT want another bridge to cross the Potomac through eastern Loudoun. The resulting impact will not reduce transportation gridlock but only ADD to it. In addition it will cause many long time Loudoun residents to lose the homes and property they have spent lifetimes improving.	Other	Process
1208	We need to make a plan that will work for East and West Loudoun. There should NOT be a bridge to MD. The benefits do not outweigh the cons. In 5 years any gains with traffic will be lost. Focus should be on improving the aging infrastructure - existing bridges and roads. Finish the metro.	Other	Process
1217	<p>1. Use resources to better enhance what we already have. No new Potomac crossing. This will only congest routes 7 and 28. Concentrate on transportation modalities that are in place now, bus/bike/walking/metro to reduce car traffic on these highways</p> <p>3. Loudoun county home values will decrease with new Potomac river crossing along the river and adjacent to any new bridge. to what cost to the environment surrounding the current river sites in question will it impact the very serene nature we seek and maintain already. What impact will this have on the water table so many rely on for their daily drinking water. And lastly how will it impact the superfund sites in existence? These are all negative issues that will affect loudoun county taxpayers way of life and quality of life.</p> <p>2. Remember the slogan "keep loudoun beautiful". This is a rural and farming community. Do not take land from our farmers, markets, and residents to build A new Potomac river crossing for commercial use. We are already losing what is precious to us and why we were attracted to loudoun county, the rolling hills, peace, and freedom from the city. Commerce will be lost to what has been promoted with loudoun farm tours with new Potomac crossing due to being a cut through from Md and Va bringing only more traffic. This only benefits the big corporations like Dulles airport not the residential communities.</p> <p>4. 10-20 year plan should be focused on preserving loudoun county values that are in place now including, historical, archaeological, parks and nature preserves. A new Potomac river crossing will negatively impact these 4 areas by "land acquiring" and increased traffic by thousands if not more, limiting access to these sites because of congestion for local loudoun residents.</p> <p>5. Loudoun county residents will pay for the new Potomac river crossing bringing higher taxes for profiting only the bigger corporations, this is wrong. Build commerce on a local level.</p>	Other	Process
1218	SHAPE, Objectives 1, 2 - Care should be taken to avoid creating too much high-density housing that is not close to mass transportation systems, which will in turn lead to an overall negative increase in traffic conditions.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1219	COMPETE, Objectives 1, 2, 6 - Care should be taken to avoid too much growth, too quickly. For example, relocating a major sports stadium (for example, the Washington Redskins) would bring economic growth but with it extremely undesirable levels of traffic congestion. In order to maintain and enjoy the "viable rural economy" referenced in Objective 4, over-building and over-developing Loudoun County must be avoided. Once development or expansion has occurred, it cannot be undone.	Other	Process
1220	CONNECT, Objectives 4, 5, 6, 7 - Care must be taken to avoid growth that negatively impacts the living and working environment for the residents of Loudoun by creating more traffic congestion. Too much growth too fast will lead to sprawl and negative consequences like increased traffic and overcrowding. "Over-connecting" neighborhoods and regions can result in increased traffic and overcrowding. Qualitative should be the focus rather than quantitative. Increase transportation efficiencies and choices without increasing transportation volume. More or better access to mass transit, more pedestrian and bike paths, and electric vehicle recharging stations. Avoid at all costs creating excessive traffic inlets such as allowing a new Potomac River bridge to connect to Route 28, which would irreversibly destroy our way of life in Loudoun County.	Other	Process
1233	Please focus more on the sustaining our natural places and creating new ones. I am not interested in adding so many businesses that there are no more parks or hiking or relaxing in nature isn't possible. There are already too few places for hiking in Loudoun County. I'd like to see the Potomac Heritage Trail expanded and kept up better and having it advertised. Economic growth is necessary for building new parks and nature places but let's not focus so much on adding data centers and strip malls that places like Keep Loudoun Beautiful Park or Bolen Park or other places are ignored. Parks like Olde Issac Walden or the Oatlands are not enough. It has been proven over and over that being in nature is necessary for our well-being. Let's make Loudoun the leader in this initiative. And lastly, traffic is terrible through places in Ashburn and Loudoun County. Adding businesses and data centers and more strip malls only adds to that congestion. I know that the majority of us have had enough.	Other	Process
1240	No bridge over the river at highway 28! That would ruin Broad Run Farms.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1241	<p>It is important that this new plan: incorporate the county's scenic rivers and creeks and in doing so provide protections for them including: development (include or retain current creek valley ordinances: habitat(natural flora & fauna; historical (structures & dwellings); & visual (view shed requirements); and the connections that make these rivers special and important to our county. Please recognize and include on all County Maps the designation of Scenic River" for both the Catoctin Creek and Goose Creek. The above resources need to be protected and preserved in order to retain the rural and historic character of Loudoun County that has drawn so many people to it. Development in the west must be curtailed now.</p>	Other	Process
1244	<p>The VGO references variety of housing types. Multifamily or affordable housing is being overlooked in the county. There needs to be focus on infill or redevelopment to multi-family where suburban development exists and retail or commercial to serve it has a "foothold." As a land planner, I would target existing strip, low density retail for town center style multi-family development. Drainesville RD and Rt.7 for example could redevelop this way. We need to allow more multi-family in general to bring prices down and not eat up transition area and rural area to housing, especially as fast as we are. ☐</p> <p>☐</p> <p>Development in general adds lots of impervious area and we require tree canopy coverage percentage depending on they zone. Parking lot landscaping is also required. These requirements need to be taken a step further to make sure more or even all of new impervious pavement is covered by tree canopy. Require trees to cover 90% of impervious roads sidewalks and parking. Plant larger trees. Plant trees in medians and BETWEEN the curb and sidewalk. Planting street trees behind the sidewalk does a poor job of covering the street and pedestrians don't like to walk next to traffic. Cover the hot black asphalt and reduce heat island effect. Get into a cool car that is under a tree instead of in the middle of a tarmac. Encourage light color reflective roofs as well or green roofs. ☐</p> <p>☐</p> <p>Avoid one level commercial building and pad sites that eat up lots of space at super low FAR's. Encourage multi-story and phased developments with parking garages. These need to include multi-family of course. The suburban area needs to grow up, not out!☐</p> <p>☐</p> <p>Allow accessory dwelling units single family lots to allow another housing type, the garage apartment. This is great for lower income and it is dispersed through the</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1248	Loudoun has grown so fast and the quality of life has been deteriorating with crowding. Prioritizing the goals will determine what is more important going forward. You must put people first. People who live in Loudoun already. Tax paying residents elected the board and they are obligated to make the quality of life in Loudoun a priority. It seems like business world, especially developers have a lot of influence and presence in these decision making. People first. Residential quality must be first.	Other	Process
1251	2.we need t protect the counties rural community .	Other	Process
1253	Loudoun County is experiencing runaway growth, that is fueled by developers wanting to build on any open space they can buy. My vision is to concentrate growth where it is near the metro, and will help the Silver Line be a success. Developing the Transition Area, and then adding multi lane highways to support the development seems counter productive and wasteful. Our government needs to get ahead of the growth problem, rather than reactively responding in piecemeal fashion to the push by developers for unimpeded numbers of dwelling units.	Other	Process
1262	How can the county move forward with the affordable housing they just voted on when you have the transition area with only 1 house per 3 acres. The transition area needs to be moved on up beyond Rt 15 and let the transition area move forward. I hope this has been put into the envision Loudoun draft.	Other	Process
1264	About "people feel connected" I would strongly recommend to make sure all the leasing offices in the county are extremally involved. It is not possible that they only collect our money but do not give anything in exchange. What I mean is they need to lead efforts to get people connected in all matters, for instance there is a Citizenship Police Academy program where the Sheriff Office holds weekly meetings for the community members to better understand what they do. The leasing offices should promote the participation of their leessers. I will regret for ever that I could not participate in one of the in person envision loudon meetings. But please, I would like to be involved a little bit more on the development of the plan, especially from the agricultural and natural environmental parts.	Other	Process
1268	3. Goal: Sustain. If this goal is not implemented fully, Loudoun County will lose much of its appeal to residents and visitors.	Other	Process
1278	I oppose any mention of an outer beltway or a 2nd or third potomac river crossing. We have too many other fiscal responsibilities than to add this initiative that will only hurt our environment, our neighborhoods and our sense of community.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1280	2. The rural areas are over run with wineries and breweries with no regard that people actually live here. We are not cattle. We live here. We don't need additional strains on the natural resources (such as our wells) or roads (too narrow for commercial traffic.) Please respect us. You wouldn't want a winery next to your home. Please don't do that to us.	Other	Process
1281	3. Proper performance standards are needed. The Noise ordinance is above recommended levels and it's NEVER properly enforce. By the time Loudoun County addresses the situation, it's Monday morning and the 'event' is over.	Other	Process
1282	4. There are too many by-right uses in the rural areas. Please respect that these are neighborhoods where we live too.	Other	Process
1285	No new Potomac River Bridge in Loudoun County	Other	Process
1291	All water reclaimed within such community before reuse.	Other	Process
1292	All materials reclaimed within such community.	Other	Process
1293	Sustainable transportation modes.	Other	Process
1294	4.For national grade entertainment, identifying logistical venue possibilities. ie. multiple major road systems to accept associated traffic and mass transportation.	Other	Process
1295	5.Distributed entertainment systems i.e. Live close circuit video broadcast to movie theater venues.	Other	Process
1296	7.Adding electric recharge systems to all malls and planned communities and multi family housing for electric vehicals. All vehicals will be electric by 2025. (that's 7 years).	Other	Process
1297	8.Adding to all county and town buildings battery systems and PV panels. Cutting costs and adding to local security for our communities.	Other	Process
1298	<p>This is just some of the issues I see facing us in the coming years.</p> <p>We can't keep building road systems, schools, and infructure to meet a growing demand.</p> <p>If we keep building and raising our taxes to meet demand we will burn out our economy.</p> <p>Ending up like many failed communities.</p>	Other	Process
1299	No New Potomac River Bridge in Loudoun County	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1303	<p>Goal: Connect: Bring people and places together.👍</p> <p>1. Absolutely no bridge to MD through 28. It will only bring 270 traffic to Sterling and Ashburn. Quite a shame to do to an already busy business area.👍</p> <p>2. Absolutely no bridge to MD through 28. It will destroy one of the oldest communities in the area, Broad Run Farms. No one wants this!</p>	Other	Process
1305	No more houses without dealing with existing commuter problems (MD, WV, PA). And not just ideas - but taxpayer funded , concrete being poured solutions.	Other	Process
1307	<p>NO NEW POTOMAC RIVER BRIDGE!!!!👍</p> <p>NO TO PROJECT ID 24!!👍</p> <p>NO NEW BRIDGE IN LOUDOUN COUNTY!!</p>	Other	Process
1311	No new Potomac River bridge.	Other	Process
1313	<p>Goal: connect.👍</p> <p>No new Potomac River crossing in Eastern Loudoun. It will not support the residents needs, only those of businesses and those outside of our community - at the expense of the residents. Our lifestyle and home are in jeopardy because of a proposal that is a waste of money and resources, and goes against statistics and logic, and the wants and needs of the communities it would affect. It would not alleviate traffic, it would bring more.</p>	Other	Process
1337	Our biggest issue transportation-wise is the toll road. Families have to choose either to pay an arm & a leg to take it to/from work OR sit in traffic on route 7. If you can't afford to choose the toll road, as a parent, you might miss important things like your kid's soccer game. The cost has done nothing but go up year after year and it's literally highway robbery. Something must be done about this! Living in Loudoun County (often referred to as "Lowdown County") is expensive. You have the toll road, you have the Leesburg and Loudoun stickers for your vehicles, and you have HOA dues on top of taxes and other expenses. It is costly to live here! 👍	Other	Process
1338	Lyme disease is a huge problem in Loudoun County and we need doctors who are well versed in it, and take insurance. There are too few doctors who are knowledgeable about it, and those who are Lyme literate don't take insurance. We can't have a thriving community if many people and their kids are sick.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1339	Our downtown areas are filled with banks. We need more restaurants and shops. Village Market where Wegman's is must charge an absurdly high amount in rent, as they have had terrible turnover with shops fleeing in the night. We need a post office, a liquor store, more places to eat and shop.	Other	Process
1342	2. Should there be anything added about communication, transparency, accountability-- overall: "Values" ?	Other	Process
1343	It's important to me that we stop building high-density housing, which the county has shown that we cannot accommodate with our infrastructure, leading to daily traffic jams and overcrowded schools - far from the ideals presented in the Envision draft. If the vision is to sustain natural resources, how can we justify the thousands of trees being torn down and land being raised for more homes. The beauty of the county is being erased before our eyes.	Other	Process
1352	I do not want any changes to the land between the Willowsford Grange and Grant transition areas. We moved from Fairfax to this area because of the land and to get away from the density that Fairfax has. We feel our neighborhoods would be negatively affected.	Other	Process
1356	my biggest concern for the county is the congestion problem, fixing the traffic.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1358	<p>I believe the vision, goals, and objectives are more on a broad sense than anything specific. To me it looks like too much to accomplish. These are good and hopefully in future we will get specific projects that are in line with these goals. One of the most important things to me in transportation. So, putting everything aside a robust transportation system (roads, highways, public transportation, and trails) is paramount in a success of a county. Following are my suggestions:</p> <ol style="list-style-type: none"> 1. Interconnect the traffic signal systems to have smooth traffic progression 2. Try to implement a county bus system. I am pretty sure this could be accomplished if it is thought through 3. Develop trails and bikeways. In Loudoun county we really lack those 4. In the new developments, try to put county roads first (as straight as possible, rather than curvy roads) and then have developer develop the area. By looking at google maps, it appears the county has been making this mistake again and again by annexing area for development and leaving it on the developer to develop the alignment of roads. In that way all the roads are designed with curves, etc. 5. Since there a tons of new areas being developed, lots of construction trucks travel on the roads during peak hours making it even worse for regular office going people. Banning construction trucks during rush hours will have a safe and fast traffic progression during rush hours, making the residents super happy... <p>Thanks</p>	Other	Process
1359	<p>We need more school enforced groups to talk to or support kids who are feeling depressed/suicidal etc. suicide is on the rise and clubs just aren't gonna cut it.</p>	Other	Process
1360	<p>Loudoun County is labeled as one of the wealthiest counties in the country, but there is a very diverse population in on all levels. We need to figure out a way to allow people to both work and live in the county comfortably.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1371	<p>Within the next 20 years our vision will have to include a comprehensive and synergistic mentality. The last century efforts developed community synergies for electricity, sewer, water, trains buses and transportation infrastructure. This foundation was based on fossil fuels and unlimited wasting of CO2 into the atmosphere. We are about to reap what we have sewn. However, we have opportunities to minimize our fossil fuel consumption by eliminating waste heat from being dumped in our atmosphere and alternatively using that heat to keep nearby users warm or provide them hot water. If a single 10MW data center in Stockholm provides heat to 20,000 apartments. By simple ratio we could heat 20,000,000 apartments with our existing 1GW of data centers.</p> <p>http://www.datacenterdynamics.com/content-tracks/power-cooling/stockholm-heat-recovery-city/98207.fullarticle</p> <p>It would be wonderful if the new definition of utility company included taking advantage of carbon reducing technologies on behalf of all customers not just the largest customers. For instance they could own rooftop solar on residential homes. After all the only benefit of overproducing on an hourly basis is to distribute that production to nearby neighbors who can't afford that luxury because of shade or other reasons. The utility company is much more capable of integrating this into their grid than individual homeowners. Also as a local "utility" company they should be providing customers the geothermal ground loops and one day integrating those individual properties similarly into a regional district heating and cooling system and a part of their charge should be to effectively insulate caulk seal and provide maximum economic benefit to all customers. Perhaps an effective combination would be to combine a PACE investment to provide the capital and allow the utility company to manage the improvements.</p>	Other	Process
1388	2. Save the trees and enhance the shade in neighborhoods and around the schools. They clean our air and cannot speak for themselves.	Other	Process
1390	4. Rapairian buffers need to be encouraged in all areas. We need our clean water	Other	Process
1391	5. Affordable smaller homes for those of us who are on fixed incomes.	Other	Process
1392	6. better parkinglot surfaces which absorb the water instead of having a lot of runoff.	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1397	<p>Schools are one of a county's richest resources. They serve our families and children, create citizens who will eventually be able to vote and enter the workforce. LCPS has a reputation for high-ranking schools on test scores, but no ones buying it. The reputation of academics over everything else is well known not just among our communities, but among real estate agents, business people, and CEOs who make decisions about where to relocate. ☹</p> <p>LCPS is what is known as a "suicide cluster" yet there is nothing in here that explicitly assures people that our school system will reform to take responsibility and action to keep our children safe in school. Read the news for the last couple of weeks - bullying, dismissals of mental illness among students, PRINCIPALS mistreating kids being treated for psychiatric disorders? How will Loudoun ever met its goals and objectives with this going unaddressed?</p>	Other	Process
1411	<p>I've tried twice in the past week to complete this form, but your system isn't allowing me to access all questions. So I will say my one suggestion here: Start a development rights purchase program in the rural policy area. I live in that part of Loudoun, two miles from the last dairy farm in the county. The best way to keep remaining farms as farms would be to allow farmers to sell development rights.</p>	Other	Process
1413	<p>Yes, they do, however the goals are quite general and up for too much interpretation. I am sure most people would agree with these goals but may not agree on how, or to what existent, these goals are achieved. ☹</p> <p>For example, I am all for strong economic growth and the free market, however filling all of our available commercial space with data centers can have downsides, as well. Along the same lines, affordable housing is an issue, but running government programs to provide expensive homes to "qualified" individuals isn't really the fairest of options either. I won't dwell on the details of my comments, as I am sure one could argue both sides of the argument. I'd be happy to discuss my point of view further.</p>	Other	Process
1422	<p>If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.</p>	Other	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1451	As a rural landowner/farmer facing an unrelenting threat by developers to our irreplaceable and unique countryside, I fear that our natural beauty will be ruined forever and our history erased and paved over to line the pockets of a few. The highest and best use of the remaining Loudoun countryside is that it remain rural, with traditional farms growing food in addition to the wineries that serve as tourist attractions.	Other	Process
1547	I'm deeply concerned that the county will put vital resources (rural areas for farming, clean water, green space, etc.) at risk by loosening open space requirements. The county should maintain current zoning within the important Transition Area and focus increases in density near Loudoun's new Metro stations (building up instead of out to help preserve natural areas and control pollution).	Other	Process
1578	Loudoun should be a leader in green, sustainable development. More than ever we should be putting nature first with urban development centered around land and wildlife conservation. Loudoun needs to be a biophilic county!	Other	Process
1676	I have been a member of the Loudoun County community since 1995 and have concerns about the sustainability of our surroundings for our future generations. Very concerned about the overwhelming development that is occurring in our county.	Other	Process
47	speak louder, fight for what we need	Supportive	Process
58	How do we get there?	Supportive	Process
151	Make a great place - we already are but certainly need to ensure the jobs are leading edge and Loudoun stays great	Supportive	Process
190	goals - support - encourage greater connectivity among community and its residential and families	Supportive	Process
195	^ point: this is a good way to be a part of the community -> based around schools	Supportive	Process
196	Overall vision makes sense : Planning-wise , how to plan for incorporate education?	Supportive	Process
253	yes, concerned about balance, don't cut down trees	Supportive	Process
267	Shape - goal: over running area - keep green spaces. Agree - want great place but so much growth, want it to slow down	Supportive	Process
271	Good paths in subdivisions, but not connected to others arts. Out door amphitheatre	Supportive	Process
272	yes - okay - need employment - need businesses that can survive. Businesses need people to be able to get to them.	Supportive	Process
343	Goals written well - smart growth, cluster the development along transportation corridors + housing there - Rt 50 corridor, Rt 267 corridor - focus the growth, leave other areas open - metro would help	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
357	agree - support economic dev/bridge over Potomac - need to return young people	Supportive	Process
358	yes - focus on infrastructure, metro - focus on things that are going to make Loudoun a great place - road/trans improvements - multi-modal - bi-county - North/south parkway is important	Supportive	Process
399	Goals are "lovely and needed" but what are we comparing them to	Supportive	Process
406	Goal Compete: Retain. Attract & retaining business -> maintaining existing infrastructure	Supportive	Process
426	Commitment to affordable housing. Shape item 2 - Affordable housing needs to be addressed. Work force Housing vs. other types.	Supportive	Process
523	The county is successful. Like to preserve the western part. Keen on natural resources - quality of water, wildlife	Supportive	Process
562	Preserve! The agriculture land	Supportive	Process
722	I agree with what's said, the creep in TPA is a problem. Hold developers feet to fire, make them accountable for infrastructure. Don't know what they were thinking, keep plan as is in TPA. Make more accountable.	Supportive	Process
786	Moving in the right direction. Keep open space and new housing development.	Supportive	Process
861	aspirationally -> county proactively supports infrastructure and services, rather than reactively	Supportive	Process
878	if in compliance with guidelines - you should have quick approval	Supportive	Process
894	Yes but there is a lot in the fine print that is unknown.	Supportive	Process
913	Support: See the comments on Shape, these two really go hand in hand. Make it easy to get to the places. As the digital world expands, people will become more tech enabled. Use these channels to inform what is happening. The Internet of things should be a focus of the LC CIO.	Supportive	Process
915	I like this: 4.A viable rural economy that builds upon the county's unique agricultural heritage and supports existing and emerging rural industries, including farming, agriculture, equine businesses, and rural tourism and hospitality uses. But I don't see how that is possible with all the building in Leesburg. Shouldn't destroying old farms NOT be on the agenda?	Supportive	Process
920	We are currently making great progress in Shape and Economic Force. Connect, Sustain, and Support would be the primary focus areas that I see could use improvement.	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
951	Yes and no. Before you build anything more, we need to catch up. The roads infrastructure and schools need to catch up and support the existing population before you begin piling in more. The density at which you build future communities needs to be thinner as to not clog the systems further, we live here because we do not want to live in fairfax, do not make us fairfax. As you build the roads and metro, they need to be affordable. The current tolls and train fares do not offer an economical alternative and they currently are underused, it is a crime to see the express lanes on 495 during rush hour, someone is benefitting but it is not the citizens. And the silver line should have an express line from the airport into D.C., otherwise it takes much too long on top of the expense. How are you going to entice fliers to choose dulles over Reagan if you don't have an express?	Supportive	Process
954	Mostly. Would like to see more emphasis on maintaining the rural aspects of the county.	Supportive	Process
976	Yes. On the right track. Key things we need are better transportation options, ways to avoid the Greenway (especially if you are only going one exit!), more walkable, bikeable areas, and more affordable housing. Also, we have 500 Harris Teeters and not one Trader Joe's. What's up with that?	Supportive	Process
982	I agree with the goals, but also think Loudoun County has far too many townhouse developments. I am not in favor of any more townhouses being built. Town houses require too much in the way of services required and do not provide addequate taxes to support those services. I am in favor of additional data centers because I believe the tax revenues generated allow the county to offer more in the way of recreational opportunities and potential revenues for roads. An Alternative to the Greenway should be a the top of any road priorities.	Supportive	Process
1002	1. I believe the goals as written provide a good basis for growing Loudoun County, however, the implementation of these goals - the who, how, when, and where - that will make the difference in what really happens in Loudoun County. Loudoun is already suffering from growing pains -- not enough schools, the infrastructure needs work in many areas... roads, water, etc.	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1009	The goals are great! However, we should be careful about the choices that we make to meet those goals. Infrastructure needs to be improved to alleviate traffic congestion in the form of local roads. A bridge across Potomac River in Loudon will prove to be disastrous because it will increase congestion in Loudon, not alleviate it. It may improve traffic across the American Legion Bridge but, as a Loudoun resident, I do not wish to make the local situation worse. Also, speaking specifically for Broad Run development, it is one of the few remaining water-front communities in Loudon County. It would be a shame to destroy the serenity that exists there by building a highway through the community.	Supportive	Process
1055	4. Support Quality of Life - the quality of life in Western Loudoun used to be outstanding. The shopping centers, the McMansions, the crowded schools, the heliport, and the changes in zoning have all contributed to an erosion of what we had and loved about our county. It just needs to stop. Make a line at Leesburg and leave the western end of the county as is - no more development!	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1064	<p>Yes and no.¶</p> <p>I believe Loudoun, today, is still a great place. I believe we currently have a lot of the objectives that we are seeking. I particularly agree with objective #6, falling under SHAPE- “adaptive reuse, and redevelopment of aging areas in a manner that complements and strengthens surrounding communities” NO NEW DEVELOPMENT OF ANY KIND- USE WHAT WE HAVE!!! Do not build more-meaning NO New Bridge Crossing - ANYWHERE¶</p> <p>¶</p> <p>Connect # 2-A reliable and efficient multi-modal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.¶</p> <p>Our traffic is congested along some of our major corridors, Rte. 15, Rt. 7, and Rte. 28 to name a few. I believe constructing a bridge crossing between VA and MD will only add to our traffic problems. Particularly where Rte. 28 and Rte. 7 meet. There is already a back-up at the “intersection” Adding yet another road there will only cause more of a bottleneck and back up on routes 7 and 28. I suggest using the funds for building a bridge to create ore flyovers, eliminating traffic lights, to provide a better flow.¶</p> <p>¶</p> <p>All objectives listed under Sustain suggest a bridge crossing is not what we need. Taken away will be some of our “green infrastructure” as well as “privately and publicly protected open space. There are many historical buildings and areas along the river that will be compromised with the construction of a new bridge. Ground water will be polluted with increased traffic, and the air quality will be in jeopardy with the increased pollution caused by increased traffic.¶</p> <p>¶</p> <p>Support Ensure ALL residents enjoy a high quality of life- again will be</p>	Supportive	Process
1066	<p>Good vision and goals, no real problems but need more focus on properties along corridors in the south. Focus on technology and service oriented businesses in the south.</p>	Supportive	Process
1071	<p>Yes. It is in the implementation that the issues lie. Loudoun has a singular mix of historic countryside combined with proximity to the Nation’s Capital. Just allowing housing and suburban sprawl to take over will not allow the envisioned goals to be reached. The historical heritage of the western part of the country would be lost. The extension of the metro is a frightening prospect unless the County Supervisors hold the line and assure development occurs only around them and not in the transition area or the rural west. We do not need more roads- we need improvements to existing roads. Please, NO MORE HOUSING DEVELOPMENTS in transition or rural areas to wreck our water supplies, rural economy, traffic, budget, etc.</p>	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1078	The goals are correct. The problem is Loudoun County supervisors consistently cave to developers and disregard what direction the community provides. This has been a consistent problem for the last 20 years. Previously, Loudoun county had a slow growth development plan, which was completely disregarded and led to the run away growth and congestion and declining quality of life. Remember the bumper stickers "Don't Fairfax Loudoun". Well, you did it anyway.	Supportive	Process
1089	The goals sound fine, but implementation is another thing. All I've seen is more farmland being turned into subdivisions, ridiculously overcrowded roads, the elimination of small community schools in the western half of the county, and diminishing water quality. Loudoun is becoming a paved-over, strip-mall crazy extension of Fairfax. How is this improving the quality of life here for anyone besides developers? And how exactly is any of this sustainable?	Supportive	Process
1093	<p>The vision and goals SOUND good; however, we need to emphasize keeping the transition area under the original plan; and keeping western Loudoun as rural as possible, encouraging agricultural businesses other than so many wineries and breweries that have contributed to automobile accidents in the western part of the County.☐</p> <p>The expensive housing (including high end senior housing being marketed) in Loudoun makes it hard for lower income (below \$60,000) residents to find affordable safe housing. This needs to be addressed with more of a housing mix that benefits our hard working citizens and older residents as much as the developers.</p>	Supportive	Process
1102	<p>I agree with Envision's goal to maintain the existing vision and develop what is near metro. I think that Loudoun County has done a great job of bringing in new restaurants/entertainment/retail shops for this area. I think there is plenty of room to expand in the areas that have already been torn down for development. There is no need for new development to come in. I noticed that some areas in Loudon still has a lot of vacancies and it's just a matter of bringing in the right retailers/restaurants to fill that space. A business that can sustain itself over time.</p> <p>☐</p> <p>☐</p> <p>I think tearing down more trees and making room for more businesses is a waste of resource. I hope Loudoun makes the right decision and works with what it has. We don't want more congested roads, the need to expand our infrastructure, and the pollution that comes with growth. And mind you, we're destroying a lot of the habitat for wildlife.</p>	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1105	For the most part I do agree with the Envision draft, although vague in specifics. ☐ Loudoun is currently one of the most successful counties in the USA. The Transition Policy that has been in place is one of the reasons. I have lived in Loudoun for 13 years, and have watched the traffic increase ten fold. Lets put high density development in areas where public transit and services are available. The last thing we need is more car on the road.☐ "A pastoral rural landscape that incorporates appropriate scale and design of homes, commercial uses, and recreational amenities."	Supportive	Process
1129	The goals are what they should be, it is in the execution our county planners have fallen short.	Supportive	Process
1144	Yes. More bike paths and trails needed.	Supportive	Process
1145	Yes, much of it addresses many of the problems we face now, which are poorly designed, dense neighborhoods which strangle local roads and communities. There are also not enough nice community amenities like Burke Lake in FFX.	Supportive	Process
1156	The document is unobjectionable and sets forth worthwhile goals. The devil is in the details -- that is, how these aspirations are translated into action. Planning to build a bridge over the Potomac River in Eastern Loudoun, to take the most egregious example, conflicts in multiple ways with the goals of Envision Loudoun and would severely damage the quality of life for many thousands of Loudoun residents.	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1204	<p>I think they do. Coming up with goals for Loudoun County is an interesting and difficult task, given how heterogeneous the county is (with its varying densities of suburban development, its planned urban developments, its historic towns and villages, and its rolling countryside). I think that pretty much everything that I think should be a priority is encompassed in these goals; however, the trick really is the balance. It is just as important in my mind that Loudoun puts the proper weight behind each goal. That said, I think these should be the top priorities for Loudoun in the years to come:</p> <p>1) By far, the topmost priority for Loudoun County must be protection of its rural and historic assets. Loudoun is unique in the suburban counties of the DC area in that it has so much unspoiled rural space, and that this area (and adjoining areas, such as Leesburg) contains so many wonderful historical assets. It is, frankly, the main reason that I love Loudoun County. I am glad that this is mentioned in the goals, but the county cannot lose sight of it. I am certain that as free land becomes scarce in the suburban area of the county, some real estate developers will press for more dense development in the transitional policy area, and as opportunities to develop that land become scarce, there will be pressure to allow more development westward into rural areas. When this happens, Loudoun *must* draw a hard line against suburban development in the Rural Policy Area. Destruction of the historic assets in that area would be unconscionable, and suburban development of it would be nearly as destructive. I also feel that Loudoun must continue to make resources available for the preservation (both natural and historic) of this countryside, and do its best to make sure that contributing historic structures are maintained. I am glad that agritourism has begun to play a large role in our county, as it drives up interest in the rural areas and provides money to preserve them, so I also support efforts to increase agritourism in Loudoun County.</p>	Supportive	Process
1216	<p>Yes, in that creating a community where people can live, work, and entertain themselves in nearby locations. No, in that we do not want to make LoCo a pass-through County via a Potomac River bridge. It will only make traffic worse.</p>	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1221	<p>You have the right concepts and themes in mind, but some of the plans for execution do not reflect those same concepts/themes. For example, you say you want some of the following: "4.A viable rural economy that builds upon the county's unique agricultural heritage and supports existing and emerging rural industries, including farming, agriculture, equine businesses, and rural tourism and hospitality uses; 7.A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.; Goal: A well-functioning system of green infrastructure preserving natural beauty, open spaces, and cultural assets to include agricultural land, natural, scenic and historic resources.; Goal: A community of diverse individuals united together to ensure that all residents enjoy a high quality of life through vibrant, fulfilling and healthy active lifestyles, celebrating all that is unique to the county." These are all wonderful goals and I support them fully. However, you also want to construct an 8-lane+ interstate from US 28 to I-270 in MD and are very comfortable destroying a wonderful, unique neighborhood in the process. This neighborhood has historical landmarks in it, large open spacing, use of Broad Run Creek and Potomac River, and a very strong community. The road that you all want to build would also damage the "agricultural heritage" of the neighboring Maryland area, which is hypocritical to say that we care about Loudoun, but not other areas. Most of all, constructing a bridge in said location (i.e. Project ID 24) will negatively impact Virginia home values in the neighboring areas, could threaten a major drinking water source for the region by interfering with an EPA Superfund site just upriver of the Fairfax County water intake, and cause more traffic problems than it solves.</p> <p>?</p> <p>?</p> <p>All I ask is that you put yourself in the shoes of others. Would you want your</p>	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1223	<p>You have the right concepts and themes in mind, but some of the plans for execution do not reflect those same concepts/themes. For example, you say you want some of the following: "4.A viable rural economy that builds upon the county's unique agricultural heritage and supports existing and emerging rural industries, including farming, agriculture, equine businesses, and rural tourism and hospitality uses; 7.A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.; Goal: A well-functioning system of green infrastructure preserving natural beauty, open spaces, and cultural assets to include agricultural land, natural, scenic and historic resources.; Goal: A community of diverse individuals united together to ensure that all residents enjoy a high quality of life through vibrant, fulfilling and healthy active lifestyles, celebrating all that is unique to the county." These are all wonderful goals and I support them fully. However, you also want to construct an 8-lane+ interstate from US 28 to I-270 in MD and are very comfortable destroying a wonderful, unique neighborhood in the process. This neighborhood has historical landmarks in it, large open spacing, use of Broad Run Creek and Potomac River, and a very strong community. The road that you all want to build would also damage the "agricultural heritage" of the neighboring Maryland area, which is hypocritical to say that we care about Loudoun, but not other areas. Most of all, constructing a bridge in said location (i.e. Project ID 24) will negatively impact Virginia home values in the neighboring areas, could threaten a major drinking water source for the region by interfering with an EPA Superfund site just upriver of the Fairfax County water intake, and cause more traffic problems than it solves.</p> <p>?</p> <p>?</p> <p>I'm personally impacted by any future decisions to have 28 cross the Potomac</p>	Supportive	Process
1243	<p>Yes. More study needed north on the Silver Line Ox Road station, but I'm impressed with this process.</p>	Supportive	Process
1263	<p>I'm more pro sustainability so I'm glad this is, although at the end, included in the vision. I trust this does not represent less priority.?</p> <p>About green infrastructure, I'm particularly concern about all the new buildings and warehouses they are creating in the county especially where they cut trees (some of them old trees) to implement infrastructure projects. I would love to make sure each project has a valid environmental impact assessment and that the regulations are appropriately followed. ?</p>	Supportive	Process
1269	<p>Goal: Sustain Objective #1: I support the Loudoun Wildlife Conservancy's addition to this objective: Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, slopes and wetland.</p>	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1279	1. The vision, goals and objectives all sound great on paper, but what happens in implementation? Developers have not been held to performance standards and as a result, there's been too much bad growth since the last comp plan (the existing comp plan is great on paper and poor on execution.) ²	Supportive	Process
1314	Yes in many ways. Yet the small parcel land-owners are still precluded from realizing the benefits of the Loudoun's success	Supportive	Process
1322	<p>(7) Environmental quality that provides healthy air and low levels of noise and light pollution for current and future residents.</p> <p>Yes, please protect western Loudoun residents from the noise generated by event centers, breweries and wineries as to date Loudoun County has failed in this duty. At an event at Higholdborne wedding venue last year, neighbors called the Sheriff's department and the zoning department. Each entity pointed its finger at the other as being responsible for enforcement. To date residents have not been told who is responsible. Clearly the buck does not stop anywhere so please do your jobs as officials and clarify everyone's roles. As for light pollution, please institute a lights off policy for non-safety-related outdoor lighting matters such as spotlights under trees in front of houses and large barn lights which are out-of-proportion to what is necessary, such as the lights utilized by Red Gate Farm on Foggy Bottom Road in Bluemont.</p>	Supportive	Process
1325	I like the direction. I especially want to stress the need for mixed use development and commercial establishments in the rural transition areas to create walkable, bikeable communities so that residents do not have to drive a long way or sit in traffic in order to dine out, shop for groceries or obtain needed basic items. As it is now, residents who live in the Lucketts area drive all the way to Frederick to shop for groceries and eat out rather than deal with traffic in Leesburg. If there was some local commercial establishments in these areas residents could support local businesses while avoiding long drives. I also support a good public transportation network and support for bike trails.	Supportive	Process
1341	1. Yes, I would say the statement will move us in the right direction as overall intentions. As they say, the devil is in the details and implementation on specific projects and policies will be the litmus test. ²	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1351	I think the vision, goals, and objectives DO move us in the right direction because they focus on community unity, responsible growth, etc. However, I have no idea how these goals will be made reality, especially considering how diverse our county is (ethnically and in regards to socio-economic status). [Shape, Connect, Support] The old parts of Sterling cannot be compared to the new parts of Ashburn. Ashburn's roads are repaved before they're barely used, and well-used roads in Sterling are never paid, no matter how filled they are with pot-holes. The schools are incomparable as well, unfortunately. I know my family is considering moving to get into a better school area (either within eastern Loudoun County or back to Fairfax).	Supportive	Process
1374	If Compete:4 is going to happen, we have to do more to support farming families in our community. The PDR program was a step in the right direction - we should bring it back (which would also tie into Sustain:2). The County did a poor job of communicating the benefits of that program (including tax benefits to all of us in not creating more sprawling residential development). ²	Supportive	Process
1375	Support:4 - would really like to see Loudoun devote more effort toward the arts. Look at Frederick and how much it's changed over the last ten years!	Supportive	Process

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
1396	<p>It is right to move us in a prosperous and inclusive direction and as an economic force because that best allows people the "pursuit of happiness" as stated in our Declaration of Independence. The only real way to do this is to quit limiting the supply of real estate. The downzoning and limitations in the rural and transition areas up to this point have only hurt the goals of the Vision. Simple limited-supply and high-demand economic principle has driven housing prices too high for our general population. Well-to-do residents have pushed through downzoning in the past to control others' property to create this environment of exclusivity rather than the inclusivity that the Vision demands. I encourage you to open up development and allow all in Loudoun to live the American dream, including home ownership. Open up business development as well, allowing people better career opportunities to support an ever-increasing quality of life.☐</p> <p>As far as my particular situation, I live comfortably on ten acres along Evergreen Mills Road and welcome increased density. Of course I would benefit from this increase, or rather my children would benefit by my being able to subdivide and provide lots for them so they can afford to own their own homes. So, as part of increased housing opportunities I would like to see my area around the intersection of Evergreen Mills, Ryan, and Red Hill Roads changed to Suburban policy. This is consistent with the on-going infrastructure surrounding the area including central water and sewer with our own water tower.☐</p> <p>I encourage the supervisors of central and eastern Loudoun, easily a majority, who represent the less well-to-do citizens to vote for this increased density in spite of those people in the west that would confine others to limited-housing opportunities.</p>	Supportive	Process
1398	<p>I believe the vision, goals and objectives are in the right direction. I think it is important to convey they are equally important to each other, no priority among them. For this effort to be successful, all must be successful. Maintaining current natural green space (not all developed into recreation, but kept preserved) is important to me, though I think and feel that when pressed, economics will become priority and green space will be left behind. The green space is why we moved from Fairfax County to Loudoun County, and we wish for it to be preserved and conserved.</p>	Supportive	Process

PROMPT 1: VISION, GOALS AND OBJECTIVES

Envision the Future Workshop

NOT APPLICABLE

No.	PROMPT 1: Given what you have heard, do the vision, goals and objectives move us in the right direction? Why? Why not?	Comment Tone	Comment Type
106	Mother hood + apple, no decision	Not Applicable	Not Applicable
341	Blank	Not Applicable	Not Applicable
450	Blank	Not Applicable	Not Applicable
470	foxcroft road	Not Applicable	Not Applicable
921	Please note that my perspective/opinion comes from living in the Aldie/ South Riding area... which has yet to have community centers developed like you would find in Ashburn or One Loudoun.	Not Applicable	Not Applicable
1265	Somehow I was not able to complete the Exit Questionnaire.	Not Applicable	Not Applicable
1385	Transition and Rural Areas: ☐ I wanted to voice my support to maintain the transition zone boundaries and current zoning structures, which are what are fundamentally at stake as far as I see it. Part of what makes loudoun such a wonderful county is the west and its way of life. As a resident in Aldie I am constantly seeing more and more trees torn down and land developed with huge planned communities. Part of what I love about loudoun is the west and the farms/parks/vistas/etc. It is critical we maintain the transition zone boundaries to protect so much of what makes loudoun great. I could have easily chosen to live in fairfax but the draw of the western loudoun is ultimately what I fell in love with and in speaking with other residents so much of what has drawn them to loudoun as well.	Not Applicable	Not Applicable
815	Aldie wasn't even listed when online registering	Other	Not Applicable

Appendix B:

Areas of Potential Change

Appendix B:

Infill Development in Suburban Neighborhoods

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2A

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
22	Infill should be unique to the infill area.	Shape	
23	Some housing is appropriate around the housing areas, silver line.	Shape	
24	Shouldn't be afraid to allow residential infill.	Shape	Shape
25	Don't allow affordable housing in areas no one wants to live.	Shape	
26	Airport noise study should be updated and made recent.	Shape	Sustain
27	Entrepreneurial Housing live and work from home.	Shape	Compete
28	Changing zoning to allow more flexibility in R1 zones.	Shape	
29	Hard to geographically locate yellow markers depends on internal factors. What surrounds.		
173	What's missing is what's not developed - highlighted - problem with map.		
174	Dulles Town Ctr Mall - endangered due to internet - Cty look at how to repurpose site - make it mixed use in future.	Shape	
175	Cascades marketplace and also where Burlington Coat Factory is - Gateway to Loudoun Cty - Repurpose for multi-use including housing - all redevelopment should have set aside for trees.	Shape	Shape
176	Cascades marketplace and also where Burlington Coat Factory is - Gateway to Loudoun Cty - Repurpose for multi-use including housing - all redevelopment should have set aside for trees.	Shape	
177	Require trees and landscaping - green buffers.	Shape	Sustain
178	Protect floodplains - Broad Run.	Sustain	
179	Crime to lose one small natural area - Williams Nursery - protect it - zoned agricultural - park around nursery.	Shape	Sustain
180	Area zoned for senior living - privately owned - don't have \$ to develop - what will happen. Turn into park with trails. Should that happen there - 250 units - too much traffic.	Shape	Shape
181	Would be nice to see noise contours on map.		
182	Some areas have rough industrial uses off - what's to see? - redevelopment - assemble parcels to reduce multiple entrances on road - uses marginal - where should they go - industrial uses?	Shape	
183	Same concentration of mishmash uses - encourage assemblage - and then where should it go. Not so great to have these scattered.	Shape	
184	Office parks are dead - ID existing office parks - what's a better use - multiple places (keynote employment)	Shape	Compete
185	Lots of data centers in county, technology will change - near residential - in 10-15 years what will we do to replace those - no real plan for where they're placed. Also consider loss of tax base.	Shape	Compete
186	Make sure have more recreational areas, and protect the environment. More like Claude Moore, Ida Lee.	Support	Sustain
187	Would like to see more like Cascades Overlook - mixed use.	Shape	
188	That plus more of a natural area incorporated into it.	Shape	
189	More green along the fronts of businesses and roads.	Shape	
190	There should be a parking maximum with development - commercial	Shape	Connect

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
191	Lyme disease big - lots of deer - need corridors for wildlife to forage and have enough territory and reduce impact of lyme on people.	Sustain	
210	First is to map the resources. Stop fragmenting our green infrastructure. Preserve ecological benefits.	Sustain	Compete
211	More civic use of the outdoors ampitheaters, parks, bandshell/stage.	Support	
212	We need more housing, vertical housing. Good transportation.	Shape	Connect
213	Along belmont ridge road, outdoor activites, use this area for more outdoor usage. And surrounding land around reservoir.	Support	Sustain
214	Maintain 300 ft. buffer. Land acquisition to protect water resources. Aquire meadows, more forest and wetland.	Sustain	
215	Aquire stream valley land as it becomes available. Aquire Riparian right of ways.	Sustain	
216	Rte 50 needs to be expanded to match the housing increase.	Connect	Shape
217	Want more entertainment, breweries, in suburban areas that are more industrialized.	Compete	Support
295	Not a nice facility - opportunity - strip mall	Shape	
296	Community center - pool -gathering space	Support	
297	Area should not become "suburban"	Shape	
298	Area should not become "suburban" - preserve this area	Shape	
299	Different vision eastern Loudoun to western Loudoun. No RC in east, keep RC in western Loudoun.		
300	Leave small pieces as open space - don't develop	Shape	
301	Don't kick small businesses out of their space if new dev. Coming	Compete	
302	Old Ashburn farmer's market	Compete	Support
303	Don't park in my neighborhood to get to Old Ashburn.	Connect	
304	Due to data centers - much power is overhead - should push for data centers to bury underground.	Compete	
305	Broad Run Linear Park - with trails	Support	
306	Park like Central Park - use undeveloped land like in Louisville, KY where parks are connected.	Support	
307	More parks with trees and areas to play.	Support	
308	More large indoor swimming pools like Claude Moore Park near Belmont Ridge	Support	
309	More walkable developments like One Loudoun, Reston, Loudoun Station.	Shape	
310	Anchor stores in Ashburn, more shopping, enough grocery stores.	Compete	
311	Smaller Tyson's - indoor or outdoor - more non-chain restaurants	Compete	
312	More affordable senior housing.	Shape	
313	Great opportunity for redevelopment in unsuccessful strip mall development.	Shape	
314	Opportunities for infrastructure improvement	Compete	
315	Opportunities for linear park/corridor/regional-scale parks	Support	
316	Intercounty transit/bus system based on multi-modal access at Silver Line	Connect	
317	Interconnected trail network connecting W&OD	Support	Connect
4225	I would like to see parks, with lots of trees, trails to walk on, opportunity for wildlife, even streams and/or lakes.	Sustain	Support
3822	Preserve the natural beauty and environmental concerns of the Potomac River neighborhoods	Sustain	
4208	Make sure neighborhood roads connect well to a network of secondary roads, and that secondary roads connect well with the needs of primary roads.	Connect	
4284	More development is not the answer. Redevelopment must include preservation of watersheds, nature corridors, bike and walking trails. Redeveloped areas need to include clean energy.	Sustain	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4288	All new development in the county should include geothermal systems. We had it put in our old home and love it. It makes a lot of sense to do this during construction when the equipment is on site. The costs would be much less during construction than retrofitting.	Compete	
4157	NO NEW POTOMAC RIVER BRIDGE IN LOUDOUN COUNTY!	Connect	
4324	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4187	Any development or redevelopment should be environmentally sustainable and LEED certified.	Shape	Shape
3634	Instead of using a small parcel of land for townhouses, allow it to be used for a tiny home community by keeping most of the trees intact and just having one lane paved through so tiny houses can be off of it. The lot for sale on Ashburn Road leading into Old Ashburn. It would help people out.	Shape	
4178	Usable outdoor space. Walking trails, sidewalks alongside roads for people to use and to connect communities.	Connect	Support
4008	I would like to see more housing for single folks. Most houses are large and for families. As such, the houses are not affordable/sustainable.	Shape	
3598	If there is any land for more housing - turn them into green spaces to increase the quality of life for the existing residents. Schools are already maxed, traffic is already heavy. Most people are already complaining about too much and too fast growth. This will be a negative impact on our lives. Terrible idea.	Shape	Shape
4122	This is a leading question. Hold the density originally planned for the area. If any changes are made, create more parks and recreation opportunities, including wildlife habitats. Add more bike and walking trails.	Sustain	Support
4295	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
3429	Bike Trails, walking trails, sidewalks and open space as well as increased public transport.	Connect	Support
3656	Future development should be concentrated near the Silver Line metro stations.	Shape	
3657	Future development should NOT be focused on the Transition Area.	Shape	
3647	Traffic improvements before development populated.	Connect	
3588	No More Townhouses anywhere.	Shape	
4075	I want buses in Sterling, VA	Connect	
4375	Development in this area needs to prioritize environmental impact, sustainability, and storm water runoff/ erosion concerns since it is so close to the river.	Sustain	Shape
3514	More public (not HOA) parks.	Support	
3638	Open space with a public park and trees	Support	Shape
3408	Russel Branch Road...connecting bike/walking paths. The crosswalk at Russel Branch and Ashburn Village Blvd has no path after the crosswalk in the road...Bus stop has a guardrail between it and the walking path...	Connect	
3481	Parks and rec centers.	Support	
3923	No more development! Just leave it like is!	Shape	
4093	Keep the Blueridge area rural with min 3 acre zoning.	Shape	
4021	If residential buildings are planned for these areas, less density would be preferred.	Shape	Shape
4022	Preserve the green and open spaces, wildlife habitats, etc. by adding parks, nature trails and other recreational areas.	Sustain	Support
3496	Crosswalks, bike lanes. pedestrian bridges over busy streets/intersections	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3584	More office space and business locations are needed in/near Dulles South, so that the restaurants/shopping will have enough customers to get by.	Compete	
4060	No bridge crossing!!!!	Connect	
4351	Zoning changes that allow us to walk to restaurants and other venues, mixed use. Stop encouraging sprawl by forcing houses in one area and the kinds of retail businesses that cater to homeowners in a different area.	Shape	
3882	When building new houses and planning for it. Think about the future community and what they will need.	Shape	
4238	If development or redevelopment occurs we want forests.	Sustain	
4098	No more housing! Slow down this growth with stiffer guidelines and lower build numbers.	Shape	
4117	Redevelopment should cluster commercial and residential buildings to make walking and use of public transportation more feasible (e.g., the Village at Leesburg) while protecting the natural environment. And stop cutting down all the trees - the last thing we need here are endless lawns requiring water and mowing. Limit developments that gobble up agricultural areas and woodlands.	Shape	Sustain
3906	No bridge coming through broad run farms. This is s very special and unique neighborhood where you can have the luxury of the country living in and near things. Please do not destroy this natural landmark of the beauty of the land and river access.	Connect	Sustain
3437	The biggest asset is the preservation of open space and green space. Once it is gone, it is gone. A primary focus should be on alternative transportation like sidewalks and safe bike lanes in the suburban area. Currently there is little choice but to drive to your destination. Paths should be safe and connected.	Sustain	Connect
3445	redevelop older shopping centers, particularly closer in.	Shape	
3617	Walkable communities.	Shape	Connect
3618	Public transport - streetcars? Light rail?	Connect	
4137	PRESERVE CURRENT RESIDENTIAL IN BROAD RUN FARMS, INCLUDING SET-ASIDE RECREATION SPACE. NO BRIDGE IN LOUDOUN COUNTY ACROSS THE POTOMAC	Connect	Shape
4087	Completion of road projects.	Connect	
4242	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation	Sustain	
3909	No multi-family growth.	Shape	
3910	Do not increase density.	Shape	
4303	Conserve monitor and maintain watersheds. Lack of water will be the problem of the future. We need to preserve and maintain our watershed ares to include forests, field slopes that filter and retain water.	Sustain	
3859	No new Potomac River crossing in Eastern Loudoun.	Connect	
3478	No more High density growth in western Loudoun.	Shape	
4556	Provide a way to cross Rt.7 near a Catholic Church on foot/bike. People are doing it daily, in rush hour traffic. It is both unsafe and inconvenient. A bridge or a tunnel would work best.	Connect	
4598	Undeveloped properties between Route 7 and Russell Branch Parkway should be zoned for employment uses, with no options for residential use (especially apartments). The properties currently zoned Planned Development - Industrial Park (PD-IP) properties should remain PD-IP.	Shape	Compete
4559	Encourage development of Sudden Island. Yes, it is in Maryland - but it is a prime spot that is completely unused at the moment and it may be a great asset to Loudoun.		
4575	More recreation areas needed for Eastern Loudoun residents: trails, natural areas.	Support	Sustain
4576	Infill should be recreation areas, not housing development.	Support	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4604	Zoning in old Ashburn should help preserve the historic nature of the village and prevent high density development. To help preserve the scenic nature of Ashburn Road, the road should not be widened between Farmwell/Ashburn Farms Blvd and Gloucester Parkway. For the same reason, <u>Hav Road should also not be widened in old Ashburn.</u>	Shape	Connect
4525	more transit options, including a new VRE line connecting Eastern Loudoun to DC	Connect	
4611	Ashburn needs to be more walkable. Ashburn needs more sidewalks/trails connecting the various developments/communities in Ashburn. This includes sidewalks and trails connecting the areas surrounding old Ashburn with the adjoining communities/neighborhoods.	Connect	Shape
4632	no Potomac river bridge	Connect	
4485	The new comprehensive plan should have provisions for guiding the redevelopment of older areas such as Sterling Park and Sugarland Run. These areas should have businesses that support day to day needs such as grocery stores, but also some attractive features such as cafes and brewpubs, and local public facilities such as libraries and community centers.	Shape	Compete
4486	Try to maintain continuity of green areas. Provide public access to open natural areas and increase public (as versus private) parkland.	Sustain	Support
4553	Provide a way for residents of the apartment complex on the intersection of Cascades Pkwy and Rt.7 to reach nearby shopping areas without a car: on foot, bike or via public transport. It should boost both employment options and shopping convenience. I frequently see residents crossing <u>four lanes of Cascades Pkwy. the need is there.</u>	Connect	
4656	No New Potomac River Bridge in Loudoun!	Connect	
4709	It is not an "IDEA." It is a statement, or an exhortation, or a preference. Do not put data centers, housing, or commercial areas along water resources or in flood plains. Protect the water supply. Preserve natural areas. Limit improvements to trails and passive parkland.	Sustain	
4710	Do not add any new housing to Transition Area. Add parkland and retain open space.	Shape	Shape
4711	Do not allow ANY development that would adversely affect Dulles Airport economic viability. <u>No new housing developments in noise zone.</u>	Compete	Shape
4712	Add trails and passive parkland along waterways and floodplain areas. DO NOT DEVELOP further.	Sustain	
4714	Add/preserve passive parkland for suburban residents.	Support	
4723	Route 606 needs to be widened as it has a heavy flow of traffic from the Toll Road to South Riding.	Connect	
4744	Road development to reduce traffic.- gas station.	Connect	
4769	This is the area in the county where involving the best planners is key. This area has long been zoned for higher density and should have higher density but with careful planning so that it is attractive, convenient for employers and residents alike, and provides varied housing types for <u>varied demographics.</u>	Shape	
4771	Mixed use	Shape	
4784	Dedicated open space.	Shape	
4788	More street parking on Glenn Drive	Connect	
4791	Community pool	Support	
4861	Jungle gyms for adults and kids. By plazas. Need more fitness fun so you can do an activity and go <u>shopping</u>	Support	
4820	Since METRO is coming, we have to pay for it. Need massive multi-use developments at all <u>stations.</u>	Shape	
4821	There is no redevelopment without private developers. How is this going to be made attractive? Only the biggest developers with large sites can afford the multi-hundred thousand dollar cost and years it takes for a rezoning.	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4827	More multi-use parks and less development.	Support	
4832	Install more multi-use parks instead of housing.	Support	
4862	Ninja warrior courses. Fitness stuff like rings and monkey bars and balance areas. We need outdoor fitness outlets.	Support	
4841	Continuous trails and habitat in all areas	Sustain	
4847	Stop over developing, leave more conservancy space and park areas	Sustain	
4860	Ymca	Support	
4868	Bike paths, nature trails, etc.	Support	
4888	Less strip mall development with chain/big box names; more independent businesses -- restaurants, services, retail. Develop Avonlea. Do NOT build up wider roads between Loudoun and PW Counties.	Compete	Connect
4889	Keep areas within these four points less developed. Retain transition environment.	Shape	
4901	Stop building more strip malls and simply fill the ones already in existence.	Compete	
4920	I would like to see better management of housing growth in relation to school over-crowding. The schools should be built to handle the growth vs being behind and redistricting which negatively affects families. Design the schools with flex-spaces that could be used for other things (senior activities, preschool, etc) until needed for classrooms (and after if population declines).	Shape	Compete
4564	Recreational Trails on stream valley corridors!	Support	
4584	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4747	Maintaining small village base where all necessities are available. I.e. Education, food production- (seed to table) cottage industry and commercial- light industrial, Small entertainment venue and food service. Commercial- light industrial, small entertainment and food service can be in one multilevel building.	Shape	
4808	Paved pedestrian pathways!	Connect	

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2B

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
8	Transportation along route 28	Connect	
9	Connectivity from one campus to another. Encourage pedestrian connectivity in industrial areas and commercial. No way to walk from campus or cross 28 on foot.	Connect	
10	Fear of residential infill corner of route 28 and route 7 High Density. Redevelopment of malls into high rises.	Shape	Shape
11	Work emporium. Creating uses for people who work from home.	Compete	
12	Residential development. High density. Duplexes. Creative and innovative.	Shape	Shape
13	Parks closest to quarry and the residential close to Rt 7. Promoting multiple uses parks, housing, light industrial.	Support	Shape
14	Outdoor ampitheater.	Support	
66	Wildlife corridors needed.	Sustain	
67	Need nice affordable housing.	Shape	
68	Need architectural controls on buildings (guidelines, standards)	Shape	
69	Need a way to get more input from public - lots of older people - need young people involved in the process. Need their input.		
70	Encourage/assemble small parcels to make redevelopment - public responsibility.	Shape	
71	Impact on low income families - need strong programs for affordable housing.	Shape	Support
72	Sterling shopping center at great risk and need green space to uplift.	Shape	
73	Need to consider trails by affordable housing - for walking biking	Support	Connect
74	Adjacent to Claude Moore - undeveloped now - more park	Support	
75	Lot of historic sites - identify and protect - preserve them as develop	Shape	
76	Thank property owners for preservation on private property - but need more.	Shape	Sustain
79	Congestion on Rte 50 will be increased with 3 major new developments.	Connect	
80	Workforce housing would be a need. Good area.	Shape	
81	Combination of infill and stadiums generate influx of traffic and people need to be mindful in planning.	Connect	
82	Can we afford the public resources to support infill? Public services are they available?		Compete
83	Preserving the natural environment in infills and throughout Loudoun County.	Sustain	Shape
84	Water quality and abundance consider flood and drought. Retain fields and undeveloped land. Protect rain filtration. Preserving land helps storm water control.	Sustain	
85	Look at resources utilities, wildlife impact. Is it worth doing? Will it be disruptive?	Sustain	
122	Old Ashburn - no sidewalks, no safety connection, narrow roads	Connect	Shape
123	Building height restriction - views - noise restriction on business	Shape	
124	Light aim downward	Sustain	
125	Old Ashburn, narrow bridge - need walkway at bridge.	Connect	
126	This envision process is good.		
127	Must work on sidewalks - no connection, only one side - need to cross -stop it	Connect	Shape

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
128	Access to W&OD	Support	Connect
129	Carisbrook - we are isolated, trail connections to Ashburn - W&OD	Support	Connect
130	Add green - preserve green - trees, shrubs	Shape	
131	Need roadside maintenance	Connect	
132	W&OD is great - crossings need help	Support	Connect
133	Rt 7 construction awful - weeds - eyesore, construction debris	Shape	
134	Community has great places - but not connected by walk	Connect	
135	Community has great places - but not connected by roads	Connect	
136	Transportation, more needs to be developed.	Connect	
137	Schools aligned with growth	Compete	
138	Water conditions - avoid flooding like Elliott City	Sustain	
139	Driver training to reduce accidents	Connect	
140	Public safety - more fire stations closer to houses - do we have enough?	Compete	
141	School re-districting - not good for kids	Compete	Support
142	Light pollution - reduce -point down and not up and put in specific areas.	Sustain	
143	Walk to Old Ashburn	Connect	Shape
144	Main street for Old Ashburn	Shape	Support
145	Silver Line area - develop with commercial uses to attract millenials with diverse retail and shopping to draw people to the area (office restaurants, library) center of life	Compete	Support
146	R??? - make good use for it - smart, mixed use redevelopment	Shape	
147	Farmer's markets - permanent one in Old Ashburn and include organic food.	Compete	
148	Parks with water access	Support	
149	Designate spot for Loudoun Earth Day.	Support	
150	Opportunities for infrastructure improvement/road expansion	Connect	
151	Dulles is a big impediment to N/S and E/W conveyance. Transportation options through the airport property?	Connect	
152	Safe pedestrian crossings should be addressed before development occurs rather than retroactively - should be continuously improved; retrofits too difficult.	Connect	
153	Concerns about North Star passing elementary schools and going through neighborhoods; safety concerns for kids - no safe crossing for kids.	Connect	Support
4381	My biggest concern is that the county continues to build commercial parks while older commercial parks sit practically vacant. Stop giving tax breaks to develop green space. Give tax breaks to redevelop commercial space into both industrial and commercial space.	Shape	Compete
4338	I am very concerned about noise coming from planes flying to/from Dulles Airport.	Shape	Sustain
4188	Development needs to be coordinated with LCPS planning. School capacity should be in the plan from the beginning, not a woefully late response to a problem that was decades in the making. Developers should be responsible for providing appropriate land/infrastructure to support the schools that are needed for any new residences.	Compete	
3636	Traffic is just awful. Maybe trolleys could be marketed towards people with more money. Seriously. Also, when developers are planning a parking lot, they need to be mindful of how easy and safe it will be to get in and out of a parking lot. Seriously, who designs these things? I. with absolutely no training could do so much better.	Connect	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4179	lack of common area for use of all residents in developments.	Support	
4123	If you keep crowding more density into the suburbs, people will leave and move west. Protect the native wildlife, create more opportunities to be outdoors in community spaces rather than more homes or businesses.	Sustain	Support
3658	Protecting floodplains is of utmost importance. Clean water is necessary for citizens and businesses.	Sustain	
4315	Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County	Compete	Connect
4376	Development in this area needs to prioritize overall environmental impact, storm water runoff/ erosion, and sustainability since it is so close to the river.	Sustain	Shape
4377	environmental impact needs to be prioritized	Sustain	
3458	Care needs to be taken to make sure any development meets certain aesthetic regulations. New development should blend with existing.	Shape	
4023	Additional traffic is obviously a huge concern.	Connect	
4241	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
3438	Before extensive development, connectivity in the road network with a focus on alternative transportation is something that needs to be addressed.	Connect	
3446	traffic congestion	Connect	
4138	MAINTAIN NEARLY 60-YEAR OLD RESIDENTIAL AREA OF BROAD RUN FARMS. BUT NO RIVER BRIDGE IN LOUDOUN ANYWHERE	Shape	Connect
4577	Trails and transit connectivity between areas: biking, walking, and bus transit to connect residents to jobs, recreation, and shopping.	Connect	Shape
4451	Protect established communities, neighborhoods, and/or parkland. The diversity these places provide to Loudoun county is what makes this such a great place to live. Developing more planned communities and shopping areas is destroying the beauty of the county and creating a dulling effect on the senses.	Shape	
4501	A new bridge here will add an enormous amount of induced traffic and decimate the entire area.	Connect	
4503	Do not turn Eastern Loudoun into a mini-Los Angeles. More traffic from out-of-state across new bridges is not what we need. Better connections within and to Fairfax, fewer barriers to bikers and pedestrians, and more reliable transit connections are what we need.	Connect	
4652	No New Potomac River Bridge in Loudoun!	Connect	
4792	CONCERN WITH DEVELOPMENT: taking away more street parking	Shape	Connect
4796	too many additional cars trying to turn onto Davis Drive where there are no lights (from Belfort Park Drive or Tippet Hill)	Connect	
4828	Concerns related to development: traffic, crime, strain on county resources, strain on natural resources, destroying the land.	Shape	Sustain
4902	congestion in general	Connect	
4785	Route 50 cannot handle increased traffic so if more housing developments occur another major artery needs to be developed. Lee Hwy is taxed to the max.	Connect	
4751	Broadband for all areas, both transitional, commercial, rural, suburban, and urban areas.	Compete	

Appendix B:

Redevelopment in Maturing Neighborhoods

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2A

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
329	Use wetlands for corporate high-density agriculture.	Sustain	
4409	Land use for farming, loudoun farm tour is an asset to loudoun county commerce	Sustain	
4677	I would like to see some rural agriculture remain and/or created in the east.	Sustain	
86	Keep bike and sidewalk/ped connections - bike friendly will pull in business.	Connect	Compete
207	Look at major intersections for safe bike/ped crossings: Drainsville Augusta/Sterling Pot. View NOVA Campus Palisades Pkwy Countryside Blvd	Connect	
209	No ped path. No access to Cascades.	Connect	
218	Provide safe pedestrian access across roadways.	Connect	
236	Walkways across Rt. 7	Connect	
269	Need crosswalks all along 7 (Sterling, Lansdowne) and walking bridges. Very dangerous, no connectivity.	Connect	
270	Need sidewalk and crosswalks.	Connect	
271	Bike lanes on route 7.	Connect	
272	Cascades Library - kids can't walk. No sidewalks and dangerous roads.	Connect	
327	Pedestrian bridges over major roadways.	Connect	
3439	A priority on sidewalks is vital. There are no sidewalks on Sterling Blvd.	Connect	
3623	Pedestrian pathway between the Sterling Park homes and the assisted living facility is becoming run down and needs maintenance and repaving. There is no other sidewalk in this area to reach the shops at Cascades Overlook, and occasionally people who do not know about this pathway WALK ALONG ROUTE 7 IN TRAFFIC.	Connect	
3625	Pedestrian path needed	Connect	
4405	More pedestrian-friendly, walk-able areas. Another bridge in this area will just make traffic worse.	Connect	Shape
3597	Focus on increasing quality of life for the residents. Great potential to create walkable communities with local public transportation to connect this area to the metro.	Connect	
205	River-cross to Maryland.	Connect	
219	Provide bridge over Potomac for outer beltway.	Connect	
331	Bridge across Potomac.	Connect	
4005	We do NOT want a Potomac Bridge crossing to MD!!!! This would radically and negatively impact traffic congestion and quality of life in the section of the county where a bridge would be placed. We did not move to eastern Loudoun county to have it turned into Arlington or Fairfax counties.	Connect	
4067	No new Potomac River bridge anywhere in Loudoun.	Connect	
3809	Broad Run Farms, please reconsider the bridge location. Will severely change our development and lives.	Connect	
4061	No Bridge Crossing!!!!	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4325	NO NEW BRIDGE HERE!!!! NO NEW BRIDGE THROUGH BROAD RUN FARMS!!! DO NOT BUILD THROUGH "DESTROY" THE MOST BEAUTIFUL, CLOSE-KNIT, FAMILY AND COMMUNITY ORIENTED, OLD-GROWTH AREAS IN EASTERN LOUDOUN COUNTY, LET ALONE NORTHERN VA. MORE TRAFFIC AND MORE CONSTRUCTION JOBS TO BUILD MORE AND MORE AND MORE DOES NOT EQUATE TO A BETTER OR HIGHER QUALITY OF LIFE IN EASTERN [OR ANY PART OF LOUDOUN, OR NOVA ANYWHERE!!!!]????????? THINK PEOPLE,THINK. USE YOUR GOD-GIVEN GREY MATTER!!!!!!!!!!!!!! thank you.	Connect	
3861	Do not add another Potomac River crossing in Eastern Loudoun.	Connect	
3839	An additional Potomac river crossing is not going to alleviate our current traffic problems. It will only make them worse.	Connect	
4252	DO NOT BUILD A POTOMAC RIVER CROSSING! I have lived in Northern Virginia for 30 years, mostly in the Sterling area. I moved to Broad Run Farms to raise my family in a rural setting and to escape the sprawl that has become all too common in eastern Loudoun County. This bridge would destroy well-established communities and neighborhoods that already provide rural surroundings complimenting the high-density residential/commercial development that is pervasive in eastern Loudoun. This bridge would also destroy natural, scenic and historic resources. Extending Route 28 Projects like a Potomac River Crossing will only serve to advance the objectives to Compete and Connect all at the expense of those living in eastern Loudoun. A bridge crossing at Route 28 will not reduce congestion. It will only put more cars on the surrounding arteries. Loudoun County needs to develop alternative solutions to our transportation problems and protect the few remaining places where families can live in a rural setting.	Connect	
3447	alternative to another bridge over the potomac	Connect	
4399	Must maintain right-of-way for a Potomac River crossing in this area. Rt. 28 is the obvious connection point, but if established residential North of Rt. 7 directly North of Rt. 28 does not allow connection straight North, Loudoun County Parkway may be the next best option, since there is Right-of-way or County-owned land right to the river. In this case, it would be critically important to maintain adequate ROW from LCP to the River, as well as maintain setbacks along Rt. 7 between Rt. 28 and LCP to allow full buildout of the Rt. 7 ROW to 10-12 lanes in this area.	Connect	
4633	NO potomac river bridge	Connect	
4490	Bridge the gap to Maryland.	Connect	
4657	No New Potomac River Bridge in Loudoun!	Connect	
4506	No bridge over the river at Rt 28!	Connect	
195	Building for sale, use to bring more businesses here, clean up after furniture place.	Compete	Shape
224	More diverse businesses aside from technology industry for employment.	Compete	
94	Smaller spaces for office tenants (start-ups)	Compete	Shape
98	Provide space opportunities for non-profit organizations.	Compete	Shape
87	Bridge from Rt. 28 to 370	Connect	
227	Improve access on Route 7 to make better commuter route.	Connect	
107	Concerned about wildlife conservation, natural conservation.	Sustain	
109	Cutting natural trees. Should be values for the interest of the community.	Sustain	
201	Create green space? Williams nursery.	Sustain	
233	Older communities (i.e. countryside) have more land, more green spaces. Larger lots - would be better if commercial areas were redeveloped.	Sustain	Shape
326	Concern about removing existing tree space for development.	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
344	Williams Greenhouse - Green space is valued, even if privately owned.	Sustain	
4296	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4124	Hold onto or increase parks and green spaces and protect them with permanent conservation easements. Create walkable space and community rather than just having narrow sidewalks along busy roadways.	Sustain	Shape
4305	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation, and energy conservation.	Sustain	
4413	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4286	Preserve continuous natural areas, not groomed areas, include nature trails and bike paths as part of that through the whole county.	Sustain	Support
4413	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4679	Expand and protect the land beside Claude Moore Park.	Sustain	Support
4689	Enable collective development of small developments that have helped build Loudoun and protect its environment.	Sustain	
4869	Trees, trees, and more trees. Places for families to get out and enjoy nature - bike or walking paths.	Sustain	Support
4848	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
230	See cultural center aka Wolf Trap-type facilities	Support	
231	Should not change except for cultural areas.	Support	
322	More art and entertainment center.	Support	
346	Needing more community facilities for concerts, etc. outdoor ampitheater.	Support	
4356	Mixed use opps in Marketplace shopping center in Cascades. Nightlife options similar to One Loudoun	Support	Shape
4578	Along proposed Metro stations, an arts/culture venue (like Strathmore in Maryland). Promotes culture in the area; attracts visitors and supports expansion of visitor venues.	Support	Shape
96	Signs for historic sites - promotion.	Shape	
97	Preserve history.	Shape	
197	How to make a historical area. Talk about developing to historic area plaza and government building and ice cream and neighborhood asset - stop off bike trail.	Shape	
3826	I would like for us to retain some of the character of these mature neighborhoods. Broad Run Farms is the oldest subdivision in the county and has historic homes and so much natural area for wildlife.	Shape	
4411	Mature neighborhoods should be preserved with historical and archaeological sites not impacted	Shape	
82	Concern over loss of current affordable housing	Shape	
106	Not a lot of options for low-income housing, affordability.	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
203	Turn into housing. Not affordable housing nearby.	Shape	
265	Dulles Town Center South is a hodge-podge and not consistent land use. Put affordable housing there.	Shape	Shape
268	Need 3 and more bedroom units that are affordable. Too much overcrowding in small places.	Shape	
318	Maintain and expand affordable housing stock in the county.	Shape	
319	Spread out affordable housing across county.	Shape	Shape
4131	Please do not price people out of the market when re-developing an area. Housing in Loudoun is too expensive for many residents including seniors.	Shape	
3510	True affordable housing for our you adults just beginning or ending college/ High school who are trying to become responsible adults. Housing that requires proof of school attendance .	Shape	
4628	IF the people living in a given area want something to happen, listen to their wants and needs. Many, many people who work in Loudoun are already priced out of the housing market. Look at innovative ideas in housing that exist in places like Portland and Seattle, as well as in other countries and learn from those. I never hear any scholarly authorities cited in the meetings I attend. Why is that? I see ugly beige condos for the less affluent and ugly being single family houses for the more affluent. There is a better way to do things. Who are your planning authorities? Consider my "dot" to be the entire county.	Shape	
85	Don't make housing too small.	Shape	
204	Residential. Tie into Cascades Overlook. Not large community.	Shape	
222	Diversify housing in Sterling to attract more upper level economies.	Shape	
321	Need multigenerational, multifamily housing with environmentally sustainable features.	Shape	
324	Encourage multi-family/apartments near education centers.	Shape	Support
99	Adequate telecommunications facilities.	Compete	
110	Enhance the character of the area.	Shape	
220	Consider ??? with taller building to frame Rt 28.	Shape	
229	Sterling Park - plans for how it should change - architectural controls, etc. Height limitations <u>Will change on a lot-by-lot basis</u>	Shape	
4410	Mature neighborhoods should be valued instead of cookie cutter homes	Shape	
4700	More specific building and architectural codes that guide the look and character of the built environment to ensure we capture the rural essence of Loudoun. Larger setbacks for commercial retail areas with landscaping requirements that include trees and walkable paths.	Shape	
3832	NO changes to the Broad Run Farms community.	Shape	
4368	This whole area should not be developed at all. It is an extremely small remaining area of undeveloped land that is used for walking trails and recreation, and there are already too few areas like this in or near Sterling.	Shape	
3879	I do not think there should be any "redevelopment" in maturing neighborhoods. Improvements occur naturally as the residents can afford them and as businesses are needed. If we do this we are going to price people right out of Loudoun more than we already have.	Shape	
4312	We do not need more development. We do not need to "re-develop" mature spaces with trees and open spaces to accommodate projects like a new Potomac River Crossing!	Shape	Sustain
3924	No development anymore it is already too much	Shape	
3964	No development! Leave it untouched!	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4139	MAINTAIN RESIDENTIAL AND RECREATION AREAS IN BROAD RUN FARMS; NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.	Shape	Connect
3911	No multi-family.	Shape	
4826	More multi-use parks and less housing	Shape	Support
4507	The Sterling Park Shopping Center has been the heart of the Sterling Park community for over 50 years. It serves as the primary commercial center within the oldest planned community in Loudoun County. In order to address the aging facilities on the property and the current and future market trends, a planned use designation for a mix of uses focused on a central gathering place and tapering down in residential density toward neighboring properties would help facilitate the redevelopment of this vital community node to serve residents for decades into the future. The Revised General Plan currently designates the Sterling Park Shopping Center and the surrounding commercial properties as part of a larger Residential planned use designation. This Residential planned use designation does not specifically provide for the redevelopment of the Sterling Park Shopping Center as a central node consisting of a mix of uses. A more specific planned land use designation identifying the Sterling Park Shopping Center for a higher density mix of uses is appropriate. The current planned use designation does not take into account the preferences of local residents who have called for the Sterling Park Shopping Center to become a mixed-use center with a central gathering space and residential and retail uses that will enliven the property. The planned use designation being considered for the property should account for the amount of additional density, an appropriate mix of uses, and the tapering of residential densities toward the periphery of the property that would be required to incentivize redevelopment of the shopping center. An appropriate level of density and mix of uses would result in the redevelopment of the shopping center into a vibrant mixed-use center that would serve as a community gathering place and engender a sense of civic pride in the community.	Compete	
83	Redevelop Sterling Shopping Center as a mixed-use town center.	Shape	
228	Develop mixed use areas with affordable housing to create diversity of social economic levels throughout the county.	Shape	Shape
238	Redevelop Sterling Park SC to mixed use with plaza.	Shape	
239	Cascades Marketplace - convert to Town Center	Shape	
266	Need mixed uses. Lots of vacant businesses. Businesses want residential retail. Redevelop.	Shape	Compete
274	Build complementary uses around One Loudoun to build off its success.	Shape	
278	3 big box stores gone. Cascade Market Place and Target Plaza. Old so businesses not drawn. Need live work, play. Make it like Cascades Overlook.	Shape	Support
323	Keep as much of the County mixed due to reduced commercial and retail use.	Shape	
341	Encourage mixed-use areas, not necessarily high end.	Shape	
3645	Urbanizing in this area with affordable housing included, lots of public green space, places for teen and pre-teens to go safely. Create areas for music and arts show, where festivals can happen. Highly walkable, bike friendly community will attract young millennials who maybe working in Fairfax area.	Shape	Support
4487	The new comprehensive plan should provide guidance for the redevelopment of older subdivisions, especially in regards to public facilities, supporting businesses that provide for local needs. More emphasis on making areas pedestrian and bike friendly.	Shape	Compete
198	Nothing happening with Loudoun land because of politics. Will help with revitalization, could increase green space. Get ball rolling!	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
199	Needs same attention as above. (Nothing happening with Loudoun land because of politics. Will help with revitalization, could increase green space. Get ball rolling!)	Shape	
232	looking for more green spaces	Shape	
4196	More dedicated park land, less commercial and residual building	Shape	Support
333	Parking around Dulles Town Ctr - needs to be multi-level parking.	Connect	
4694	More community trails, paths, sidewalks, parks, pools, playing fields and greenspace.	Compete	
90	More community spaces for events - open space.	Support	
101	Flood plain - Linear Park, Blue Trails, Hike, having onnections to the Linear Park.	Support	
102	More pocket parks, spent time outdoors.	Support	
104	Redevelop parks, sidewalks, W/OD Trail, walkability, urbanish park.	Support	Shape
113	Linear Park is important. Nature and fitness, Integrate business and nature.	Support	Compete
114	Maintain Loudoun County fit and fun.	Support	
192	Golf/Tennis - partnership with county to develop to community center/green space/etc	Support	
226	Provide better access to Claude Moore Park and make affordable to residents.	Support	
275	Don't change Claude Moore. Need green space and parks. Mark historic site at north end of Claude Moore (Telegraph Station) at top of hill.	Support	Shape
277	Add tennis courts. Rec centers. Claude Moore isn't enough. More throughout Loudoun.	Support	
330	No dev. In our parks.	Support	
339	Connect Potomac Heritage Trail.	Support	
342	More plaza-type community areas, connections with other neighborhoods.	Support	
347	More dog parks, in Claude Park, Algonkian.	Support	
4024	These mature neighborhoods are already so crowded with a mix of residential and commercial buildings. It would be nice to see more parks and other recreational uses for people.	Support	
3593	New Pool in Sterling Park	Support	
3424	More parks. For example, each home in Rockville, MD is located within a short walk of a city park, and the City is home to more than 1,000 acres of parkland, composed of 33 passive and 32 active parks.	Support	
3622	I am a dog owner in Sterling Park and would love to have a dog park located somewhere close to Sterling Blvd.	Support	
3632	Lots of benches, access to water and shade, and some obstacles for the dogs to utilize.	Support	
3592	Maybe a "teen center" at or near the community center instead of in the library. Also, the community center is expensive to use, which makes it less accessible.	Support	Support
3491	A disc golf course would be a nice addition to the Eastern half of the county.	Support	
3489	Ball fields i.e. soccer, lacrosse, football,etc.This area is adjacent to the old landfill and has water contamination issues. If it were a ballfield without running water it would serve the community and not endanger the health of an unsuspecting family buying the property for residential use. It would also be fantastic to have additional fields in our area.	Support	
4218	Sterling - public outdoor pool with lap lanes	Support	
4909	More dog parks, Mixed use space like one loudoun restaurants shops and housing	Support	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4629	Include more parks. Provide grants and incentives for people to upgrade their own spaces instead of bulldozing everything in sight and starting over. Make communities walkable and link them via trails. More trails and fewer roads!	Support	Shape
273	Replace old septic systems to get sidewalk put in. Incentivize home owner to replace septic for sidewalks.	Compete	
276	Community center - revitalize or make a community center.	Compete	
345	Adding county government amenities near bus routes.	Compete	
88	Provide more options for transportation.	Connect	
93	Redevelopment should provide transportation connections to metro.	Connect	Shape
334	No bike lanes. Bus stops there.	Connect	
340	Subsidized housing Cascades & 7 - no bus stops or sidewalks, even on bridge.	Connect	
343	Add bus stops in densely populated areas in Sterling.	Connect	
3624	We need some sort of Mass Transit connection between Sterling and the new Metro, like a dedicated bus line or ideally some sort of tram or trolley. If we had any kind of mass transit our old, run down commercial sites would instantly become prime redevelopment opportunities, and we could add a town center more in line with One Loudoun and Lansdowne.	Connect	
4088	Pedestrian access to metro, shuttle access for existing businesses to metro to encourage metro use and expand employment opportunities to larger area.	Connect	
111	Preserve the quality of life.	Support	
89	Redevelop Dulles Town Centre.	Shape	
112	Repurpose the buildings into businesses.	Shape	Compete
193	Sterling Plaza - Big Lots - "Do something here" multiple owners. Look at revitalization of this area (with #3)	Shape	
194	Re-approach good ideas and good deal for multi-use/mixed use - townhouses? Bus route. Restaurants, library, grocery... Look at revitalization of this area (with #2)	Shape	Connect
196	How to revitalize? Lots of empty space. "Awful". Hidden gem restaurants - how to market?	Shape	
200	Opportunity here. Near route 7. Land for sale for development while empty buildings. Retrofit!	Shape	
206	Need to look at revitalization of this area.	Shape	
208	Cascades Plaza Not walkable Vacant storefronts Opportunity for redev. Need new entry signage "Entry feature"	Shape	
221	Revitalize Sterling Park.	Shape	
225	Consider revitalization of Sterling Plaza with more businesses that have other uses to get more people.	Shape	Compete
234	Redesign countryside and revitalize it. Facelift, redesign parking.	Shape	Connect
235	Restructure ADU program to revitalize older neighborhoods ie. Sterling Park, Sugarland Road.	Shape	Shape
237	Redevelop areas and make it easier to navigate parking lot.	Shape	Connect
241	Dulles Town Center needs to change as the retail industry changes and revitalize it.	Shape	Compete
267	Beauregard is desolate, sporadic vacancies of land. Consider better use. Not just 1 stories for buildings like not.	Shape	
332	Route 7 - redevelop area - our entry from the east. Gateway.	Shape	
337	Revitalize Sterling Plaza/Community Center appropriately for existing community.	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
338	If (private, aging) golf course does get redeveloped, MUST be appropriate to the same community (not huge houses, townhouses).	Shape	
4361	Prioritize redevelopment of these old office parks before tearing down green space for brand new developments (particularly when the new developments are just new offices/retail that could be retrofitted in existing space).	Shape	
4873	Is the BOS doing anything to slow the extinction of the Dulles Town Center Mall? What are the plans for its future, assuming it goes the way of other dying malls? Might I suggest you start planning for a retirement community that includes whole-life features/services? Health care, shopping, living space, restaurants...the Boomers are coming and no one has ever gone broke catering to their needs.	Shape	Support
4320	Incentives and development of new energy ideas. Monitor air quality.	Compete	Sustain
325	Future development - be a better steward of clean energy.	Compete	
100	Farmer's market, it will be denser.	Compete	Shape
103	Vendors stand, approximate business.	Compete	
335	Areas along trail that could be good trail-centric modes of retail.	Compete	
336	Golf course may not be good place for change for residential, revitalize commercial. Only Sterling Park residential area between 28 & 7 ID's for potential change - not in favor, this is the same as the rest of the houses circling Sterling Plaza. Why "dark"?	Compete	Shape
92	No distance pricing for Greenway - need more alternatives.	Connect	
95	Concern over too many traffic signals - install more roundabouts.	Connect	
202	Bad intersection, where to park? Empty space across. How was this approved? 2-level parking?	Connect	
240	Sugarland Run - Rt. 7 parallel roads are dangerous.	Connect	
3515	Road expansion/improvements.	Connect	
3620	We need a bridge across this street. The traffic improvements here are only a halfway measure!	Connect	
3648	Traffic improvements before development populated.	Connect	
4524	Redevelopment is an excellent idea in certain areas that are feeling the impact of depressed retail and office markets. The concern would be the new development negatively impacting traffic patterns.	Connect	Compete
3621	Park View high school is continually rated one of the worst high schools in Loudoun, and I personally know several neighbors that moved specifically because schools in Sterling are so bad. We need new investment in Park View and our other schools that are decades old.	Compete	
223	Allow school selection to diversify school population.	Support	
348	How can we get more small businesses as opposed to corporations?	Compete	
108	Help the homeless.	Support	
4540	County water in Broad Run Farms.	Compete	
4302	Monitor and protect watersheds, wetlands and identify and preserve forests fields that filter and retain water.	Sustain	
115	Trail Hit Park, dining area, wineries. Bring people in the county.	Compete	
84	Redevelop large lots into smaller lots - cluster housing.	Shape	Shape
279	More dense and greater flexibility of uses in zoning.	Shape	
320	Change zoning to allow higher density and mixed uses.	Shape	
328	Increase density - 1/2 ac - 1/3 ac - increase SF but provide for community gardens.	Shape	
91	Transportation concerns.	Connect	
105	Not enough workforce.	Support	Compete

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4065	Elimination of blight (all Section 8 housing should be removed). Do not become a magnet for the poorest citizens. Handouts beget crime.	Support	Shape

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2B

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
34	Safety streets, safe sidewalks.	Connect	
36	No bike lanes connected to schools.	Connect	
37	No safe walkable connections.	Connect	
77	Walkable, bikeable, access to public transit, pedestrian neighborhood connections. Complete trailway. For entertainment: small plays, concert venue. Splash pad, outdoor cafes/amenities. Need theater- "Flourish" No book stores	Connect	Support
90	Make area more walkable with access to public transportation.	Connect	Shape
94	Connect nodes using trails, expanding and widening trails where necessary.	Connect	Support
98	Pedestrian connections - need to add	Connect	
95	Bridge crossing - where will it go and how will it effect existing traffic and neighborhood. Concern about development by increasing traffic due to bridge.	Connect	
4363	Environmental impact of a bridge crossing the Potomac would be significant on both sides of the river. It would also create unnecessary additional road infrastructure through and near wildlife areas. Recommend pedestrian/ bicycle accessible bridges only, if any.	Connect	Sustain
3872	My biggest concern is the impact it will have on the Potomac River - home to a variety of wildlife, a place to play and of course it feeds eventually into the Chesapeake Bay. Focus on improving the metro situation and widening 15 and the bridge at Point of Rocks.	Connect	Sustain
4316	Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County	Connect	
4634	NO potomac river bridge	Connect	
3953	Impact on the environment, the Potomac River, the wildlife (Bald Eagles, Ospreys, Herons, foxes etc) and less life quality for the people, if this area gets more development! More traffic, more pollution, more noise, more destruction! We need more preservation of nature, especially in this area at the Potomac River!	Sustain	
4505	Hidden Lane Landfill should be left to conservation use after the remediation is done. People have done enough damage here.	Sustain	
32	Gangs - safety (pedestrian safety)	Support	Connect
4066	Strong enforcement of immigration crimes. Do not allow our county to be an attractive destination for illegal aliens.	Support	
4681	Safety.	Support	
4220	Outdoor concert area	Support	
3595	Re-Activation of the currently inactive HOA for Spring Grove Farms Sec A.		
115	Need capital facilities in parallel with residential and not an afterthought once growth has completed. Better planning.	Shape	Compete
86	Provide state-of-the-art hospital (i.e. Children's Hospital) in Loudoun.	Compete	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
116	Preservation of historic architecture during redevelopment.	Shape	
4452	It is concerning that only a small portion of the county is considered "mature neighborhoods". Families have lived in these communities for generations and most of the homes are barely 40 years old. These neighborhoods should be celebrated for not being planned mega-communities, where every house looks the same and homes have no appreciable sized lots.	Shape	Shape
4125	Hold the boundaries on development around the airport. Have we learned nothing from the neighbors of National Airport? Building too close to Dulles is unsafe and leads to poor quality of life with diminishes land values and wastes space and money.	Shape	
3912	Put a cap on how large we want the county to be. I hate to see any more population growth.	Shape	
4140	MAINTAIN RESIDENTIAL AND RECREATION LAND IN BROAD RUN FARMS; NO RIVER BRIDGE ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.	Shape	Connect
29	A hub, more clustered community.	Shape	
31	Environment protection, pollution, noise, innovation.	Sustain	
97	Concern about the deer population and control of it.	Sustain	
30	Have a connected, common area to play.	Support	
35	Not a lot of amenities for teenagers to do.	Support	Support
38	Community gardens, green space.	Support	Shape
39	Dog parks.	Support	
4219	Sterling - off leash dog park	Support	
4192	Redevelopment in a mature neighborhood must be preceded by sufficient communication with the community and opportunity for resident input. Recently there was discussion by the BOS of building a bridge to Maryland through a residential neighborhood, but there was very little communication about this. I check the local paper, but I only heard about it tangentially on facebook. We can do better		
4680	Communication and transparency is a large concern. The old way of placing a public hearing in the Loudoun Times-Mirror does not reach the masses.		
93	Mass transit - add bus routes to nodes of development.	Connect	
96	Foot traffic - no paved walkways along Rt. 7 - need designated multimodal transportation in the Rt 7 Corridor	Connect	
111	Transportation - roads, buses, transit because of growth from redevelopment. Improve Route 7.	Connect	
114	Multi-modal transit needed.	Connect	
78	Start taking down old buildings to build new rather than using existing green spaces.	Shape	
91	Diversify existing residential communities with infill development of commercial.	Shape	Compete
4287	Give incentives to home owners to use green energy. Geothermal is great. We have a home built in 1890 and had geothermal put in. We love it.	Compete	
33	Road developments, some updates on the roads.	Connect	
99	Rt. 7 East of Rt 28 - needs to be planned and well though Need plans and controls on the redevelopment of neighborhoods.	Connect	Shape
113	Too much cut through traffic on residential roads. Improve main roads for quality of life/safety.	Connect	
3827	Please do not increase traffic! Preserve natural areas.	Connect	Sustain

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
3448	impact on mature neighborhoods, especially sterling/lowes island when considering traffic options for those further out	Connect	
112	Evolve technology - charging stations for cars, noise reducing asphalt and sound walls. Smart roads to monitor congestion.	Connect	
89	Incentivize provision of affordable housing for public servants - teachers, sherriffs etc.	Shape	
92	Provide affordable housing and access to amenities for seniors.	Shape	Support
3594	Strict enforcement of housing regulations to maintain a higher level of affluence and public safety within the community.	Shape	Support
87	Provide incentives for business to develop in lower economic areas.	Compete	
88	Promote small business. Provide tax breaks, start up office space.	Compete	

Appendix B:

Reinvestment in Commerce Districts

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2A

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
38	Bring airport noise boundary in so that it reflects current aircraft technology - need to update	Shape	Sustain
42	Do not move noise on western side of Dulles; keep boundary the same for residential.	Shape	Sustain
368	Move boundary line out - US Weather Service will not change.	Shape	Sustain
4006	Most ideas discussed are going in the right direction, but I am concerned about "more flexibility with regard to 60 LDN noise contours new Dulles"... does this mean that existing neighborhoods surrounding Dulles airport would be subjected to increasing flight noise coming / going from Dulles? This would negatively impact quality of life in these neighborhoods.	Shape	Sustain
4127	Hold the boundaries to keep development from coming closer to Dulles Airport.	Shape	Sustain
44	Connect missing links (sidewalks) - too many sidewalks end, need multimodal to connect areas.	Connect	
349	Increase multi-modal connectivity to W&OD trail; bike lanes.	Connect	
4190	We need to plan to connect the commerce districts with surrounding neighborhoods with safe pedestrian access. My neighborhood is less than 2 miles away from Dulles Town Center, but there is no safe way for us to walk or bike there. None of the intersections with stoplights have crosswalks. A pedestrian bridge or tunnel to cross Route 7 would open up community opportunities to my teenagers who do not drive. They could more easily access part-time employment and spend that money while socializing with friends. Without pedestrian access to cross Route 7, they are limited.	Connect	
4809	Path connectivity for pedestrian/bikers.	Connect	
367	Bridge to Maryland.	Connect	
390	Bridge to MD to alleviate traffic.	Connect	
3862	No additional Potomac River crossing in Eastern Loudoun.	Connect	
4062	No Bridge Crossing!!!!!!	Connect	
4141	NO RIVER BRIDGE ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.	Connect	
4412	Local commerce only, no new Potomac crossing	Connect	Compete
4636	NO potomac river bridge	Connect	
4660	No New Potomac River Bridge in Loudoun!	Connect	
376	Incubator space at ridgetop and near Fairfax areas, like Tysons. Business incubator included into development and telecommute space.	Compete	
377	Around Old Ox Dulles Airport, farming and science; urban ag urban farming. Woodland Rd. = machianists.	Compete	Sustain
378	"Crown jewel" at GW; more R&D, engineering in area.	Compete	
382	World class research facility area in GW, brains not kids, next John Hopkins, Stanford.	Compete	
4566	Enterprise zones for entrepreneurial activities	Compete	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
361	Make business and not data centers. Maintain Rte 28 as office.	Compete	Shape
362	Businesses are changing - do we need it?	Compete	
369	What if property comes into county? Possibly warehouse/industrial. Data centers pushing warehouses out. (Converting them too to data centers).	Compete	Shape
370	What if data centers go defunct?	Compete	
386	Have 75% of residents live and work in County by providing housing and jobs.	Compete	Shape
388	Provide job opportunity and housing (affordable).	Compete	Shape
4162	Commerce districts are very beneficial since they bring jobs closer to Loudoun residents. Long commutes degrade the quality of life.	Compete	Connect
48	One more east/west connection.	Connect	
46	Protect water resources and take advantage of biodiversity parks - put in tracts next to (along) the flood plain.	Sustain	
4348	If development or redevelopment occurs, I want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	Sustain
4870	Less is more - except when it comes to trees!	Sustain	Shape
365	Entertainment complex or senior housing 55 and over (Lerner family).	Support	Shape
366	Will be sunk if we do not get a stadium by metro (Rt 606).	Support	
389	Escape room, and entertainment opportunities.	Support	
3488	pedestrian friendly entertainment district	Support	Shape
3440	In commerce districts there should be more services, entertainment, restaurants.	Support	Compete
4798	Interesting places to gather and do activities that are not 1) prohibitively expensive, 2) not focused solely on eating/drinking and 3) proximate to amenities (i.e., not isolated). Examples would include public parks adjacent to connected bike or walking trails; cultural centers for the exploration of art, music and history; playgrounds near food vendors; shaded outdoor areas for gathering and recreating (more urban park); a great outdoor shopping venue that is not broken up by roads; an urban/integrated community center or library for classes, gathering, etc.	Support	Support
4915	Limit the number of data centers. They are huge and take up considerable amount of land, employ fewer people than a full office building and continue to make the county a greater terrorist target.	Shape	Compete
360	JLMA and it's industrial. Don't expect that area to change.	Shape	
371	More commercial along Rt 50.	Shape	
4857	land use which is diverse base on age and income.	Shape	Support
374	Don't soak up all areas with development, leave some access TBD to accommodate new innovations; leave room open for future.	Shape	
375	Leave areas of redevelopment open IE Dulles Town Center gone don't use.	Shape	
39	Mixed use dev. throughout Silver Line CPAM including housing.	Shape	Shape
40	More urban mixed use - more of a city feel	Shape	
43	Multiuse/entertainment development - live/work/play near One Loudoun	Shape	Support
355	Ensure mixed use live/work/play neighborhoods.	Shape	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
359	Waterside - mixed use - make desirable - keep a quarry (NO) work with him to make it.	Shape	
372	Consider mixed-use or straight residential. Cannot have everything commercial. Outside of noise contour.	Shape	Shape
380	Silver Line CPAM = want mixed use, residential.	Shape	Shape
387	Integrate neighborhood, Sterling Blvd, connect to other areas. More mixed use development (do study re: what needed); how blend w/ county.	Shape	Connect
3431	Mixed Use Commercial indoor/outdoor mall development that allows walking and open space. Make it a destination that has outdoor restaurant seating as well as high end shops. Could even have residential condos or apartments as part of the development. Eyes on the street (Jayne Jacobs).	Shape	Compete
3516	More mixed use and work-live development should occur in these areas which will create a less need for local transportation and encourage more walkable communities.	Shape	Support
4508	The existing Revised General Plan designation for the Mixed-Use Office Center located within the Route 28 Core area should be maintained yet revised and expanded to accommodate multiple mixed-use communities within this overlay. Currently, Loudoun County interprets the Mixed-Use Office Center overlay to apply to just one mixed-use community within this overlay. This interpretation is overly restrictive and constrains the ability of landowners to work collaboratively with Loudoun County and nearby property owners to develop high-quality mixed-use communities in areas of the County which contain the most comprehensive infrastructure to accommodate higher density mixed-use development. Specifically, the southern Mixed-Use Office Center in the Route 28 Core has the opportunity to become an exceptional and integrated mixed-use environment in close proximity to the Innovation Center Metro station. Existing zoning approvals for Dulles World Center (The Hub) and Waterside set the framework for future mixed-use development in the quadrant that is bordered by the Dulles Toll Road to the south, Route 28 to the west, Old Ox Road to the north and the Fairfax County boundary to the east. In addition to the future Metro station, existing and future vehicular and pedestrian infrastructure within this quadrant will enable higher density mixed-use development to be seamlessly integrated into the landscape. The recent zoning approvals for Dulles World Center and Waterside have changed the course of future development in this quadrant from heavy industry to well-integrated mixed-use. There are few opportunities in Loudoun County with the potential for well-integrated, high-quality mixed-use development. The Envision Loudoun plan text should allow for more flexibility in this quadrant to accommodate more opportunities for mixed-use development. These policies should be based on realistic market trends which will in turn successfully contribute to the physical and financial well-being of Loudoun County.	Shape	
4579	Keep commercial, residential, and entertainment venues along Metro station sites.	Shape	Support
4301	Plant trees, measure CO2 level in emissions and establish goals to reduce pollution.	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4126	Preserve open and green space and require developers to put that open space into permanent conservation easements. Look for opportunities to preserve and interpret the unique flora and fauna in this area.	Shape	Sustain
4249	More Green Space! A baseball stadium would be nice.	Shape	Support
4893	Keep the green spaces green. If needing to be developed, please demand fewer big box names and support more independent businesses. Finish Avonlea and call it a day.	Shape	Compete
4684	Small business vehicle parking areas.	Shape	Connect
4842	Continuous bike trails and habitat	Support	Sustain
4858	Outdoor activity - like obstacle course, ninja warrior course, rings and monkey bars and balance to help keep our community strong. Put them by parks and other community areas.	Support	
357	Is this the JLMA?	Shape	
384	Make metro efficient so reduces traffic.	Connect	
4715	Focus commerce district growth along Metro corridor and stops. Support and promote transit options and walkable shopping districts. Add sidewalks and connectivity to residential areas.	Connect	Shape
4754	1. Commerce should be located nearest Metro stations. 2. Commerce should be supported by bus routes and bike networks. 3. The Transition zone should be left intact and as-is	Connect	Shape
350	Sterling Park redevelopment - revitalize.	Shape	
356	Mixed use revitalize Dranesville/Rte 7.	Shape	
364	Infill town center in certain locations along Rt 7.	Shape	
4364	Prioritize redevelopment of these old office parks prior to tearing down green space for brand new construction. There are too many old, vacant office buildings in the county that should be addressed before additional community green space is lost. There are also opportunities to turn these areas into green community uses or public recreation areas/ parks versus additional commercial development	Shape	Support
4389	Leave the green space between costco and Claude Moore Park alone. Develop this green space between Potomac View Road and Costco as a nature trail. Redevelop the commercial park on Ridgetop Circle for mixed use space.	Shape	Support
379	More development, retail, restaurant, grocery within walking distance, biking.	Compete	Shape
4378	I definitely feel like the commercial development along Route 50 in the Suburban Policy Area could be improved. The Avonlea Town Center looks promising (so does the Arcola Center - if it is ever built), but I would like to see more high quality commercial in this corridor. (This would also include restaurants, entertainment, and potentially some office space). I would like to avoid seeing this area become as strip mall -dominated as Chantilly in Fairfax County.	Compete	Support
41	Widen Evergreen Mills Road.	Connect	
351	Remove lights between Algonkians on Rte 7.	Connect	
352	Create alternative routes.	Connect	
353	Replace lights with roundabouts where possible.	Connect	
354	Improve N/S/ Old Ox Road.	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
363	Stick with plan for Rt 28 and Rt 7, even if it takes longer.	Connect	
383	Rt 28 has traffic, how to alleviate.	Connect	
3649	Traffic improvements before development populated.	Connect	
4630	Improve Rt 7 Rt15 bypass interchange now that overpasses leading to this intersection are nearing completion it will become a choke point with only 1 lane to get onto the bypass. This interchange needs work to move the traffic in this area in a more efficient manner!	Connect	
47	Leverage use of data centers to bring in microfarming on rooftops.	Shape	Sustain
381	Rooftop Ag near Arcola or Rt 50.	Sustain	Shape
45	Bring residential to the Cascades commercial area.	Shape	
358	Loudoun Gateway Station - make desirable to be successful to tax base.; 0 residential in that area.	Shape	Compete
373	Huge residential shortage. Creating solutions for housing vital to Loudoun. Price of homes will continue to rise. Quality of life will diminish.	Shape	
385	Develop east so preserve west, seems to be theme.	Shape	Sustain
4076	Why are the commerce areas only in Sterling, South Riding and Ashburn when the other parts of the county get more resources than we do?	Compete	Shape
4077	What about making housing affordable? I know that means many things. How are you addressing the homeless people in Loudoun County. There is more poverty in suburbs than in the cities today. Suburbs have 17 million poor people and Cities only have 13 million. How does this vision address that issue? Most affordable housing needs to have a community center built inside of the complexes so that people can easily access services. Loudoun County could do what Arlington County does and have County employees working on site at Arlington Housing Commission properties like the Gates of Ballston. Connie Freeman works as a County Liaison for the Immigrant community there and addresses many of their issues.	Shape	Support
4078	We need affordable housing for seniors in Loudoun County.	Shape	
4317	Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County	Compete	Connect
4752	Investment only successfully occur if and only if the members that own the shops can own the property as well. Other wise it will continue to be a dead issue.	Compete	
4830	Solar panels should be installed on all the data centers to mitigate their huge energy consumption.	Compete	

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2B

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4144	RIVER BRIDGE WOULD BRING MORE DEVELOPMENT AND CONGESTION; THEREFORE, NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.	Connect	
3441	More transportation options that connect commerce districts to residential neighborhoods.	Connect	
4800	Accessibility and connectivity of multiple modes of transportation between developments - comprehensive bus service, bike path connectivity that is not along major roads, walking paths, etc. "If you design for cars and traffic, you will get cars and traffic. If you design for people and places, you will get people and places." (Fred Kent, Project for Public Spaces).	Connect	
157	Office building for Rt 7/Rt 28 - generate a lot of traffic. Keep there.	Shape	Shape
19	Interim use and flexibility with zoning to accommodate market changes.	Shape	
155	Focus on increasing density AND tax base.	Shape	Compete
158	Plant seeds and get more like uses.	Shape	
16	Development should not precede schools, transportation, and safety.	Shape	Support
3412	NO MORE DEVELOPMENT	Shape	
4831	Concerns related to development: traffic, crime, strain on county resources, strain on natural resources, increased litter, destroying the land.	Shape	Sustain
4922	Too much development. Please stop.	Shape	
4753	Keeping traffic area designs simple and uncluttered. Pedestrian friendly, parking garages with ev plugins a must and keep in mind that a comfortable inviting area is nether too big or too small and very functional.	Shape	Connect
18	Appropriate parking around metro.	Connect	
4685	Parking	Shape	Connect
4859	Family friendly activity areas. Especially outdoors. Jungle gyms for adults and kids by plazas. Fun and fitness.	Support	
20	Critical that the Silver Line be used and successful and innovative ways to encourage usage.	Connect	
23	Get people to the Metro - bike trails, multi modal.	Connect	
154	Crime grows near metro stations; plan carefully.	Connect	Support
159	Stadium traffic.	Connect	
160	Stop taking roads off the plan. Keep width (3 lanes), do not reduce.	Connect	
3416	Traffic both vehicular and pedestrian. In question 1 I believe I gave one option that seems to have been missed and that was to build pedestrian tunnels in the cost. Especially when you have a commerce section next to a community. It would help businesses succeed when there is better accessibility. Tall Cedars on the back side of these parcels should have a service access point. Again servicing the community to its south easily as well as on 50 and in time maybe restricting 50 access with a service road.	Connect	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
3643	Landowner input. Might be surprised of the willingness to work with the county and development. Also traffic concerns, but that is always the concern no matter what is proposed. Technology based businesses would lessen workforce traffic to a small degree and inventive and flexible planning and design would be lessen impact if done right and done in an order that allows for development with minimal impact to traffic and lifestyles. Planning, planning planning much like location, location, location. They have to be one and the same in working together with all entities	Connect	
22	Secondary school back - public/private relationship. Integrate with commercial practical work/jobs (IT)	Support	
21	Ensure commercial big to assist the base.	Compete	
15	Affordable/workforce housing is a must to build a viable community.	Shape	
17	ULI - continue working with them in the future.		
156	Affordable housing needed.	Shape	
4191	For Loudoun to be competitive economically, we need to prove that we are welcoming to LGBT customers. Consider the economic hardship and loss of revenue North Carolina has experienced due to their hateful "bathroom" bill discriminating against transgender people. Taking a stand for equality is good for business.	Support	Compete
4339	I am very concerned about the noise coming from planes flying to/from Dulles Airport.	Sustain	

Appendix B:

Transition and Rural Areas

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2A

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
1	Increase trails and pathways for bikes	Connect	
2	Allowing carriage houses on smaller lots	Shape	Shape
3	Higher density = more affordable for seniors and workforce.	Shape	Shape
4	Affordable housing - build up not out.	Shape	
6	More focus on affordable housing	Shape	
7	Building affordable millennial housing near silver line	Shape	
8	Severe lack of affordable housing in nice towns	Shape	
9	Affordable housing	Shape	
10	Increase density to allow for more housing diversity and affordability	Shape	
11	Add agricultural zoning in transition zone	Sustain	
12	Provide incentives for new farmers!	Sustain	Compete
13	Celebrate farms! Farm fields and grasslands (not lawns) help prevent pollution from reaching our streams and rivers that are sources of drinking water!	Sustain	Compete
12	Protected farm areas like the Montgomery County reserve.	Sustain	
14	need business or facilities for farms to prepare product for sale, as well as facilities to sell. Maybe parks for open air markets, something other than parking lots!	Sustain	Compete
15	I would like to see land preserved in western Loudoun and NOT developed further. More and more farms and land are for sale and purchased by developers. It is time to have incentives to help farmers keep their land and to keep the land preserved for future farmland. The only redevelopment I support is habitat restoration in support of our native flora and fauna. Preserve and restore our natural heritage. Concentrate development along the new metro line and in eastern Loudoun. Foster the rural economy in western Loudoun, such as the LoCo Ale Trail and preserve our natural heritage.	Sustain	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
16	Preservation and enhancing the contribution of agriculture (e.g., as direct and indirect sources of employment and income and related economic activity) to the economy in rural Loudoun should be a priority of any economic development strategy in the region. Incentives for small to medium-sized business formation should play a central role in the diversification in the local economy to offer new job opportunities to local residents. Finally, zoning, tax credits and other financing mechanisms should be developed to reduce capital costs of purchasing and installing distributed renewable energy systems (e.g., rooftop solar, biomass, other small-scale technologies, and reverse-metering to reduce costs). The economic development strategies should emphasize the enhancement and augmentation of existing local economic resources, all with the goal of enhancing and preserving the unique character and quality of life currently enjoyed by residents and visitors.	Sustain	Compete
17	Agricultural incentives to prevent subdivision. Grants to encourage a vibrant rural tourism. Preservation and conservation grants.	Sustain	Compete
18	Homes near the airport will affect economic revenue	Shape	Compete
19	Would support keeping density away from airport noise zone	Shape	
20	Bike trails around Potomac	Support	
21	Bike lanes along 7	Support	Connect
30	Bike lanes for safety. No public transportation into TPA.	Connect	
31	Ban recreation bicycles from 2-lane roads. Commuter cyclists should be licensed.	Connect	
32	Bike trails and biking none/complex	Connect	Support
33	License bikes	Connect	
34	dog parks	Connect	
35	More sidewalks and bike paths	Connect	Shape
36	where there are 2 lines, add a bike lane. Rec centers like Ida Lee activities for youth in the area.	Connect	Support
37	Safety to travel (bikes/walking) between activities/businesses	Connect	
116	Link bike trails to communities and commercial areas w/out grade level connection	Support	Connect
117	safe bike access - WO&D- dangerous to get to trail/need cricket fields	Support	Connect
118	I would like sidewalks on Berlin turnpike, especially from highland farm place to the bike trail crossing by rt 7 exit for purcellville.	Connect	
119	2. Bike network continuity	Connect	Support
120	Bike trails should be installed to connect communities to the suburban sections.	Connect	Support
121	Good bike / walking paths	Support	
122	Create bike / walking paths	Support	
123	Natural trails and area must be incorporated into development	Support	
124	Managing what goes on at the boundary line		
125	How about focus at Rt28 for bridge location. There's already a lot of infrastructure in that location.	Connect	
126	Protect Eastern Loudoun. No Potomac River crossing in Loudoun County	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
127	RIVER BRIDGE WOULD BRING MORE DEVELOPMENT AND CONGESTION; THEREFORE, NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.	Connect	
128	NO potomac river bridge	Connect	
129	No New Potomac River Bridge in Loudoun!	Connect	
130	Broadband internet	Compete	
131	Sustainable communities as is the intent of the TPA. Continued suburban sprawl is not an option. Continued suburban sprawl = failure. Ashburn by another name. No buffer to protect the west. What is the county thinking????????????	Shape	Sustain
132	Sportsplex needs a buffer for safety.	Shape	
133	Keep transition area as "greenbelt" between suburban east and rural west. Limit by-right growth--to protect water resources and feel of barrier between urban east and rural west.	Shape	Sustain
134	Better buffering between development up against Western Loudoun	Shape	
135	Leave TPA as is. Idea to create a buffer zone	Shape	
136	Transition policy area should not be filled in with residences but maintain its intended buffer between suburban and rural. Consider a blend like Willowsford.	Shape	Shape
137	The transition area is needed as a buffer for the significant subdivision development in the east. Many neighborhoods in the transition area, particularly Willowsford, have created beautiful open spaces that have been the selling point for homeowners. These open spaces should be put into permanent easement as they are created, to ensure that these neighborhoods remain true "transition" areas, and to eliminate the possibility of development in the future.	Sustain	
138	Business development and higher density housing should be along major roads (routes 15 and 50), not in the areas in between them.	Shape	Shape
139	2. Would not like to see intensive retail development south of Leesburg on the Rt 15 corridor	Shape	Compete
140	Community centers	Support	
141	Condos over townhomes	Shape	
142	One rd. to get to Western Loudoun. If there is an accident it impacts everyone. Rt. 15 should be 4 lanes.	Connect	
143	AM Peak on RT 7 and Rt 15. If you widen it will bring more.	Connect	
144	Concern about changing transition to suburban is traffic.	Connect	
145	Anything that feeds into Rt 50 should not continue. Too much traffic there - moving forwards from existing development pipeline should be halted and no creep into rural area. Have to look at the whole as to what could happen	Connect	Shape
146	Traffic - Braddock road to gum spring - the largest Harris theater will be there - should not be more traffic to the west on Braddock. The road should accommodate the expected school traffic. Would like to see more parks. Generally - finally at point where have the schools we need for the population	Connect	Support
147	Rt 50 corridor gets too much traffic. Need parks - not there enough places for active recreational infrastructure.	Connect	Support
148	Make sure there is not a traffic light at every Rt 50 intersection. Develop traffic calming measures on Braddock.	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
149	Encourage traffic calming	Connect	
150	More thoroughfares, side streets, and alternative routes for commuters to ease traffic congestion	Connect	
151	For the transition area, make sure there is connected green space so that deer and other mammals, turtles, snakes, and insects can move about without running into cars or human settlement.	Shape	Sustain
152	Keep enviro. policies.	Sustain	
153	In the TR area: -50% open space -Passive and active open space -Natural open space	Sustain	
154	Limit development where existing environmental consideration would not support denser residential.	Sustain	
155	Claude Moore Park - loves natural areas - need more of them.	Sustain	Support
156	Trails and wildlife protection	Sustain	
157	Preserve Riparian Buffers to include native planting.	Sustain	
280	Preserve native plants (all over Loudoun County)	Sustain	
281	A tree green buffer zone- should be maintained as buffer	Sustain	
282	Only a few large pieces kept as parks or natural areas. Why have a zoning plan and not follow what is already in place?	Sustain	Support
283	Natural bridges / tunnels to help animals move about the county safely - fencing putting land in conservancy	Sustain	
284	Would like to see a park go in & be sure conservancy land is not built on. Public needs space for parks they're coming to use Willowsford	Sustain	Support
285	Protect existing water resources and soils, greater amount of consideration when developing to protect existing environment	Sustain	
286	add native species of plant in parks (natural areas). A lot more interconnected trails/bike. Include into businesses.	Sustain	Support
287	Maintenance of green spaces and support of countywide native natural resources (demonstration and education areas for land owners interested in best practices for preserving and restoring natural spaces).	Sustain	
288	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
289	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
290	Preservation of open spaces through easements. View any concessions to developers as trade offs for protected green infrastructure.	Sustain	
291	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation	Sustain	
292	Non- fragmented network of forests, streams, fields, steep slopes and wetlands.	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
293	If redevelopment were to occur in the west, I would like to see it remain natural. Regional or state parks, lakes, trails, zip lines, country stores. I would even be ok with a beautiful, large cemetery. But it should remain peaceful. Less breweries and wineries unless the owners can figure out how to safely bring people in and out of their places like bus tours.	Sustain	
294	I would like to see trees and green space protected. That is why I moved here. Now there are tons of new subdivisions being built and all the trees are being cut down.	Sustain	
391	Maintain rural character of western Loudoun, protecting environmental, historic, scenic and agricultural aspects unique in this part of the County. PLAN and establish non-fragmented conserved properties into perpetuity to support wildlife habitat, woodlands, fields and streams for current and future generations to treasure.	Sustain	
392	Preservation of open spaces and natural habitats are extremely important for this county. Any future development should be done with this in mind creating environments that are rich and nature but can co-exist with new development.	Sustain	
393	Nature Preserves!	Sustain	
394	Forests streams wetlands must be protected and connected forever to ensure a better environment for animals and people.	Sustain	
395	If development or redevelopment occurs, I want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
396	Keep forests, wetlands and greenways connected and protected	Sustain	
397	Incentives for conservation easements, farm preservation and open space.	Sustain	
398	The "green" rural policy area should include the ENTIRE COUNTY. Look at the sprawl - concrete and blacktop is not sustainable, does not encourage ground water retention, increases heat and poor air quality in microclimate zones, is not accommodating to wildlife or flora, and is JUST PLAIN UGLY!	Sustain	Shape
399	I would like this area to remain as natural an environment as possible. Parks or conservation land would be my ideal. PLEASE protect the rapidly shrinking natural spaces that exist in this area.	Sustain	Support
400	I would like to see preservation of the historic open landscape and to limit economic development to development that is rural in nature and tied to the land.	Sustain	Compete
401	Loudoun is unique with having low density transition zone connecting suburbs to rural parts of the county. This also serves as a green buffer which is critically important to maintain and protect natural resources. County needs more natural parks, connecting historic sites, creating trails to maintain the quality of life. Additional sprawl with higher density in this area will reduce the quality of life.	Sustain	Support
402	Identify, map, protect and enhance a nonfragmented network of forests, streams,fields, steep slopes and wetlands	Sustain	
403	Provide means such as conservation easements, property development rights, CIP funding and county and acquisition as tools to preserve environmental resources into perpetuity	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
404	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation	Sustain	
405	In order to preserve the rural ambiance in transition areas, parks, nature trails, appropriate use of water resources, and natural flora and fauna could be featured educationally.	Sustain	
406	National, State, or County parks preserving open space. Encourage farmers toward Conservation Easement.	Sustain	
407	Development or redevelopment initiative me should be limited to recreational, natural features preservation, and preservation of open space.	Sustain	
408	Spend money to conserve what green space remains.	Sustain	
409	Please make sure that recreation means more than ballfields. We have some really beautiful parks and we should include hiking trails, native habitats for insects, pollinators, fireflies and all the other natural critters up the food chain. Our increasingly limited natural spaces should be oases of nature, not more manicured lawns sprayed with insecticides that kill fireflies and other native insects which are threatened by increasing development.	Sustain	Support
410	Parks, Natural Habitat Preservations, a Trail for Running, Biking, walking.	Sustain	Support
411	Environmental friendly and structurally - Wolf Trap - indoor/outdoor community space.	Sustain	Support
412	Cultural development in eastern Loudoun (Kennedy Center)	Support	
413	More recreational uses (indoor and outdoor)	Support	
414	A potential rec use could be indoor track near Bernie Hanson park	Support	
415	Add horse-riding trails, soccer, sports fields	Support	
416	good soccer fields in Ashburn area	Support	
417	Comment data centers in transition area - we need to plan or we get least common denominator we need to get ahead of these " by right" . What needs to be addressed?	Compete	
418	Data centers are too close to transit oriented development	Compete	Shape
419	More judicious in approving data centers	Compete	Shape
420	Allow taller residential density - mid-rise is east	Shape	Shape
421	No incentive in transition area to build affordable housing due to density. Allow for higher density - mixed use type of dev.	Shape	Shape
422	Dog park - rural - Purcellville	Support	
423	Need more ESC. GED opportunities in county.	Support	
424	Less density in TPA w/ smaller schools	Support	
425	Western Loudoun: More educational options including private (non christian) k-12 school as well as adult education (satellite college campuses, trade schools, art centers) We have no options right now!!!!	Support	
426	Fiber optics stops @ Tail Race rd. Needs to continue father down the road	Compete	
427	Lack of internet access in the west. Issues with fiber going down certain roads & not others. #1 and #2 applies to the entire west.	Compete	
428	West is not paying for itself. East is subsidizing. More county services/benefits per household,,land Use Tax.		

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
429	I would like to keep these areas rural.I have never understood why every new neighborhood has an HOA in Loudoun.I am opposed to a bridge crossing to Maryland.	Sustain	Connect
430	stop pushing housing - need green infrastructure	Shape	Compete
431	Green roofs on the data centers	Compete	
432	No more building until transportation infrastructure is in place	Shape	Connect
433	Provide services within town boundaries - grow development where services are in place	Compete	
434	Will infrastructure planning drive development and vice versa?	Compete	
435	No more housing unless we create the infrastructure to accommodate community activities, education, and physical exercise.	Compete	
436	Traffic improvements before development populated.	Connect	
437	Address preservation of historic villages.	Shape	
438	Comment on preserving what is there - the historic aspect-may not be able to do what you want (historical regulations) - need more flexibility.	Shape	
439	preserve historic buildings in old Ashburn	Shape	
440	Like the new hospital.	Compete	
441	Put in place tax and other policies that make it easier for owners to choose NOT to sell their land for by-right development.		
442	More traffic circles.	Connect	
443	RT 7 taking out intersections becoming interchanges why not on RT 50	Connect	
444	Watson Road - needs to be improved. Watson Road/Red Hill intersection very dangerous	Connect	
445	There should be a traffic light at Route 15 and Braddock Road. This is a dangerous intersection with a lot of traffic. And, there is more traffic on the way in the future.	Connect	
446	3. Traffic on Rt 15 south of Leesburg is likely to become gridlock as it is on Rt 15 north. Suggest that roundabouts be installed to replace the 8 traffic lights that have been put in in the last few years. Roundabouts do a better job of managing traffic flow.	Connect	
447	Sportsplex in RPA - how did this get here - commercial enterprise not rural character. Existing dev. does not support overall nature.	Shape	
448	Not rural area anymore.	Shape	
449	County should provide design objectives and vision that developers are required to follow pertaining to building design and environmental features.	Shape	
450	policy - more plants, flowers, trees - more a community	Shape	
451	Keep as much of the rural character of the county as possible in these areas. Agriculture will likely change to high end orchards, wineries and other products premium products but rural character should be maintained. Equestrian character of area should also be maintained if possible.	Sustain	Compete
452	Leave it as rural as possible! We are looking a lot more like Los Angeles every day.	Sustain	Shape
453	I would like to see the rural area retain it pastoral feel. If possible a destination sports complex like the one developed out at Spooky Nook PA would be a fantastic use of open green space	Sustain	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
454	Law enforcement problems		
455	How are we going to slow dev. down so we can ensure things are done correctly.	Shape	
456	No more dev. along Greenway/Greenway to 7 West	Shape	
457	No development -Preserve the resources	Shape	Sustain
458	Thrilled to know ab. transition area. Leave it alone but if grow that's where all the protections should be applied be growth then that's where we should do improvements. light, water pollution noise.	Shape	
459	No development in the overall county	Shape	
460	Preservation type development	Shape	
461	I would like the Transition Plan to stay as is. the only redevelopment should be from developers required to help ease the burden on water resources.	Shape	Sustain
462	Keep T zone as is. Increased residential puts pressure on commercial dev. Transition zone helps protect.	Shape	
463	What is smart growth- what can we do here how do we address the needs what should be done	Shape	
464	Smart / Controlled growth in east to stop growth in west	Shape	
465	Why do we have to keep developing Loudoun County in the first place? It has a huge impact on our infrastructure, environment, and quality of life.	Shape	Sustain
466	Slow down development, allow for smaller parcels to develop	Shape	
	Reject political pressure to develop	Shape	
	"areas less likely to change" how can we encourage the right kind of development that fits a transitional area - stark line further highlights the issue between two areas.	Shape	
	No more growth to stabilize school boundary changes. Rural areas are being swamped by growth in suburban + TPA - it affects negatively those who have been here & keep/protect the older rural communities.	Shape	Support
467	Development should be restricted to filling in places that are already developed. There should be no further development in rural areas.	Shape	Sustain
	1. Concern that development does not encroach into the rural areas	Shape	Sustain
	No more houses, commercial, or developments. Only trails, parks, and nature areas.	Shape	Sustain
468	Concern with developing TPA. When do you stop? What's next the west?	Shape	
469	I would like to see limits to development in these areas. That is, no big-box stores with enormous parking lots, but possibly small local businesses. For example, the small businesses in the village of Aldie are appropriate.	Shape	
470	Please do not allow more development here. Do not change the transition area policy. The roads are already congested and traffic is becoming a nightmare. The schools are becoming overcrowded. The reason we moved here was to get away from this.	Shape	
471	None!! It should be left alone. That was part of the beauty of aldie. Now we are being overrun with housing developments and allowing builders to build homes one on top of the other. Very saf	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
472	I hope that you never, ever consider allowing development or redevelopment in the areas remaining to the west of Route 15.	Shape	
473	The rural policy area needs to be strictly protected. Development should only be allowed in the Transition Policy area and the Rural Policy area should be expanded to sustain the rural nature of the Western part of the county. Developers would love to get their hands on the undeveloped west, but those living in the west live here because we do not want development, protect what we want. The Board of Supervisors should support its citizens, not, as we have too often seen, the developers. And it makes good economic sense, if the west is developed, the county loses the appeal that draws so many tourists out to see the beautiful equine and agricultural areas. Keep Loudoun beautiful and be respectful and mindful of the desires of those living in the west. Our concerns differ vastly from the eastern part of the county. I implore you to protect Western Loudoun!	Shape	Compete
474	More transition area development will generate still more traffic on overtaxed Rte 15 and accelerate development pressure on the rural area. Avoid doing that.	Shape	Connect
475	The transition areas should be maintained NOT loosened	Shape	
476	We would not like to see any development around the Willowsford communities. We moved here from Fairfax because the neighborhoods were much less dense and we like the preserved nature around us. This would negatively impact our communities.	Shape	
477	The transition area was created for a reason. There is enough development in this area already, and additional residential or commercial development would effectively destroy the transitional area and create no barrier between massive density and the rural area. Development, if any, should be strictly limited to parks and trails, etc. that maintain the integrity of the transitional area and does not effectively change surrounding area.	Shape	
478	Do not improve increased development in the transitional area.	Shape	
479	I think it is critical to keep the transition policy in place and preserve the character and beauty of our county. Growth is important, but management of that growth needs to be a priority!!	Shape	
480	I would like to ensure new development in the rural areas of Western Loudoun County is limited, and that any new development is accompanied by adequate funding and planning for accompanying needs in the area of schools and transportation.	Shape	Connect
481	There should be absolutely no new development or redevelopment in these areas. We need to preserve and protect them for future generations. We have more than enough development east of the Transition Area.	Shape	
482	Preserve the transition area. If any development or changes of use occur in the transition area, please ensure that it is for recreation purposes that maintain open space. Loudoun County is lagging behind and the adequate number of parks do not currently exist to meet the demand of our growing population.	Shape	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
483	Do not open the transition areas further. Roughly 15 years ago a comprehensive plan was approved after considerable debate and examination. We do not want to "Fairfax" Loudoun. Focus development around the forthcoming metro stops in Loudoun. Stay with the prior comprehensive plan as much as possible. By all means, keep our historic sites and areas of unsurpassed beauty.	Shape	
484	I would prefer to keep the transition zones and boundaries the way they are now. I would prefer no changes to these areas. We moved to this part of Loudoun County specifically to get away from a more urbanized parts of NoVa	Shape	
485	Leave Rural alone	Sustain	
486	No more development! Keep Western Loudoun rural!	Sustain	Shape
487	Our rural and historic landscape is a critical element of our distinct competitive advantage, is essential to our vibrant rural economy and represents a tax benefit to the County. Suburban style residential development is a clear threat to the lifestyle, landscape, character and features of our Transition and Rural areas and will damage and ultimately ruin our rural economy, create tax obligations and destroy our most valuable and distinctive feature as a County. And, any new commercial activity in our Transition and Rural areas needs to be totally linked to the land and landscape, supportive of and contributing to the basic rural character of our western areas.	Sustain	Compete
488	Our rural area is one of the things that make our county so special. Please stop building and focus on strengthening what we have. We need to be the leaders in valuing our open space and nature. More access to camoing, hiking, and appreciating the nature we have to offer.	Sustain	Support
489	Development needs to be tied to transportation worried about Metro. Serious issues with it. County has head in the sand with the expansions on metro. Don't build a house where there is no road.	Connect	
490	Consider an area to feed towards metro	Connect	
491	Metro needs to be well used, it's a disservice not to plan and use it well	Connect	
492	City should get funding for Metro	Connect	
493	Walkable communities - easy access to stores.	Shape	
494	Feel like should keep develop road between Leesburg and metro keep it close to metro RT 50 already packed.	Shape	
495	At metro think it should be high rise there focus density there	Shape	
496	Build higher densities in transit areas for public	Shape	
497	In old Ashburn, stop over building. Walkable areas - connect trails between neighborhoods - will create more business	Shape	
498	Leesburg would be nicer and more walkable if there was no through traffic on King Street in town. Would be great to have several blocks "pedestrian only" like they do for the garden show. Events would be safer for kids, with better attendance. Restaurants would have more room for outdoor seating.	Shape	
499	In undeveloped areas a single multiuse building is better than sprawl.	Shape	
500	reduce road noise on rural roads that are becoming much more congested, namely, Harpers Ferry Road now has a LOT more commerical and commuter traffic.	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
501	Downsides - light pollution, noise pollution	Sustain	
502	Improve air quality through tree preservation, native tree planting and landscaping practices. Measure current levels of CO2 emissions and establish goals, timeframes and means for recuduction	Sustain	
503	Transition zone needs to be treated like a transition to preserve the rural nature of the west. Develop open space for recreational uses to preserve green space.	Shape	Sustain
504	Concentrate development but retain open space areas and viewsheds in areas where infrastructure exists to support.	Sustain	
505	Keep transition area but develop in right location retain 50% open space requirement.	Sustain	
506	Stay open space	Sustain	
507	Green / open space available to all Loudoun residents	Sustain	
508	Open space in this location (Ticonderoga farms). Recreation education, and tourism	Sustain	Support
509	Connected green space	Sustain	
510	More green space and parks in the TPA	Sustain	Support
511	For the transition area, Willowsford has really gotten it right and will, hopefully, do something to protect its open space. The rural area needs to maintain low density.	Sustain	Shape
512	Add additional park and ride lots	Connect	
513	Multilevel parking garages rather than parking lots.	Connect	Shape
514	No more housing near metro - parking	Shape	Shape
515	Blueridge Center for Environment Stewardship - turn into a park.	Support	
516	Parks - more in the area	Support	
517	County has a low amount of parks , rec trails. TPA provides that opportunity. Schools too.	Support	Compete
518	Oppose continuous annexation of O'toole prop. Around P'ville should be park.	Support	
519	Parks	Support	
520	Parks	Support	
521	Park	Support	
522	Need more parks. Not that many of them, need more community centers	Support	
523	Parks, parks, parks	Support	
524	Dulles District Park in the Transition Policy Area across from South Riding off Bull Run Post Office Road.	Support	
525	parks, dog parks, bike trails	Support	
526	Bike lanes along rural roads for safety	Support	
527	More parks open space	Sustain	
528	More parks /open space	Sustain	
529	More parks / open space	Sustain	
530	If we could afford something in addition to Banshee Creeks, create a huge park in the transition policy area - a big tract of land -would like that	Sustain	Support
531	An area along North star a property 175-200acre property turned into a park on Lightbridge rd. and connected to that trails up to W & OD	Sustain	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
532	Pocket parts and trails in previously developed areas.	Sustain	Support
533	The last Loudoun County regional park in the Dulles South Transition Policy Area	Sustain	Support
534	Bring back PDR program		Sustain
535	bring back PDRs throughout the transition area		Sustain
536	More pedestrian controls, crosswalks.	Connect	
537	How are we going to support what is planned today (in current plan). Need to make sure this is done well.		
538	If Co. remained firm with original plan - increased confidence for resident.		
539	Areas for potential change seem to be by parcel and developer focused. There should be a reasoned approach to development patterns. The current comp plan gives environmental reasons for much of the plan in the transition area. I would like to see the reasons behind changing the plan.	Sustain	
540	County officials must support Plan vision and not allow deviation, creates a domino effect.		
541	Top part of boot is missing on map		
542	Whatever is decided should not be in vacuum		
543	TPA should be viewed comprehensively		
544	Better planning of communities		
545	Look at Clark county. Look at other plans that are working and use that		
546	pre-planning		
547	The premise of this question is offensive. The transition policy area should not be further undermined by development. It is not fiscally conservative, it is not in keeping with the desires of current Loudoun residents. It serves only developers.		Shape
548	No up zoning.		
549	Want ordinance rewritten to support the plan as quickly as possible		
550	Joint land management areas- these are completely out of date- lower density than transition area- need to be integrated into suburban policy area integrating east Leesburg into suburban area.		
551	Transition area- truly believe Rural / west should be kept / left as it - but is right up against the hard edge of suburban policy area. Should be smart growth here- provide different types of uses to serve the residential area.		Shape
552	Speaking to more specifics - look at Fairfax plan - there is a paragraph on nearly every lot or place. Loudoun is still looking very broadly.		
553	Look @ tax policies		
554	General - want future TPA + rural to mirror existing plan. Protect the water resources - as recreational water resource also. Beaverdam reservoir is a resource.		Sustain
555	Define rural area		

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
556	There needs to be some sort of transfer of density, with Western property owners getting more value because they are carrying the obligations of greenspace, rural economy, etc, without getting any of the real benefits such as the higher property values in the eastern part of the County		
557	Would love to see a Wolf Trap type setting or would like to see some kind of recreational, arts, culture center, green space setting - a place for all the people that live east of this potential water/rec resource.	Support	
558	Don't think there is an opportunity for the next village @ Lenah circle - lets do something better there. Create some commercial area, create bike path, a sense of place to preserve what is here but create a true village.	Support	Shape
559	Energy efficiency - credits for solar, geothermal	Compete	
671	Solar panels on Watson Road	Compete	
672	Quantify and inventory energy use and set goals to reduce consumption by implementing updated building codes and providing incentives for energy conserving resources such as window and insulation choices, rooftop solar and effective landscaping.	Sustain	Compete
673	Spot work on roadways.	Connect	
674	With all the schools in and around Braddock the road situation will be interesting. Would like more efficiency and also want the rural rustic roads	Connect	
675	Add school, training facility theme of Western Loudoun	Compete	
676	Schools and parks make sense for a "transition". Not just housing	Compete	Support
677	Schools-bldg. size is just as important. as classroom size smaller schools are more effective	Support	Shape
678	Fauquier County - senior housing development - look at this design	Shape	
679	Need sidewalks on Braddock - with schools/bike path	Connect	Compete
680	Farm markets- encourage small business.	Compete	
681	Promote boutique business friendly area	Compete	
682	Farm to table businesses	Compete	
683	Community Solar Energy Project near Watson Road.	Compete	
684	On this theme - solar should be a favored technique in proffers- county policy to favor innovations in development, sustainability part of the infrastructure they offer.	Compete	
685	Allow the suburban policy area to abut the rural border needs to be moved further west.		
686	Transition area to switch to suburban area up to rt. 15.		
687	Stability in the planned area is key.		
688	I would love to see the new Redskins stadium in Loudoun. What a job creator and overall economic boom that would bring to the county.	Compete	
689	Industry move to area - establish goals for LEED Certified - Neighborhoods develop - leave, trees and replant. Old growth.	Sustain	Shape
690	Look at Arlington for sustainability	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
691	Any development or redevelopment should meet the highest environmental standards and current and anticipated best practices.	Sustain	Shape
692	county needs to manage the toll road	Connect	
693	If going to have more development in Transition area, incentives so we get senior millennial housing.	Shape	
694	Agree to protect tpa. Need serious housing in TPA. Don't extend water and sewer extensions anymore	Shape	Compete
695	Do not eliminate TPA.		
696	Preserve rural where it can be. Develop when it's too late. TPA should be extended to town limits (Leesburg).		Shape
697	Better define Transition Area - be specific to appropriate uses.		
698	Draw clear boundaries in transition area and also on the density. There needs to be a transition but should be very clear.		
699	Remove protect transition policy area from suburban development.		
700	Want area changed from transition to suburban. Infrastructure of suburban area is there but it's transition and not suburban. (*Walmart, Heritage HS, Sportsplex). County did not abide by the spirit of the zoning, but developed around residents.		
701	transition area stay - keep it		
702	Better transportation through transition area W / E	Connect	
703	Natural amenities, trailhead facilities, etc.	Support	
704	More parks for the trails	Support	
705	Bike trails, hiking paths - snickers Ville, Rt 50 - off road paths - ex: how they do it in England along rural roads	Support	
706	Trails in stream corridors - linear parks	Support	
707	HOA land have private trails (not connected) - but need countywide trails with connectivity	Support	
708	Connecting trails for bikes and pedestrians in the open space of the Transition Policy Area.	Support	
709	This is a leading question. Development has already occurred in the TPA and can continue to occur without any changes. The only amenity that is important to me is connectivity of recreation paths and trails.	Support	
710	Why have public buses in Western Loudoun?	Connect	
711	Provide public transportation to the transit areas	Connect	
712	need more buses	Connect	
713	rapid transit - express lanes and express transit options for commuters	Connect	
714	Mixed use in rural towns -like town of Leesburg - Hamlet style homes.	Shape	Shape
715	I prefer low density residential instead of commercial, hamlets like Willowsford versus Walmart, home depot, kohls etc.	Shape	Shape
716	Identify areas where rural villages should locate.	Shape	
717	Allow country side village	Shape	
718	Historical villages are being eroded by the development around this area. Stop the development	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
719	Active Adult communities in... underdeveloped pockets in the Transition Policy Area provide opportunities for building villages compatible with surrounding developments	Shape	Support
720	Discourage cluster villages next to rural policy area. The rural policy areas ends up with suburban densities adjacent to it.	Shape	
721	No water supply. Not for septic. Pay more for water.	Compete	
722	Irregardless of development or redevelopment, a multiyear drought will literally decimate western Loudoun where residents and towns are served by groundwater wells. First the creeks will be standing puddles, then dramatically hundreds of wells will go dry with waterlevels well below pump intakes. No alternate drinking water sources will be available. People will use their pond water to flush toilets. It will be world of the "Water Wars", something I hope I never live to see.	Compete	
723	Loudoun County Government needs to map all of the dry holes, namely wells that are drilled without finding water and those wells that after years of service have gone dry.	Compete	
724	Availability of drinking water is an issue in TPA.	Compete	
725	Pond is ruined - sediment, algae, dirty water ruined by development across the street. Been flooded 3 times - road access - can't touch the pond (get help). Let developer go on it. Would have to take developer to court - if floods again - once damage is done - you can sue (County staff said). All wells are at risk.	Sustain	
726	Need to preserve river and streams	Sustain	
727	A lot of water resources are being removed along the Greenway.	Sustain	
728	Retain 300ft. buffer along Goose Creek.	Sustain	
729	Wildlife protection! Protect waterways!	Sustain	
730	Water resources - very particular about what goes in the water - i.e. Raspberry Falls topography of land - Limestone Overlay Dist. - built on Limestone	Sustain	
731	Do not change transition area - Protect water and keep it clean - vitally important (Potomac). Do not destroy natural trees (forest).	Sustain	
732	Protect the 3 water sources in Transition Policy Area.	Sustain	
733	Anything about use of reservoir - it could be a real asset to the county. Is there anything in here - about bridge to Maryland? Would it be in the transition policy area? We should presage, whenever it might be should be have a contingency plan in it.	Sustain	
734	Reservoir again- in that vein where rural meets suburban in the transition area to have recreational open space focus more commercial scale active recreation.	Sustain	Support
735	I see lots of waterways so I would be opposed to high density where there are waterways. Erosion hard to protect, allows for more parks, clustered density would be the way to do it and have transportation problem until the roads catch up hold on .	Sustain	Shape
736	Protect water resource areas and Chesapeake bay preservation	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
737	TPA-dev that mowed over vernal pools - losing enviro. Sensitive areas. NO concern for environment preservation and protection of natural area. Look @ Loudoun Wildlife Conservancy article called "Obituary for vernal pond" VOL.21 archives @bottom of web page winter 2016	Sustain	
738	Water resources - need to preserve in TPA - 3 crucial water areas we need to preserve - drinking water resources need to be protected from development	Sustain	
739	scenic goose creek preservation area	Sustain	
740	Preserve water - houses too close to the Potomac	Sustain	
741	Water resources, flood plains - TPA - take advantage of floodplain & create multi purpose trails	Sustain	Support
742	Park land, protect goose creek	Sustain	
743	concerned about building around waterways - protect	Sustain	
744	Water catchment overflows and flood plains should be assiduously guarded. In the near future the incidence of heavy precipitation events will only increase, with concomitant flooding and land slip/slide potential. All growth should be planned with this at the forefront of mind. Confluence wetlands, natural settling ponds, two-stage ditches, forested riparian zones, and other measures should be undertaken to slow water and the soil burden it may carry.	Sustain	
745	Protect the watershed	Sustain	
746	Preserve Scenic Goose Creek - consider offering conservation easements to acquire rights for preservation along entire creek	Sustain	
747	Support and preserve Scenic Catoctin Creek	Sustain	
748	Scenic Catoctin Creek needs greater zoning protection - not one where a paper forest management plan allows reduction of setback to just a hundred feet	Sustain	
749	Implement a monitoring and maintenance program for watersheds to include the identification and preservation of forests, fields, wetlands and slopes that filter and retain water.	Sustain	
750	As development continues our baseflow in stream gets lower and lower and we need monitor and assess this. We are already seeing more and more days in August where flow is imperceptible. It looks like disconnected puddles. In North Carolina the U.S. Geological Survey measured streamflow in low-flow periods and found that it dropped by nearly a fifth between 1998 and 2011. Make developers ensure that low-flow will not be affected in late summer.	Sustain	
751	Do not develop these areas, water is limited and must be protected from runoff particularly from expanded roads and traffic Community wells fed by groundwater will not support development beyond current population levels	Sustain	
752	Overall, increasing flood plain and wetland designations is very important. We need to invest in our future well being. Keep our forests.	Sustain	
765	Create a green zone/ no - limited development/ agricultural use around the critical water source of the Goose Creek.	Sustain	
766	Wineries or breweries here	Compete	
767	Wine trail off Rt 50 Aldie to Paris (non-motorized)	Support	Compete

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
768	TPA zoning is challenging, lot sizes are large which increases development costs which outprices most of County's population.	Support	
769	Re-think zoning (4 separate properties) surrounded by Willowsford.		
770	Don't allow any more zonings that don't comply w/ plan		
771	The current Transition Policy area should remain R_10 as originally designated. A full environmental assessment needs to be under NEPA to allow any change within the Transition. In addition the transportation corridor is inadequate to accomodate more. any prefers offered should or would require at least 3 new bridges on Sycolin road. We need to have the Environmental assessment to identify potential easements .develop monitoring programs throughout the entire Transition Zone and it needs to be comprehensive. The zone was created to protect that water shed and needs to continue to be protected.		Sustain
772	Transition area has been decimated - my concern is that you have gone from heavy density to 'boom' rural-open space. Concerned that developers will leapfrog over transition area. Rezoning needs to be in compliance with the comp plan.		
773	This area already has a power plant, a water treatment plant (both highly visible), a very large school "Loudoun Academy" is on its way, a data center has been approved and another proposed. How is this a transition area?	Compete	Shape
774	Transition area needs to be maintained. More people commute here to work not live here (out of area workers) (transportation)	Connect	Shape
775	Keep TPA density as it is.	Shape	
776	Higher density should not go there	Shape	
777	Look at permitted uses in rural area. Sports Complex should not be a permitted use.	Shape	
778	Expand TR area to Route 15 baseline of 1 unit per 2 acres up to 1.5 units per acre. All of the TR area.	Shape	
779	Table consensus: Expand all of the TR area to Route 15 baseline to 1 unit per 2 acre up to 1.5 unit per acre: 50% open space minimum.	Shape	
780	Stay transition	Shape	
781	Properties along greenway - rezoning. Agree with areas of potential change. Data center low impact.	Shape	
782	AR1 - change density to move to AR2 eliminate AR1 zoning completely in Western Loudoun.	Shape	
783	Schools were 2 stories - build up instead of out	Shape	Compete
784	Think that these two sub-areas should have suburban development - not really transitions to the Rural area.	Shape	
785	Go up higher in silver line area to save the transition area.	Shape	
786	Higher density in East only	Shape	
787	Keep transition area w/ grade density to allow open space - very distinct from higher density.	Shape	
4079	What about airport-why is there so much land around the airport? What should be done with this - it seems like development should go vertical here (up) - FAR.	Shape	
3463	Example of something I think is wrong and might be fixable: Look @ town of Arcola - it's there and it's a mix of things because of the zoning. (R-C)	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3858	Sycolin area this area needs to be addressed 3 big potential road corridors that would serve this area . It is located between suburban areas and should be planned for something different lower density than transition.	Shape	
3860	Continue development in the transition area	Shape	
3863	Continue higher density in suburban areas	Shape	
3451	Greater density in Eastern area	Shape	
3866	Allow for 4 units acre ex. housing for seniors	Shape	Shape
4163	Maintain existing low density in all TPA	Shape	
4171	high density with outer 500 acres	Shape	
4177	Keep TPA @ this location (low density)	Shape	
3497	Don't allow more density in transition area	Shape	
3498	No more density in TPA. Need more parks, biking trails (multi-use). No gas station or retail on every corner	Shape	Support
3499	Keep TPA the same, preserve undeveloped area for parks. Agree TPA didn't work out as intended. Don't increase density.	Shape	Support
4063	Jogged area should be transition - @ density of A-3	Shape	
4064	No new commercial development of any kind outside the towns. Keep residential zoning as it is in the current Comp. Plan.	Shape	
4197	There should be no further development in the Transition Area that is inconsistent with the Transition Area as it was conceived-- to be a lower-density buffer between the suburban/urbanizing east and the rural west. To change the development parameters would be a serious breach of faith with the compromises that were reached in past development/preservation debates and would impose large new infrastructure costs on County taxpayers. In short, it would be a planning disaster and damage the equilibrium that the transition area has fostered.	Shape	
3485	We do not want to have increase of development or density in the transition areas	Shape	
4293	NONE! Keep the present zoning throughout the transition area.	Shape	
3480	Freeze the zoning. No rezonings. No special exceptions. Keep it like it is.	Shape	
3587	1. Make the entire rural area AR-2.2. No clusters.3. No multifamily.	Shape	
3880	Rural Policy Area needs to be expanded - wealthy landowners in green zone lobbied politicians to protect their land. All lands south of Purcellville need this Rural policy designation.	Shape	
4072	The area should remain as rural as possible. The transition area should maintain a consistent zoning that is clear and does not alter based on the amount of planning meetings attended. It may be, that a check on development may need to be crafted that stops allowing new permits at a certain number of acres developed in each of these two policy areas in a fiscal year.	Shape	
4267	Keep it rural with min 3 acre zoning for houses and limit business zoning to major feeder roads and existing towns.	Shape	
4269	Clustering with more green space, no increased density. Willowsford type. Workforce housing, increased density, denser units in suburban areas. Line should be drawn to keep the development at bay. Define firm lines. Keep density where it is. Its also about stewardship, preserving rural and historic landscapes.	Shape	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4278	Simply put, more rezoning should be allowed in the transition policy areas.	Shape	
4279	Look at European zoning, density surrounded by rural beauty	Shape	Sustain
4280	We need to be open to rezonings in the transition area that allow a of mix of uses, even more/higher density residential. by-right developments are quickly eating up the transition area, and we get no roads, schools, etc without proffers. taxpayers are now paying for infrastructure that proffers should be paying for. this needs to be reversed before its too late.	Shape	Compete
4379	Development needs to be focused around current towns and cities. Rural areas need to be preserved with no changes in zoning.	Shape	Sustain
4388	We moved from crowned Alexandria, and looked for a long time to find The Greens, in Willowsford in the Transition Policy Area. We selected Willowsford because of the green open spaces, and the outdoor amenities... large lots, and lots of trails. Please keep the developers to the by-right builds, not increasing the density in the Transition Policy Area.	Shape	Support
3915	My concern revolves around density increase by way of new townhouse developments instead of larger lots with space between houses. We live in Willowsford and my children attend Buffalo Trail Elementary. The schools are already overcrowded and unable to serve all children within the current boundaries; increasing the population in these boundaries will not benefit the current tax-paying residents.	Shape	Compete
4323	The "if" is the problem. Citizens have strongly stated they want to retain the Transition and Rural Area densities. They ARE our "community assets." Land uses should be agriculture and parkland. Transition Area density should be retained or lowered. Use tighter zoning controls to prevent housing developments in the Rural Areas.	Shape	Sustain
4398	Allowing rezonings in select areas of the Transition Zone will give the County a greater say so in how development occurs ensuring better planning and protection of the County's Green Infrastructure.	Shape	Sustain
3413	Please maintain the current zoning and transition areas for Dulles South!! We can not have this portion of Loudoun rezoned - please help us maintain our community!!	Shape	
4090	The way to preserve open space in the West is to allow more development in the East. We must face the reality that the "Transition Area" is no longer rural but is a part of the East. But development can be managed so that neighborhoods are concealed behind tree buffers still allowing for pleasant views.	Shape	Sustain
4154	There is an area in the Rural Policy Area that should be changed to Transition Policy Area. This area is east of Route 15 and south of Braddock Road, near New Road and to the north. This area is currently zoned as one house per forty acres. This area is surrounded by neighborhoods, and there is also a neighborhood within it. This map is not updated with recent development, so it is not accurate and does not reflect what is on the ground. There is much more development along Braddock Road than what is depicted on this map. It does not make sense to have zoning that is one house per forty acres for this area. Thank you.	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4285	The Transition Policy Area should be eliminated. The Suburban Policy Area should be allowed to grow west to Route 15.	Shape	
3435	Not all parts of the Transition area are the same. Where suburban type development has already occurred close or around properties those properties should be allowed to up zone to a comparable density to their neighbors	Shape	
4198	Arbitrary boundaries like roads shouldn't define the Transition Area. Transition Area boundaries should follow physical features that create a natural separation between land use areas.	Shape	
4202	Expand these rural areas- the areas to the North of Leesburg and Lovettsville are rural and should be considered in this.	Shape	
4089	The transition area should be returned to the way it was "envisioned" with 1-3 acre lots. Developers should be prevented from taking designated open space and changing it to buildable lots. Homeowners that have been sold homes under the promise that certain land would remain open space should be able to count on that. Also, stop the introduction of major power lines being erected along Evergreen Mills. Why is Ashburn taking the burden of this to support future development in Aldie? Protect the transition area and reduce the density being allowed through the construction of excessive multifamily housing. The should be no multifamily housing in the transition area.	Shape	Compete
4089	The Lucketts area is not included in the transition area, but I feel there is a need for some commercial infrastructure in that area so that residents do not have to drive so far for basic needs, groceries, and eating establishments.	Shape	Support
4306	This area should be turned into Suburban Area as the need for houses close to the new metro station is going to support the metro and people not driving as much. Evergreen will have a middle school and high school on it and again, people will want to live near the schools.	Shape	Shape
4132	1. Continuation of the current Transition Zone ordinances	Shape	
4357	3. Continued low density zoning	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3477	Properties within the Transition Policy Area currently zoned to suburban zoning districts with densities commensurate with a suburban development pattern should be included within the boundaries of the Suburban Policy Area. These properties include the 20 acres located in the southeast quadrant of the Braddock Road and Northstar Boulevard intersection which is currently zoned PD-H3, administered as PD-CC-CC. The larger Kirkpatrick West development, now referred to as Loudoun Crossing, is zoned PD-H3 and exhibits a suburban development pattern and density which is compatible with the adjacent suburban subdivision, Kirkpatrick Farms, which is zoned PD-H4. These properties are governed by suburban zoning districts and have been, or will be, developed at suburban density levels. These communities are examples of suburban developments within the Transition Policy Area that have not been remapped to the Suburban Policy Area despite their underlying suburban zoning districts and density levels. A more appropriate Suburban Policy Area boundary should be developed between existing and approved suburban development in the Transition Policy Area and the remainder of undeveloped, lower density properties within the Transition Policy Area.	Shape	
3450	By allowing upzonings in select areas of the Transition Zone the County may be able to obtain proffers to help offset the need needs for capital facilities and road improvements. The by right development that has occurred in the Transition Zone in the last 14 years has not contributed its fair share of proffer dollars	Shape	
4318	Rural - character retained - leave/maintain transition as transition	Sustain	Shape
4211	Protect rural area from development. The number of dwellings in any development should not be more than the sum of what the individual parcels would allow, and "family subdivisions" should be ignored!	Sustain	
3449	I believe it is important that Loudoun follow the example of Montgomery County MD and keep a rural / pastoral zoned area that is free of dense development. This is what makes our county unique and beautiful. If we develop all of western county, in 20 years we will be a dense, congested mess like Fairfax County.	Sustain	Shape
4341	Keep the Rural Policy Area rural. Excellent land uses are farming, vineyards, and equestrian facilities. Development and redevelopment should be overwhelmingly devoted to these uses.	Sustain	Compete
3486	Move SPA along Greenway. Picks up some RPA dev. closer to town with roadways that can support it. Walmart - adding to dev. that takes away rural character. Transp/uses.		Shape
3913	Incentive taking existing A3 development that haven't developed to go back to large lot. Back to original form		Shape
3914	Worst case scenario for more development. Expand transition area border to comply with what is already in place - to reflect what is currently happening / developing		Shape
3590	Keep transition area as it is, maintain, do not allow suburban, dense suburban development		Shape
4290	Metro may stimulate growth in TPA. County needs metro to be successful pass	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3484	Towns are not absorbing growth as was projected in past plans.	Shape	
4034	Pressure from developers without infrastructure in place (bridges, etc.	Compete	
4114	Provide infrastructure in advance of development roads, sewer and water, schools and parks.	Compete	
3891	If development occurs infrastructure has to be there.	Compete	
3442	All amenities to be included for a maximum return.	Compete	
3432	Don't need amenities everywhere	Compete	
3589	Aldie providing services to the people.	Compete	
4194	No water / sewer development there.	Compete	
4195	Braddock Rd Area - when development is allowed - the infrastructure should be constructed to support it. The road network need to be brought into line with the dev that is occurring.	Compete	Connect
4396	New development is bringing amenities with it	Compete	
4180	Have the utility infrastructure in place for development concerns, needs and impacts.	Compete	Shape
4294	Infrastructure is in place, water and sewer. Misuse of public funds to not maximize use of infrastructure. Still need commercial and open space.	Compete	Shape
4282	The transition area south of route 50 has had DRAMATIC increases in home volume without investment in infrastructure. Infrastructure needs to catch up before you think about changing policies here. Roundabouts and wider roads are a start - developers need to invest in this BEFORE large swaths of new homes are built.	Compete	Connect
4256	Higher densities need to be preserved in the West, and smaller lots for clustering. The development of mass drainfields and mass well systems needs to be encouraged, with the resulting extra water supply set aside for the future.	Compete	Shape
4096	Wellhead Protection Plans need to be made available to the public, shared between Towns, Loudoun County Health Dept and Loudoun Water.	Compete	
4099	The ATT site on Short Hill Mountain is nothing short of an environmental disaster. Three dry holes - so where are they going to get water? And where is their sewage going given the failed and limited drainfields?	Compete	Sustain
4170	If the jobs are here why is there slow growth in housing?	Shape	
4009	Make it possible for people who work in Loudoun to invest in housing in Loudoun.	Shape	
4012	Change zoning to allow houses in areas that are zoned for ag. but are surrounded with housing.	Shape	
3986	Increased pressure to increase housing capacity in rural area. Very unhappy to hear that. There should be no consideration to increase housing there at all.	Shape	
3517	Affordable housing near silver line, parking an issue on street	Shape	Connect
4300	True/Limited workforce housing with no single family homes	Shape	
4086	Would like to see more affordable housing ex-of One Loudoun. I fly would like to see more of these and would like to see more ways to reach them other than just by car.	Shape	Connect
3843	Braddock Road area - suburban to north - LCP coming thru - think potential to have residential in this area.	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4346	Use this area to put increased workforce housing. affordable housing. Lift noise ordinance.	Shape	Shape
4319	Push back on developers' request for limited housing types	Shape	
4321	Provide housing jobs within county to mitigate impacts and capitalize jobs.	Shape	
4322	More variety in housing but it should be compatible	Shape	
3875	Needs connectivity between housing developments	Shape	Connect
4160	Where no use put affordable housing - maintain TPA - preserve what we have	Shape	Shape
3474	More density (a- commercial & b- housing for live/work) near airport. Need more affordable housing.	Shape	Shape
3426	1 argument is put houses have to keep out western Loudoun TPA	Shape	
4128	Gradually move to accountable future growth, low density housing doesn't absorb housing demand but TPA should absorb housing demand	Shape	
3414	No need to change or add more housing, add more soccer fields and parks in leftover areas	Shape	Support
3654	No support new housing, but if it happens clustered subdivision, village style with significant open space that is protected natural space. Embrace QOL.	Shape	Shape
4283	I strongly disagree with the contents of the "Housing" section of the Planning Considerations for this area. I think that providing a "full spectrum" of housing types, increasing the overall quantity of housing, and innovative approaches to housing types are good ideas - for the Suburban Policy Area. All of these seem to suggest much more dense development than was originally planned for this area, and I think this should be discouraged. I do, however, support the idea of creating a variety of sizes of single family homes to support different price points.	Shape	Shape
4281	I sympathize with the desire for more affordable housing in the TPA, but I would hope that this housing could be constructed in a way that is compatible with the envisioned character of this area. I would suggest the possibility of smaller single family homes, including modestly sized homes (ideal), or perhaps the creation of larger duplexes or quad-plexes that appear similar to single family homes, and sit on comparably sized lots to a single family home.	Shape	Shape
4304	Single Family Homes and no more townhomes. Preservation of the green space in these neighborhoods is important	Shape	Sustain
3653	A beautiful well-planned senior community was recently designed and proposed for this area which makes total sense, as the location is so close to the new Metro and densely developed Brambleton. A senior community would mean a tremendous increase in tax revenue over the current tax revenue on the property as it exists with no requirement for additional schools.	Shape	Shape
3856	Based on the Housing Needs Study and the need for additional residential growth of certain types of housing, some amount of greater residential density should be allowed in select portions of the transition area.	Shape	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4025	1. Transition area is very nearly built-out at low densities that do not absorb much of the demand for housing and none of which is "work-force or affordable. Creates an exclusionary community, forcing growth and less wealthy families west to the valley and West Virginia.	Shape	Shape
4193	Based on the Housing Needs Study and the need for additional residential growth of certain types of housing, some amount of greater residential density should be allowed in select portions of the transition area	Shape	Shape
4203	Residential housing, consistent with the construction across Purcellville Road in the Mayfair development. This would not only create additional tax revenue for the town (if annexed), but it will also serve as a buffer between the aforementioned recreational / commercial areas and the Wright Farm development directly to the east.	Shape	Shape
4204	Need well-placed commercial center around residential developments.	Compete	
4206	No more wineries/breweries	Compete	
3596	No keynote office in transition	Compete	Shape
4234	data center no jobs - taxes going up	Compete	
4235	Encourage rural businesses while increasing standards and requirements that protect historic and natural areas. Current 10-acre and you can build a brewery with no other requirements is a joke and should end.	Compete	Shape
4236	More rural businesses (not beer and wine!). Bring back livestock businesses (farms).	Compete	Sustain
3452	Gas station closer to location marked & convenience stores & increase density around that location & provide parkland near new high school of 2 acre lake	Compete	Sustain
3453	Wineries may look like a good idea for rural areas but they add retail, restaurants and bars in areas that are not equipped for the traffic, the noise, etc. and the fact that they get to have these businesses without going through the zoning regulations that those types of businesses typically undergo, is a threat to rural tranquility.	Compete	Shape
3650	Western Loudoun has developed a tourism economy, based in large part on the area wineries. The importance of tourism should factor into each land use decision made for western Loudoun. For example, the Route 7 Bypass should be a "tourism corridor" because it is the road most people will use to access the area wineries and beds-and-breakfasts. Uses along the Route 7 Bypass should appear attractive and interesting to tourists, enticing them to explore the western Towns in addition to the area wineries.	Compete	Shape
4100	Light Industrial / commercial pad sites that would be consistent with the other 3 corners of this intersection (Route 7 bypass and Purcellville Road). The Town of Purcellville is struggling to keep their financial heads above water and there does not exist a good balance of residential / commercial tax base. This area could help tremendously in providing that needed balance.	Compete	
4104	More restaurants walking distance	Support	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4145	Limit any commercial activity to those that preserve and enhance the agricultural, equine or historic character of the rural policy area. Do not let development kill the attraction of the rural policy area.	Sustain	Shape
3619	Active adult neighborhood with community center, recreation and open space.	Shape	Support
3473	Area of Springfield Farms - how about a performing arts center - 130 acres, could include that here. Also known as Del-Shar Estates. Might need housing here. Or concept of a data center there - it has what's needed. Open to intelligently develop the area. But until gets designated for change, we'll be fussing about it, and won't be able to talk creatively about it. Look at printed sheet. Provided handout about issues also. Reasons for change: being squeezes, have well and septic -concerned about groundwater. Want access to public water and sewer. Everyone at the table are residents of this community and all 7 agree with it.	Support	Shape
4849	Community arts center in Leesburg (Springfield Ln and Evergreen Mill)	Support	
4456	Community facilities - recreation uses, hold events.	Support	
4457	Live, work, play areas - One Loudoun	Support	
4458	Food hub - farmers bring good distribution - Don't have time to go to Farmer's Market - Food Bank for less fortunate - Co-op.	Support	
4459	Could have some open commercial with large setbacks such as amphitheater - keep parcel prescience, camp grounds - ideas that benefit both.	Support	
4460	Libraries, community centers, senior centers, music venues, arts, concert halls in general.	Support	
4461	no areas for picnics	Support	
4554	safe travel for women to jog - security cameras on the trail/travel	Support	
4541	Connected neighborhoods with walkways, bike paths, and commercial/restaurants walking distance.	Support	Shape
4572	Development of hiking and biking trails, and small lakes/ponds with kayaks and paddle boards available.	Support	
4627	Green space and parks, hiking, and areas for community to come together in the Aldie transition area.	Support	
4543	Add more parks and trails to serve both the suburban area dwellers as well as to buffer the impact on those on the edge of the rural area. Do not grant more development permits in the transition area.	Support	Shape
4560	Additional restaurants are needed in the Dulles South area	Support	Compete
4617	More entertainment such as water parks (on lots far away from houses)	Support	
4637	Park without lights affecting the adjacent communities	Support	Sustain
4520	Park land only. No further development in this area is needed	Support	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4562	The Town of Purcellville would benefit from a large park -- not Franklin Park, because it is rather inaccessible from Town, and too large and unwalkable in size once you are there. Purcellville teems with children, and a large community park that is similar to the Clemyjontri park in McLean, would be a wonderful asset. The kids would benefit from a park with carousels, splash pads, archery (rubber tips), rock wall, zip line, kite flying space, and swings/slides, and a gazebo for music or balloon artists. No staff or large buildings, like at Claude Moore -- just a park. Purcellville needs recreational activities for children. The last farm in purcellville is privately owned by people with no children and who are conservation minded. If their family chooses to stop actively farming, that would be a wonderful in-town location, and walkable for many if a deal could be reached. If that site were not possible, then a site just north of Town in Loudoun County would be good.	Support	Sustain
4580	Community gathering space on large scale incorporating performing art center, art galleries, small individual retail,	Support	
4581	Recreational trails that interconnect with others trails	Support	
4582	Citizens need real data.		
4585	In area of potential change, annex into Purcellville to expand the town commercial tax base, and so that new residents are tax paying and voting citizens of the Town that impacts them most		
4526	Please enforce the existing stated goals in the existing comp plan. It sounds great on paper and is poorly executed.		
4589	The overall topic combines transition and rural areas. Why did you all do that? NOBODY, except the development community, and certain members of the planning department, wants to see the rural area developed. Who do you think you are fooling?		
4622	The map accompanying these questions do not appear to accurately show the Rural Policy Area. It appears to only show the AR-2 area of the Rural Policy Area.		
4568	DONT ASSUME DEVELOPMENT OR REDEVELOPMENT SHOULD OCCUR!		
4569	increase tax credits to discourage to sell to developers. Provide incentives to farms to remain as farms - not sell (something protectable for farms)		Sustain
4591	Actual growth in rural areas of Western Loudoun has been very low - Less than 100 homes per year over past decade.		
4623	Growth in SW Loudoun has been negligible.What is this? A preserve for the very rich?How do they contribute to our social welfare?		
4623	Suburban policy		
4623	Current pop in LoCo around 360K, can only sustain 500k	Support	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4625	Evergreen (No Suggestions) - accidents at entrance, the lights, traffic and noise - lost the rural character. Provided PowerPoint regarding the problems and what they want - everyone at table agrees. Make Evergreen Mill - should be 4 lane N. of Shreve Mill. Want to see a parkway system - like GW pkwy - and like roundabouts. 12k cars go on the Evergreen Mill Rd. Keep 621 as a scenic route. It's not livable here any more - they have lots of transportation impacts.	Connect	
4422	Support balanced growth with infrastructure (i.e. transportation and water gen).	Connect	Compete
4425	Impacts of transportation	Connect	
4428	Limiting transportation to western Loudoun	Connect	
4453	Connect communities/W&OD trails. Bike and pedestrian trails.	Connect	Support
4491	No transportation investments- no new road	Connect	
4492	Better transportation planning w / DOT- ex roundabout w/ 3 by- right shopping centers	Connect	
4502	Tall Rd and RT 7 nightmares want more capacity and widened evergreen and cyclin Rd. the sooner the better.	Connect	
4532	No increased development. Transportation will be a big issue.	Connect	Shape
4538	Roads, transportation, traffic management, schools are slated for this spot - why on the map.	Connect	
4592	Improve transportation routes	Connect	
4616	Rt 7 and Rt 9 markers	Connect	
4640	Transportation is needed and should be planned overall	Connect	
4650	Rds. Don't support dev along them - Rural rds. w/ urban dev. allowed along them.	Connect	Shape
4661	Transportation and safety improvements at Sycolin	Connect	
4668	With schools - road safety needs to be addressed & expect congestions and need connecting trails to get to more dense areas.	Connect	Compete
4675	Walking tunnel to school - John Champe + new elementary (north star & Conejo)	Connect	Support
4708	any transportation south of Braddock maintain same standards as they do for whole transition. All through transition area should be the same rule	Connect	
4760	Pay for meter with toll on rt 9 at state line, Rt 15 at Maryland	Connect	
4722	Transportation is a mess	Connect	
4726	All roads must be held to a certain standard - regardless of density. Route 9 is a travesty of design and safety issues. All development should be required to bring the surrounding infrastructure up to this standards - this means real shoulders and left-turn lanes at All traffic lights and into ALL developments, regardless of size of development or usage numbers of the road.	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4755	Evergreen Mills Road needs reduced speed limits as you head eastward toward Ryan Road and beyond toward Belmont Ridge Road and Loudoun County Parkway. The amount of large trucks barreling down this stretch is a safety concern. The stretch of Ryan Road from Northstar to Evergreen Mills is not wide enough to accommodate the same large trucks who often cross the center line traveling at high speeds. If it were feasible to ban large vehicles from this stretch of road I would be in favor	Connect	
4755	gravel road maintenance, attention to the southwest area of the county -i.e. library, senior services	Connect	Compete
4755	I do not want to see widening of Route 7 west of route 9	Connect	
4758	I would make Rt. 287 a 4 lane HGWY. Also, I would charge drivers from Maryland coming into Loudoun so they can help pay for the new road.I would make Rt. 9 a 4 lane HGWY. Charge drivers from West Virginia so they can help pay for the new road.	Connect	
4761	Route 15 should be expanded from 2 lanes to four lanes south of Leesburg to the Prince William county line. There is too much traffic for this road to handle. There are safety concerns with this road the way it is currently.	Connect	
4766	Additional transportation corridors north-west to south-east connecting Purcelville to South Riding and US-50.	Connect	
4799	Braddock Road should be expanded from 2 lanes to 4 lanes from the Fairfax County line to Route 15. There are many schools and neighborhoods along Braddock Road, with more coming.	Connect	
4811	Many of the gravel roads in the rural policy area should be paved. They are not safe the way they are, especially for school buses. Many of these gravel roads require frequent repairs and maintenance.	Connect	
4812	I and my neighbors would very much like to see the addition of sidewalks and bike paths connecting Round Hill to Purcellville and Franklin Park, and connecting the homes and communities surrounding Round Hill with the town center, while still preserving the small town feel.	Connect	Support
4813	Also worried about Rt 15 N and S. So upset county has no ordinance to stop from cutting trees with development.	Connect	Sustain
4815	Retain and maintain the grave rural roads	Connect	
4817	Sycolin Rd has become a traffic nightmare. With the new development on Evergreen Mill Rd, it will only get worse. County leadership has failed to accurately predict vehicle congestion repercussions while approving housing developments. Respectfully request you do not approve any more developments along Sycolin Road, or the roads that feed into Sycolin, until the roadway is expanded to 4 lanes from Leesburg to Belomont Ridge Road. For that to happen, bridges will need to be built over 267 (two of them) and Goose Creek.Please consider the vast expense required for the infrastructure upgrades to Sycolin Road prior to changing the Transitional Policy Area.	Connect	Shape
4825	Encourage connectivity between developments and public trails/paths.	Shape	Connect

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4834	Road 15%, steep slopes 30% of the entire county.		
4843	Slow all the land in permanent easement.		
4850	To suburbia not rural any more		
4865	?		
4866	Consider development south of Braddock where infrastructure already exists.		
4871	Don't build on Limestone		
4872	No development, fix the older development. Revive the older community. No higher density		
4894	How much more development do we need. Don't make sense for more development		
4900	Don't tread on me		
4903	keep the finger		
4908	Keep!		
4914	Agree with what heard so far		
4916	Build strategically for quality of life for all areas of county		
4921	Development - increased costs and doesn't pay for it		
4924	Building already occurring		
4911	Rosemont building is taking place		
4912	Why is this an area of potential change. The owner does not understand.		
4907	Clustering with more green space, no increased density. Willowsford type. Workforce housing, increased density, denser units in suburban areas. Line should be drawn to keep the development at bay. Define firm lines. Keep density where it is. Its also about stewardship, preserving rural and historic landscapes.		
4669	Use land wisely because builders are going to build		
4765	Scale of dev. needs to be considered.		
4565	Increased residential development in the area to make it more of a real 'transition'		
4786	stark line - plan needs to encourage transitional development		
4835	Use existing commercial areas as commercial centers for rural villages with traffic calming and churches focus on rural villages around these existing uses		
4880	Look at Montgomery county develop over a certain amount have to provide a variety of price points		
4639	Tighten up (less houses). Rezoning commercial causes problems (no spot immersion?). Need large baseball/athletic fields		Support
4470	Whatever square footage - conformity for housing lots. Whatever rules normal lots not stuff into odd lots to build nooses (residential)		
4472	Rt 15-29 - Hollow ground - the transition area is hollow ground. Needs to be saved.		
4475	tetea shop/movies - digital		
4529	Maintain current development pattern (strongly agree), densities, keep		
4757	Blank		
4895	TPA serves the Suburban Policy area		
4896	Greenway corridor not really compatible to TPA		

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4462	STOP DEVELOPING!!!		
4463	Concentrate development along the new metro line and in eastern Loudoun. Foster the rural economy in western Loudoun, such as the LoCo Ale Trail and preserve our natural heritage.		
4772	There is an area in the Rural Policy Area that should be changed to Transition Policy Area. This area is east of Route 15 and south of Braddock Road, near New Road and to the north. This area is currently zoned as one house per forty acres. This area is surrounded by neighborhoods, and there is also a neighborhood within it. This map is not updated with recent development, so it is not accurate and does not reflect what is on the ground. There is much more development along Braddock Road than what is depicted on this map. It does not make sense to have zoning that is one house per forty acres for this area. Thank you.		
4528	For the transition area, Willowsford has really gotten it right and will, hopefully, do something to protect its open space. The rural area needs to maintain low density.		

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2B

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
7	Along Greenway place dev. (throughout county)	Shape	Support
11	Don't let what happened to Springfield Farm/Hillshire estates happen to the rest of the West.	Shape	
16	Maintaining the existing development pattern and character of the area; allow Dulles South adjoining Braddock Road to develop more densely.	Shape	
17	Note difference in portions of TPA, area adjoining RPA keep more rural.	Shape	
22	Satisfied with transition areas. Around towns allow more growth. Grow the areas like little communities more than just rural area. There needs to be growth but grow what is already existing don't overgrow the rural area.	Shape	
30	Pipeline preferred not to develop.	Shape	
34	Transition to suburban area.	Shape	
36	Develop transition area and then move transition area to rural area.	Shape	
38	Need Reston Town Center (jobs, living, parks etc.) - walkable, food, restaurants.	Shape	Support
40	Pockets of dev that have no context w/ what surrounds it. Not part of a town or community. Towns have their own personality but these areas surrounding them do not.	Shape	
41	No consideration of design of non-res in TPA west. Need to have zoning that considers this, do this in east not in west.	Shape	
46	Some area underutilized - town of Hamilton for example - space that could be used in better diff ways	Shape	
47	Revitalize existing business w/in towns	Shape	
48	Revitalize existing commercial areas rather than dev. new places	Shape	
49	Tendency to over bld. retail centers and when they become vacant new centers are dev. rather than rebuilding the old.	Shape	
51	Redevelop, revitalize what we already have	Shape	
56	How can there be "by right" in TPA?	Shape	
57	Maintain current density in TPA	Shape	
58	Developers must develop infrastructure with development.	Shape	Compete
59	Mixed use shouldn't go into TPA	Shape	
60	Okay driving distances for amenities in TPA	Shape	Support
62	No density increase in TPA	Shape	
64	Stop development	Shape	
65	Buy density from the Rural Policy area to increase density in SPA	Shape	
66	No more development in TPA at all!	Shape	
70	Clustering transition zones	Shape	
78	Concern is suburban creep in Transition area	Shape	
83	Concern about underutilization of areas that have infrastructure.	Shape	Compete
85	Rural area - define/redefine the cluster option - the clustering is too close, it's a problem so at least make it less dense in the cluster.	Shape	
90	Minimize density - it will spill over and change character of the county.	Shape	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
91	Stop the continued encroaching on Western Loudoun.	Shape	Sustain
97	Protect character of Western Loudoun don't allow development	Shape	
98	The more you allow homes the more retail they will want - don't allow	Shape	
99	Concerned w / over development	Shape	
104	Reston - trees walkable etc.	Shape	Support
108	W/o revisiting or revisioning the transition area you get more of the same - by right - only - will continue to get the sterile big house - high end development. Need to put enough in transition area to get people to come in to plan for a nicely integrated community	Shape	
111	Need to identify corridors where better planning and development could go. Going back to the "fingers of transp corridors" - see where uses could be integrated in Transition area	Shape	
116	The by-right development has been good for a lot of people but it hasn't been good for the broader community. People love to live in these communities but they have been done in isolation.	Shape	Support
118	Density	Shape	
127	Modify portions of the transition area along roads, smart growth in portions - keep it	Shape	
128	Feel vision assumes a lot of growth and that's what we want. We're a great place to live now.	Shape	
133	Roundabout near Gilbert's corner - development needs to be carefully controlled	Shape	
135	Layer development in the TPA to taper down to rural	Shape	
144	Will they develop correctly such as clustering and open green space	Shape	Sustain
162	There will be pressure to develop Rural. Draw a hard line to prohibit	Shape	
163	Redskins stadium? Is it coming to Loudoun? Encourage if it brings in revenue Challenges to financing Need other functions - graduation, concerts Should spur other development Should have a good transportation plan	Shape	Support
165	Make leftover land into parks, green space.	Shape	Support
166	Challenges - development will come. Negotiate parks on rezoning. Make sure development pays for costs.	Shape	
169	There is going to be some sort of development. Development should be clustered near transportation and services.	Shape	
170	Transition area should be expanded - re-evaluate the limits as they pertain to Leesburg	Shape	
171	Weaknesses in expanding the transition area because of increased density because of impact on Rt 15	Shape	
172	Transition area is not redefined	Shape	
182	Need connectivity between neighborhoods/communities.	Shape	Support
197	Protect historic sites in TPA, cemeteries. Identify sites -> better oversight to preserve sites	Shape	
198	History test on all properties before development - more respect for other peoples property & save our trees	Shape	Sustain
200	Infrastructure in place before development	Shape	Compete
204	Maintain as low density as possible	Shape	
205	Keep this as rural, do not incorporate into TPA	Shape	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
206	Look at rural village concept (EV rural village) opposed to 1 du/3 acres - need to be careful of density. Rural village concept is good for this area but density should not be increased to make this. Need to define concept carefully.	Shape	
208	Look at historic district surrounding Oak Hill - protect these assets	Shape	
213	Before additional development, look at infrastructure, roads	Shape	Compete
214	Developers pay for infrastructure improvements	Shape	Compete
215	Rt 50 widening not helping do we hold line at development?	Shape	Connect
221	Sprawl is an issue	Shape	
223	Empty office buildings in east. Why continue to build?	Shape	Compete
225	Stop building grocery stores	Shape	
227	Metro station area - 3 mile radius build has high affordable housing + has possible commercial stores (work, live)	Shape	
228	Transition area - no more build/make more stringent less building. More connectivity between neighborhoods	Shape	
232	Concern about developing around the airport/to close to the airport	Shape	
235	Construction of buildings identity characteristics of Loudoun. Represent history look and feel of Loudoun county.	Shape	
251	No encroachment on historic sites (known or unknown)	Shape	
265	Do we have to respond to the pressure for more residential?	Shape	
4277	ATT on Shorthill needs to reduce the visibility of the facility and reduce light pollution	Shape	Compete
4380	I definitely support the creation of more public open spaces in the Transitional Policy Area - it would be a great place for this and would keep the density of the area down while providing a much needed amenity for residents of the Suburban and Transitional Policy Areas.	Shape	Support
4387	I feel like much of the development so far in the TPA has been very large houses situated on plots and in development patterns that stretch the intended maximum density of the TPA. I would like to see this curbed, if possible, in the future for this area. It would also be ideal if the TPA were home to more than just very large houses.	Shape	
4395	I am wary of any talk of moving the boundary between the TPA and Rural Policy Area, as implied in the first bullet of the Boundaries section in the Planning Considerations. I do not support any plan that moves the boundary westward.	Shape	
4397	I strongly support the size requirements for subdivisions of existing lots within the Rural Policy Area as laid out in the previous comprehensive plan. I hope to see these commitments renewed or strengthened in the future.	Shape	
4070	The biggest concern is that most people that live in this area do not want more development. We do not want the traffic, or the reduction in green space, increased pollution, or loss of our beautiful landscape. Development should be concentrated near the metro and in the suburban area, not in the rural and transition areas.	Shape	
4542	No development in the western part of the county. Keep it east of Route 15 and in the transition area.	Shape	
4558	We need to preserve Western Loudoun status quo...many people moved to Purcellville, Lovettsville, etc to escape the urbanization of the county. Prevent overdevelopment of the west and the urban sprawl and gridlock	Shape	
4561	Prevent overdevelopment of western loudoun; preserve its rural nature	Shape	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4583	No new development, so all of the absolutely negative "impacts" need to be addressed. Done! Loudoun residents satisfied. Loudoun planning staff: take the afternoon off!	Shape	
4431	By allowing upzonings in select areas of the Transition Zone the County may be able to obtain proffers to help offset the need needs for capital facilities and road improvements. The by right development that has occurred in the Transition Zone in the last 14 years has not contributed its fair share of proffer dollars.	Shape	
4434	Allowing rezonings in select areas of the Transition Zone will give the County a greater say so in how development occurs ensuring better planning and protection of the County's Green Infrastructure.	Shape	
4778	My concerns are if the transition areas and boundaries are changed then those areas will be built up or become too urbanized. We enjoy the spacious agrihood areas of Loudoun County which is why we moved here in the first place. Otherwise we would have moved to One Loudoun or Fairfax County	Shape	
4823	Increased litter will accompany increased development. The solution: Enough with all the development!	Shape	
4897	Too much commercial development, including wineries, breweries and banquet event venues will ruin what makes the rural policy area attractive to tourists and to large agriculture/equine operations. More careful scrutiny required.	Shape	Sustain
4904	Do we really want to make it such that we need to travel for hours to get out of the city? I do not.	Shape	Connect
4635	To achieve needed affordable housing in rural area, encourage a rural village concept: tiny lots or minor multi-fam, plus 2 or 3 retail, all within 50 to 100 acres, with suitable and attractive architecture.	Shape	Shape
13	Look at water reclamation facility.	Compete	
18	Infrastructure must be there to support type of development.	Compete	Shape
23	Grow the communities that already have the existing infrastructure, Look at how the growth will impact the environment.	Compete	Sustain
32	Water and sewer lines are present, they need to be used to include natural gas. In certain areas these amenities. Need to be extended.	Compete	
33	Infrastructure is already there to deal with density, needs to be used.	Compete	
68	Enhancing infrastructure...sewer, water etc.	Compete	
80	Consider effect on schools if transition policy area develops	Compete	
119	Lack of schools	Compete	
161	Get Broadband in Rural area. It will encourage teleworking	Compete	
164	Hospitals are not well located. Need new mental health services and facilities.	Compete	
174	Increased development where there is infrastructure - where is there room in schools?	Compete	
203	Internet access	Compete	
240	School capacity	Compete	
3599	Traffic, water and sewer, lack of green space, tax increase	Compete	
3434	Before you build one more thing, take care of the infrastructure you already have.	Compete	
8	Need more greenspace/ passive open space	Sustain	
9	Open space should not be active.	Sustain	
10	Concentrate active rec. within TPA and SPA closer to all the people who will use it.	Sustain	Shape

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
14	Strong tree ord for the very old trees.	Sustain	
21	Incorporate and protect green infrastructure element as an objective for preserving the natural areas that define the TPA.	Sustain	
37	Old growth woods preserved and less light pollution (big box retail) Walmart. Reusing commercial space (use it or lose it). Discourage vacant retail space.	Sustain	Shape
39	Preserving trees and history - more community centers.	Sustain	Support
54	Pressure to dev. areas that were designated as open space as part of a dev.	Sustain	
55	Green zones - even in areas where it is more density dev. Wildlife corridors. Make sure there are areas that are preserved and protected.	Sustain	
63	Preserve, protect natural resources already there	Sustain	
81	As things build out, concern about protecting the ecology of the area.	Sustain	
86	Sky glow is an issue in addition to direct light.	Sustain	
87	Follow dark sky guidelines.	Sustain	
88	Should be more focus on glare versus just light trespass.	Sustain	
92	Air quality concerns.	Sustain	Connect
93	Over development negatively affects agricultural area.	Sustain	
94	Concerned about wildlife	Sustain	
95	Concerned about water quality	Sustain	
96	Protect river and stream corridors	Sustain	
120	Environmental protection	Sustain	
121	Need freeboard above the flood plain with climate change	Sustain	
122	Flood concerns with increased development	Sustain	Shape
125	Like to see character (50-70%) open space maintained, clusters, protect environment and wooded areas.	Sustain	Shape
132	Must be very sensitive to water resources there in Transition area	Sustain	
140	We have virgin area in this territory. Once a developer comes in we are done. We only have one shot at getting this right.	Sustain	
141	We only have a few large tracts of land left, keep it parks.	Sustain	Support
145	Green space needs to be contiguous. Mostly native.	Sustain	
146	Choice of planting with developers needs be native for all new development	Sustain	Shape
175	Maintain wildlife corridors	Sustain	
178	Have city save the forest land	Sustain	
179	Should preserve the conservancy land and not allow further development there	Sustain	
180	In the rural area next to TPA worry about our well run-off and contamination	Sustain	
181	Village water system has been impacted. Want to be sure water is protected.	Sustain	
186	Want to see more natural resource, parks, etc. without development in TPA	Sustain	
188	County should participate in conservation easements	Sustain	
189	Would like an ordinance to protect open space in a development	Sustain	
191	Put PDRs back in the plan	Sustain	
192	Duplicate what Fairfax county does to protect environment	Sustain	
193	Geology - hard rock along Belmont Ridge - continue to promote water storage for quarries in the future	Sustain	
194	reuse quarries in location	Sustain	Shape

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
195	Need to protect Potomac with using too much H2O - use legislation - already mapped out	Sustain	
199	Cannot allow clustering without placing open space in a conservation easement (i.e. Willowsford)	Sustain	Shape
202	Protect Goose Creek, waterways	Sustain	
210	Watershed along Goose Creek	Sustain	
211	Keep wildlife, nature in transition area	Sustain	
218	Why ask the question, implies we are going to become Fairfax. Why does there have to be more development/redevelopment. Don't want the green space to change. This implies it is already decided.	Sustain	
222	Conservation, innovation	Sustain	
233	Light pollution, protect watershed/waterways, improve air quality, roadways building, data center, noise pollution, conserve energy	Sustain	
238	Preserving contiguous green space	Sustain	
241	Impacts to water resources, is it strain on water and power resources. Car infrastructure future development	Sustain	
242	More trash litter to pick up (litter, landfill). Keep greenspace	Sustain	Shape
243	Preserve green space, don't allow development if there are no schools and roads	Sustain	Shape
255	Increased helicopter traffic - is a problem (rural)	Sustain	
256	Transition - has water resources that need protection	Sustain	
259	Airport noise a problem	Sustain	
4080	I am concerned that opening the Transition Area to more development would result in less open space.	Sustain	Shape
3864	Although parks and recreation areas are important, there should be expanses of fields and woods to provide habitats for wildlife!	Sustain	
3436	The main concern continues to be preservation of open space and green space in the TPA. The TPA provides alternative housing to the densely built suburban area. The TPA design creates communities and neighborhoods versus houses.	Sustain	Shape
4342	Conservation easements, Property development rights, CIP funding and county land acquisition as tools to preserve environmental resources into perpetuity.	Sustain	
3991	Historical sites need to be protected, Nature needs to be preserved!	Sustain	Shape
3475	The loss of natural spaces and increased congestion, traffic and pollution would all be awful. Please limit development in this area and protect the natural environment.	Sustain	Shape
4129	Collaborate with local conservation and preservation groups to protect and interpret the importance of the natural resources.	Sustain	
4724	Initiate PDR and TDR programs to preserve rural areas and prime farmland.	Sustain	
4725	Provide support to agriculture infrastructure and economy.	Sustain	Compete
4905	Loss of mature forests	Sustain	
4851	As new homes are built around Taylorstown, we are losing our historic landscape. We need to find ways to help keep this land from being developed into housing.	Sustain	Shape
4787	Parks, Natural Habitat Preservations, a Trail for Running, Biking, walking.	Sustain	Support
26	Affordable housing is misused to building multiple housing.	Shape	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
27	Affordable housing = workforce housing. Anybody working in the area has the right to find a place to live.	Shape	
35	Affordable housing	Shape	
42	Not more diff types of housing, need to have something that allows for price pts.	Shape	
43	Smaller housing sites that you don't see anymore. 3 bd SFD vs Mc Mansion	Shape	
44	Housing cost out of control	Shape	
45	Something to help existing housing be more affordable	Shape	
84	Concerned that there is not enough development of housing to support an aging population close to transportation	Shape	Connect
100	Innovative housing - younger 50's style housing	Shape	
101	Mixed use - affordable housing	Shape	Shape
102	Age- restricted housing w/ elevators if market to seniors, 55+ - universal design	Shape	
123	When talk about buildings need to have affordable housing also.	Shape	
29	Economy in the rural area is wineries, breweries. Development will harm these businesses.	Compete	
89	Should there be a tax district to support the rural area.	Compete	
103	REDC - food hubs, agriculture viability from rural area - zoned to incentivize.	Compete	Sustain
137	Encourage and nurture businesses that fit existing community charm.	Compete	Shape
220	How to change - look at the development types- create green communities, agri-business	Compete	Shape
234	Data center short term - what is the future of data centers when technology changes	Compete	
250	No data centers going west	Compete	
253	Breweries?	Compete	
254	East Loudoun/data center corridors not aesthetically pleasing. Is the economic benefit outweigh the loss of space. Consider environmental impacts from data centers.	Compete	Shape
260	Retain commercial - don't convert to residential	Compete	Shape
261	Need more jobs	Compete	
52	Interconnected off road bike paths, horse trail, division btwn the 2 for safety reasons. Not on existing rds.	Support	Connect
53	Bike Lanes (wide) along rds. -speed, safety. No room on existing rds. for cars and bikes to both be there safety.	Support	Connect
74	Quality of life	Support	
75	Outdoor activities	Support	
82	Mt. Weather should be decommissioned, get a championship golf course there	Support	
183	Need more public parks	Support	
184	See lots of people biking on Rt 50 - need trails, there's no place for them now.	Support	Connect
187	Need parks, more parks	Support	
201	Parks and trails - in TPA - skinny parks - connect throughout TPA & encourage people in suburban area to use trails & get out of their houses	Support	
209	Use map showing hiking trails from choices and changes - plan - follows natural land, waterways. Need to have easement for paths	Support	Sustain
226	More access for eastern residents to farmers markets, and other products from western Loudoun, i.e., pop ups, small markets	Support	Compete
244	More parks with active and passive uses	Support	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
245	More parks, soccer, baseball, football, and athletic fields, trails	Support	
246	Multi-purpose trails	Support	
248	Canoeing and boats	Support	
3865	When homes are sold in a "rural" area, the realtors should be mandated to provide each buyer with a list of "conveniences" and the distance (in time). By this I mean things like: the grocery store is 20 minutes away, school bus ride is approximately 45 minutes, the highway is 10 minutes via dirt road, etc. Many people visualize the pluses of a new home but are not aware of the inconveniences of time or distance.	Support	
4732	Preserve concept of "quietude" in rural areas. Residents in those areas have chosen more remote, less "convenient" properties with the expectation of quieter surroundings.	Support	Sustain
19	Apply different policies to each portion and character of area, maintain long range vision.		
20	Opportunistic development can destroy character of area, maintain long range vision.		Shape
24	Must have certain strategic community assets to support the growth (see loc. 3B on the map). Very unique area 3B. Potentially identify location around greenway to be tax generators.		
25	Developers live somewhere else and don't care about community.		
71	Loudoun water / UDOT should have stake holders		
73	3 towns aren't on the questionnaire		
105	Stability and expectation - hold developers to policy - maintain and stand firm.		
110	Need to be aware that for every house we build we are requiring more taxes.		
112	Incentivize smarter development - rezone - get into public process - do better plans		
115	Change the underlying zoning- zone it to what we want to see		Shape
126	There is a supposition that sounds like decisions are / have been made, because of the terminology on the maps questions.		
142	Increased residential development increases taxes		
147	Why have a zoning plan and not follow it. No changes in zoning policy.		
176	Watch the townhouses - there are too many. Do they contribute their share of taxes.		
177	What is the purpose of the transition zone: is it preservation, more green space, more recreational assets? Call it a new name		
190	Would like to see impact fees for development		
236	County to be more of an advocate - transparent & proactive		
237	Eminent domain for everything - even bike lane		
263	Everything done in rest of county affects western Loudoun, so don't tell us we don't have a say with Envision Loudoun (anger over rural isn't discussed)		
264	Towns & county should coordinate the vision		
4638	I just need to ask you the definition of a "rural policy area". Please let me know.		
6	High school kids trespass, destroy property and have drugs.	Support	
155	Usually crime increases along metro, people outside the county.	Support	Connect
167	Age-restricted, aging, continuing care uses should be provided in TPA.	Support	
168	Need more continuing care communities. "Age in Place."	Support	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4855	We need to find ways to help those who are telling the history of Loudoun County. We have many new people who do not know it. We also have a rich history that people will appreciate if they can learn it. It feels like the county is not doing much to help with this important work in western Loudoun right now.	Support	
5	Traffic increases are impacting this location. Meadowbrook will also increase drainage their way. Water will come from where Walmart will drain their way.	Connect	Compete
12	Need to improve transp. within towns.	Connect	
15	Locate development where adequate road infrastructure exists.	Connect	Shape
28	No development in the rural area, see location 7B on map. Rural roads should not be paved. The infrastructure in the east is OK to continue development.	Connect	Shape
31	Widen roads to address traffic that comes with density.	Connect	
61	Public transportation serving TPA	Connect	
67	Highways running to west	Connect	
72	Transition zones as a model for connectivity	Connect	
76	Traffic	Connect	
77	Traffic calming on 7 west	Connect	
106	Need to be able to get from pt. A -B multi - modal (cited the dot 7 area- Sycolin to North. Link Ashburn to Leesburg, can also do this on both sides of RT 50 e.g.. Dulles West Parkway	Connect	
107	Get Leesburg to realize the need to connect the areas around Leesburg to Leesburg - it will thrive greatly by this connectivity.	Connect	
113	Multi-modal - spatial continuity - better ways to get from pt. A - B - Fairfax has utilized stream valley corridors for years - need to look at potential stream valley corridors and utilize them for community.	Connect	
117	Transportation	Connect	
124	Big wide road with no traffic and if that doesn't work then good bus service and good snow removal	Connect	
129	Better connectivity to the west -western Loudoun touring opportunity by buses	Connect	
130	Once silver line in place hope / expect bus connections to that area naturally. Feeder lines have to have collection points elsewhere, park and ride lots, more collection points - not vertical parking.	Connect	
131	A bridge over Potomac (not in transition area)	Connect	
134	Traffic safety improvements needed	Connect	
136	Traffic safety improvements	Connect	
138	North/South bike trails in TPA, bike complex with small shops	Connect	Support
139	Connect villages with bike/walking trains; enforce these connections.	Connect	Support
143	Transportation direct impacts from development	Connect	
148	Put roads to support existing development 1st	Connect	
149	Pave / expand road network	Connect	
150	Provide more multi-modal options (i.e. bike paths)	Connect	Support
153	traffic, particularly on Rt 7 &9	Connect	
154	Don't want to support expanding travel routes that supports through traffic	Connect	
156	Finish gaps, missing links	Connect	
157	RT 50 - too many lights	Connect	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
159	Reduce cost to greenway	Connect	
160	How can the cost be reduced to use greenway to metro. \$6 for greenway \$6 for parking \$6 for metro. Look at greenway providing direct access to metro w/ fee.	Connect	
173	Build roads first. Let development come slowly	Connect	Shape
185	Would love to use bike for transportation	Connect	Support
196	Traffic - too much congestion & cars travelling through the county	Connect	
212	Transportation network. What is in the pipeline	Connect	
216	Braddock Rd straighten	Connect	
217	Plans for LC Parkway (end of Old Ox)?	Connect	
229	western Loudoun - traffic on Rt 7 at Clarks gap (very bad) need to connect/no expansion	Connect	
230	Interconnected bike trails - create shoulders on roads - wide enough for bike lanes	Connect	Support
231	Transportation does not take in consideration the impact of back roads that people are taking to avoid highways and traffic including neighborhood roads	Connect	
239	Road capacity	Connect	
247	Traffic capacity	Connect	
249	Rt 7 traffic mitigation, change to interchanges	Connect	
257	Roads are issue - Evergreen Mill road	Connect	
258	Intra-county public transportation - Need community to community public transportation	Connect	
262	Need more public transportation	Connect	
4082	The increased traffic that would come from opening the Transition Area to more development would mean worse commutes for eastern Loudoun residents who already live here -- especially in the Route 50/606 routes.	Connect	
3464	Quality of life is already going down due to severe traffic and school overcrowding in the transition area. If the policy changes it will be a NIGHTMARE to live here unless many roads and schools are built immediately.	Connect	Compete
4092	TRAFFIC High population density is already causing ridiculous delays particularly on Loudoun County Parkway that are going to get worse with increased development	Connect	
3633	Re Arcola Farms re-zoning: Traffic outlets should be directed inward to Brambleton or consolidated into one or two entrances/exits on Rt. 621 or Rt. 772. It already is too dangerous to have circa 13 driveways at this crossroads. A light or traffic circle also is needed at the intersection of these two roads.	Connect	
3842	The people who live west of these areas still need to get to work. I have lived here 15 years and it takes me twice as long to get to work as it did when I moved here. Whatever you decide to do, it should be impact-free to us.	Connect	
4151	RIVER BRIDGE WOULD BRING MORE DEVELOPMENT AND CONGESTION; THEREFORE, NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.	Connect	
4756	1. Increased development will lead to congested roads and loss of semi-rural character	Connect	Shape

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4807	The congestion at Route 287 and Route 7 Bypass is a concern for development that would need to be addressed. Development will need to be sensitive to the Town in terms of architectural style and scale. Water and sewer could be an issue, and annexation should be considered as a solution.	Connect	Shape
4822	Increased traffic with development, which is the last thing Loudoun needs.	Connect	Shape
4925	Traffic relief. Too much congestion as it is. More development means more traffic problems	Connect	
4530	Safe flow of traffic. Watershed management-how do you prevent material from development of pollution from roads entering the streams?	Connect	Sustain
4474	Traffic will always be a concern for any development. Traffic studies should already be available as a result of the Mayfair development.	Connect	
4531	We moved into the area for the proximity to services and the privacy of the TR-10 zoning. With the increased development being allowed by county leadership, the traffic on Sycolin Road has drastically increased. Please maintain the Transition Policy Area, as traffic congestion remains our primary development concern.	Connect	
1	The county needs to have an ordinance to sl		
2	Have a rural large lot development area that property values are lost because no one will want to move there. Only have the downsides of country living but not the reasons they came there for. Would recognize they (the county) is running out of land - so this area is an opportunity		
50	Like it the way it is		
69	No benefits of urban and no benefits of Rural		
79	Concern is transition creep to eastern rural area		
109	Missed opportunity - when there isn't incentive we waste the infrastructure, waste the opportunity to connect and integrate - want these lands to come in for rezoning to put \$ back into the system. E.g.. by right R-1 w/in 2 mins of metro		
114	Need to be sure we are taking advantage of the areas we have available for growth, don't miss those, look near metro @ regency - missed opportunity		
151	TA is 'time' space, 'personal' space, and 'land' space - all need to be well managed		
158	Find value in use of funds with appropriate travel modifications. Re-evaluate CTP.		
207	Shutting the door too late		
219	Still much in pipeline		
224	Give incentives to rural property owners		
252	Why do we need more housing, jobs, etc.? not sustainable		

Appendix B:

Overall Area

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2A

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4810	There is so much growth in Eastern Loudoun County that it has lost a lot of its charm. Construction of offices, restaurants, shopping, etc. is everywhere but there never seems to be enough parking.	Shape	Shape
615	High density but affordable housing (Rt. 28 from Dulles Toll Rd). Complex due to noise contours. Possibly off of Parkway. Necessary for millennials.	Shape	Shape
618	Affordable housing - opportunity in west for affordable dwelling units (not new builds - different types of revitalizing what is built)	Shape	Shape
336	Affordable housing is a big issue. Employees can't afford to live in Loudoun. First responder Foundation.	Shape	
337	Affordable housing (night time economy) comp plan must be flexible to allow it to be able to respond to change market. Need technology workforce. Partner of industries, education, business, training.	Shape	Compete
3847	affordable housing is greatly needed for the County, for all income levels	Shape	
259	Elderly on bottom floor of residential, younger ones above (in Sweden).	Shape	
626	County-wide community supported agriculture	Sustain	
3606	Agricultural incentives maintain large farm properties as they are without risk of subdivision.	Sustain	
4311	Keep the rural character of western Loudoun. It is our open and agricultural land spaces that are presently enabling a thriving agro-economy. The encroachment of "spectrum price point housing" would quash the current flow of our tourism to western Loudoun by enactment of subsuming open space for housing but also by the deterrent of traffic congestion. Rural roadways are part of the touristic "charm" of this area.	Sustain	Compete
4664	Continue to protect rural areas. Promote agricultural use. Transition areas should be scrutinized to protect the entire county from overdevelopment and congestion.	Sustain	Shape
4115	Can the county look at incentives for first time farmers in Western Loudoun? This could help protect farmland from development. When the owner of a farm dies, his children need to be able to keep the farm without a huge tax penalty. If open farmland is converted to housing, there should be a large tax penalty.	Support	
57	More flexibility on noise contour lines relating to airport.		
614	Trail connectivity. HOAs have trails that do not connect	Connect	Support
634	Need more walking trails, safer pedestrian access.	Connect	Support
652	More safety in terms of roads, trails, sidewalk especially intra county.	Connect	
658	Sidewalk connections, connected neighborhoods, no strip mall kind of thing. Town center concept to invite walking transit.	Connect	Shape
	Pedestrian connectivity	Connect	
	Ashburn Village pedestrian network	Connect	
4205	Off road trails for running, walking, hiking, and possibly biking. Connectivity of trails to a county-wide and regional network. Connect the two sides of the future Hanson Park underneath Evergreen Mills Road with a pedestrian tunnel.	Connect	Support
3443	increase multi-modal transportation to reduce car usage; increase bike routes, etc.	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4289	If schools were connected to bike trails, many children would choose to ride bikes to school. This would lead to healthier children who are more settled in school and ready to learn.	Connect	
4212	Bike trails in south Loudoun	Connect	Support
3476	Bike paths and outdoor commercial (Restaurants and shopping) areas with community-gathering spots included in the design.	Connect	Compete
4216	Bike trails in south Loudoun	Connect	Support
4273	connect parks, schools, commerce areas, activity centers, recreation centers together with continuous open natural areas with trails and bike routes	Connect	
4095	More connected walking and bike paths	Connect	Support
4189	Regarding transportation, please plan for pedestrian safety. We live less than 2 miles away from Dulles Town Center, but there is no safe way for my non-driving teenagers to walk or bike there. Adding safe pedestrian crossings across route 7 would increase the quality of life and promote local economic development.	Connect	
4547	Create designated bike paths leading to the park and ride lot on Atlantic Blvd near Dulles Mall. There are several residential areas (including apartment complexes) within easy biking distance from it.	Connect	
4548	Create bike lanes along Algonkian Parkway and Countryside Blvd. There is a fair number of bike riders in the summer. Existing paths are inadequate as they put pedestrians and cyclists on a same narrow path.	Connect	
4570	Trails, sidewalks, connectivity throughout the county. Every development (rezoning and by-right) should require sidewalks on both sides of every street.	Connect	
4477	More emphasis on public transportation and more inclusion of bike trails. More interconnectivity for walking and biking between communities..	Connect	
4913	Developing pedestrian walkways in Round Hill, along with limited destinations in town (e.g., a coffee shop, a bookstore, etc.)	Connect	Compete
4803	Russel Branch Rd.:Please complete paved path for pedestrians.Additionally, there is a bus stop on this Road (on the side where the apt are) and to get to it an individual must climb over the guard rail or walk all the way around it. Bad design. I saw the bus drop a man off with a walker and he had to walk in the street to get around the guard rail to get to the path...crazy.	Connect	Shape
73	Pedestrian arches over busy intersections.	Connect	
251	Pedestrian bridge over roads. Crosswalks. Crossing not at grade.	Connect	
252	More walking and biking paths near river and river crossings.	Connect	Support
253	W&OD access to areas north of 7.	Connect	Support
254	Pedestrian bridge Rte. 15, Ft. Evans	Connect	
255	Make more ped/bike friendly	Connect	Support
256	Sterling Blvd. bike trail	Connect	Support
571	Two county-wide east-west + north-south bike trails	Connect	Support
54	Potomac River Crossing - Bi-County Parkway are overdue. We need bridge.	Connect	
3459	Bridge to Maryland	Connect	
3828	No Potomac River bridge crossing. This will aggravate local traffic in Loudoun	Connect	
3833	No bridge through Broad Run Farm	Connect	
3857	On the main roads, such as Rt. 7, Leesburg bypass and Rt. 28, widening and traffic flow enabling infrastructure changes that do not cause additional through traffic. No new Potomac River bridge should be built in Eastern Loudoun. This will generate additional congestion.	Connect	
3877	I am opposed to a bridge to Maryland anytime any place. We have enough traffic problems already.	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4059	No Bridge crossing!	Connect	
4135	NO POTOMAC RIVER BRIDGE!!!!	Connect	
4155	Abandon the Potomac river crossing idea (Maryland will not support it anyway), and focus on infrastructure improvements, such as overpasses versus traffic lights.	Connect	Connect
4156	NO NEW POTOMAC RIVER BRIDGE IN LOUDOUN COUNTY!	Connect	
4307	I'm writing to inform the Board of Supervisors that I am terrified by your plans to put a Potomac River crossing in the Countywide Transportation Plan. Our neighborhood, Broad Run Farms, appears to be squarely in your gunsights for destruction of our home values, our Potomac River and Broad Run recreational access, our land and water, and our way of life. To what end?No impartial study that I am aware of has demonstrated actual need for a bridge to Maryland through Eastern Loudoun. No one questions the pressing needs for transportation improvements that really would make a difference for Loudoun County residents, however: these include easing east-west commuter traffic on Route 7, the toll road, and Waxpool Road, opening greater access to future Loudoun Metro stations (and participating in dedicated funding to improve Metro service), improving bus service throughout the county, and encouraging transit, biking and walking networks to key destinations and amenities.A bridge through Eastern Loudoun would threaten every one of these objectives, by pouring traffic onto an already massively congested Route 28 as well as Route 7, spurring housing development throughout the transition area, overloading the toll road and Route 66, and bringing enormous expenses to taxpayers for residential population growth.Please change your position and eliminate the Potomac River crossing from your plans for our county. Consider instead the far more realistic, practical, and affordable steps the Board could take to improve the quality of life for all Loudoun residents, with continuing improvements to existing roadways, interchanges, and intersections, more efficient access to existing and future Silver Line stations, more park and ride lots and better commuter and local bus service.	Connect	
4551	No new Potomac River Bridge in Loudoun County	Connect	
4631	no potomac river bridge	Connect	
4500	Work with Maryland to widen the Point of Rocks bridge.	Connect	
4651	No New Potomac River Bridge in Loudoun!	Connect	
4688	NOT A BRIDGE OVER THE POTOMAC	Connect	
4867	First, I would not like to see the tearing down of one of the oldest subdivisions in the county to build a bridge. Already, my children refer to Loudoun County as "Lorax County". It is sad when children can see what is going on and adults refer to it as "progress".	Connect	
4494	No bridge between Eastern Loudoun and Montgomery County. Stop the madness. There is too much traffic today and this will make it worse. In addition, a beautiful, historic neighborhood will be ruined. If the Loudoun Board of supervisors want to improve the conditions in Loudoun, widen existing roads where we have issues or build more overpasses and eliminate more lights. Other things we could use is perhaps an outdoor theater to attract performers (musical and theatrical), a ball park for a minor league baseball team, more public swimming pools, and more parks.	Connect	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4643	Let me make it very, very clear that I oppose the idea of a bridge across the Potomac anywhere in the county, especially along Route 28 extended. That is my greatest concern. I am stunned that the BOS came out in favor of such an idea without giving county residents an opportunity to respond in a real public forum, not just in a written survey. Studies conducted in the past show no value to our residents -- just to those who want a easier route to somewhere else. Building such a bridge is in total conflict with your goal to strengthen natural and historic assets and enhance the quality of life of residents.	Connect	
4555	No New Potomac River Bridge in Loudoun County	Connect	
4479	Absolutely no more bridges over the river to Maryland. This will only increase congestion, overwhelm infrastructure, destroy the natural environment, encourage more development.	Connect	
4416	Extending Route 28 across the Potomac will be GREAT for Dulles Airport; great for air freight in and out of Dulles; great for ground freight to and from Dulles; great for businesses miles and miles around Dulles. Extending Route 28 across the Potomac will turn IAD into LAX. And it will turn Eastern Loudoun County into a new Los Angeles. And will turn Western Loudoun into a new the new Santa Monica.	Connect	
4488	We should not be cutting through neighborhoods to create more highways to carry more traffic. There are already too many roads/highways in Loudoun, contributing to more traffic, noise, and pollution. I do not want a new Potomac River bridge in Loudoun.	Connect	
4483	Loudoun has sufficient employment and business opportunities. Encouraging further business development simply strains resources and enriches developers and landowners while doing little for current residents.	Support	
260	Co-housing/large communal housing - size of condo, cultural space, community buildings have space for 50/pocket communities.	Shape	
632	Better north/south access (transportation)	Connect	
640	Better connections to metro from existing conditions	Connect	
3427	I would like to see connectivity between the counties urban centers, suburban housing, shopping and the metro (once it is built). It would be nice to be able to take public transportation (bus, tram or minivan) to these areas from my home without driving. Also a connected set of bicycle and walking paths to do the same would be useful. Of course this applies mainly to the suburban and urban parts of the county rather than the rural.	Connect	
3471	More high-speed east/west corridors with no traffic signals	Connect	
4440	Improve north/south transportation west of Dulles airport between US-50 and Route 7.	Connect	
4444	Improve east/west traffic flow into western Loudoun.	Connect	
4686	Reduce local congestion in Loudoun by improving intersections and local connector roads; create good access to metro stations including bike/pedestrian trails and walkways as well as parking and transit connections; help neighborhoods remain liveable by implementing proposed traffic calming options, improve east-west routes. No additional bridges are required.	Connect	Shape
4253	Conservation easements on this area of land, more public spaces focused on nature and wildlife.	Sustain	Support

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
660	To create policies, regulations for sustainable environments, landscaping, habitats to enhance quality of life - scenic roads, meadows instead of cut grass, native plants, reduce noise/air pollution & water quality. Stormwater runoff, less burden on water supply. Canopy cover percentage increase. Contribute to property value (canopy cover for 20-30 year goal), connectivity of wildlife preserve, conservation easements, cluster development - maybe we shouldn't spread as much - adjust to where we live, developers can plant, no cost to taxpayers. Bioswales. Remember - Chesapeake Bay, way for county to save money. Make it standard for developers.	Sustain	
663	Blue ridge stewardship - wildlife preserve protect them. PECVA, etc.	Sustain	
670	Banning pesticides	Sustain	
587	Arcola - stone springs - curve out green space - parks/recreation. Public recreation use - floodplain area	Sustain	Support
601	Preserve larger tracts of land in rural areas	Sustain	
4297	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4309	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4291	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4298	Forests streams wetlands and meadows should be mapped and protected and connected for a better quality of life for all.	Sustain	
4231	f development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4257	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.We also want to see walking and bike paths connected - instead of as isolated neighborhood projects - to ensure the county is more friendly to means of transportation apart from motor vehicles	Sustain	Connect
4292	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4258	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality,flood and drought mitigation and energy conservation.	Sustain	
4237	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation	Sustain	
3810	help preserve the natural beauty, wildlife and pride in our neighborhoods along the Potomac river!	Sustain	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3823	Preserve and enhance the natural beauty of the environment along the Potomac River neighborhoods	Sustain	Shape
3849	floodplain linear parks for wildlife and passive recreation uses.	Sustain	Support
3916	Less development, more natural areas, nature preserve! Leave old neighborhoods untouched.	Sustain	Shape
4002	There should be more open spaces/parks designated are unstructured (meaning not a "park" that consists of only of soccer or other sports fields), and lets people experience nature (Manassas park is a great example of mixed use with a lot of natural woods and open spaces).	Sustain	
4069	Respect for open space wildlife history warer quality. Personally i think the county has already been ruined beyond repair in many areas , from short sighted attempts to succomb to developer profits and continually feed an insatiable tax basis	Sustain	
4074	How do we save the green space in Sterling area?	Sustain	
4263	save open vistas	Sustain	
4264	If development or redevelopment occurs, I want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4313	Maintain natural resources in Eastern Loudoun, No Potomac River crossing in Loudoun County	Sustain	Connect
4343	Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.	Sustain	
4344	Improve air quality through tree preservation, native tree planting and landscaping practices.	Sustain	
4345	Forests, streams, meadows and wetlands must be protected and connected in perpetuity to ensure sufficient and high quality habitats, water, quality, flood and drought mitigation and energy conservation.	Sustain	
4354	Countywide: If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4358	Identify, map, protect and enhance a nonfragmented network of forests, streams, fields, steep slopes and wetlands.	Sustain	
4407	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4414	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4415	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4522	If development or redevelopment occurs, it should be limited to Eastern Loudoun and especially areas clustered around already-existing transit. We want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4516	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4414	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4417	Loudoun County is the only jurisdiction to define stream protection as measured from "scar line". This non-tradition terminology is neither defined by Loudoun County, is not mapped, however has been used in daily zoning determinations for 24 years! Please rewrite zoning based on "ordinary high water mark".	Sustain	
4496	Hidden Lane Landfill should be left for passive uses, such as conservation, post remediation.	Sustain	
4498	more nature preserved.	Sustain	
4641	Green spaces that support pollinators and wildlife habitat	Sustain	
4736	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4840	Trails and forests that connect rather than act as isolated islands. Wildlife and plants need continuity in order to flourish.	Sustain	
4906	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4567	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.	Sustain	
4482	Open land needs to be saved in the eastern county and made available for public use.	Sustain	Support
4415	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
580	Theatre and performing art district	Support	
581	Near Middleburg Performing Art Center	Support	
582	Performing Art Center	Support	
612	Cultural center for symphonies, operas, ballet - performing arts - needed	Support	
623	Don't bring Redskins - they don't fit. Prefer performing arts/events center. Need business development housing.	Support	Shape
630	More entertainment options around Rt. 50	Support	
653	More venues for outdoor entertainment.	Support	
665	Like Wolf Trap- some kind of venue	Support	
	Scenic museum	Support	
	Performance Arts Center	Support	
3415	entertainment and commercial uses	Support	Compete
3829	Establishment of a performing arts center in Loudoun would greatly improve the quality of life in Loudoun. Perhaps near One Loudoun.	Support	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4478	More cultural facilities in the east, for music, art , and theater.	Support	
4489	Botanical Garden or artistic park space. Downtown Leesburg (and Loudoun in general) is bereft of public places that are beautiful to hang out and eat lunch in or host public outdoor events in.	Support	
333	Apple Pie & motherhood: #6 How will redev. Data centers. Should consider now. Rural area = 200K acres. Why do not consider rural area in the plan. Should plan for positively - do not ignore given the time horizon of the plan. Suburban area should be redefined. Not suburban to urban/city is really industrial park.	Shape	
162	Need to see - High density	Shape	
561	Increase density	Shape	
61	Redevelopment in areas such as Sterling Park can push out existing communities.	Shape	Support
58	More regional planning and better collaboration between county dept. No fragmentation of natural resources.		Sustain
4649	My idea is that the developers continue to have too much power in the county, to the detriment of other interests and values. There is no dot big enough to capture that idea.		
4527	If additional development occurs, then transportation infrastructure must be built before development occurs. That is, put in new rail lines, highways, etc., before building.	Shape	Connect
4816	Land use decisions must anticipate, based on Northern Virginia development history, the effects of those decisions 25 years in the future, in terms of traffic, schools, infrastructure needs and developer compliance with original requirements.	Shape	
51	Ensure infrastructure keeps up with the pace of development. Ensure we are utilizing smart growth and infrastructure planning.	Support	
62	Infill Development should be allowed to the level infrastructure supports.	Support	
600	Require developer to put in infrastructure prior to 1st building permit	Support	
657	Transition area needs to hold, have historic site and trail, make conservation area.	Shape	
334	Tree buffer historic + cultural areas. Connect with pedestrian access; emphasize historic resources, preserving historic resources - dev a more robust historic preservation/interpretation programs countrywide.	Shape	Connect
4073	Please continue to highlight historic sites in Loudoun County and continue to protect Historic sites such as the Arcola Slave Dwelling and the Oatlands Plantation.	Shape	
4261	protect historical structures	Shape	
4352	Again, my main concern is for preservation of the rural policy area, as well as historic towns and villages. I primarily would like for development to stay out of this area; however, I would welcome efforts to preserve existing historic structures, as well as efforts to drive interest in the area and support rural and town/village businesses that are consistent with the character of the area	Shape	Compete
4856	protect historical sites and cemeteries during and from development....	Shape	
595	Design charrette to preserve historic area, fear that plan (preservation of green space) will not come to fruition	Sustain	
621	More ADUs in county, not necessarily in densely populated areas. Areas in Sterling for stacked housing opportunities to make housing more affordable for singles, or single parents. Higher end, lower spectrum for diversity.	Shape	
636	We need more diversity of housing	Shape	
650	Innovation in terms of considering community and housing variation and types. Look at missing links in terms of bike/ped connectivity	Shape	Connect

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4745	ReDevelopment consider expansion of single or raised ranch homes that have main floor master suites that can accommodate aging or disable individuals. The housing development mix emphasizes too many townhomes or mini mansions, particularly around the Algonkin area. My want to conduct study examining causes prompting movement of 60 out of area.	Shape	Support
3512	According to recent studies and articles, Loudoun is in a current housing crisis - not enough inventory to accommodate the growth demand. Looking at the overall map, I believe the transition policy area is not wide enough to accommodate the new development and lack of housing that needs to happen in this County. Land uses such as parks with trails, dog parks, clubhouses and pools should be provided with each new community/housing development	Shape	Support
4818	The public seems to think that no growth is an option. Property rights? Work-force housing? Equal rights to housing, non-exclusionary zoning.	Shape	
4824	Have to accommodate housing demand. Any shortage will fall on workforce and affordable housing as the well-to-do buy up the supply.	Shape	
3467	The land west of the airport should be used for continued buildout of industrial, warehouse, fabrication, data centers etc along Rt 606. This area would also benefit from some retail like restaurants to cater to the work force. Buffers along the streams should be preserved to prevent pollution.	Support	Sustain
795	clean up blight on Rt 50	Shape	
794	Rt 50 is a disaster. Terrible view, failed projects, clean up the blight. Existing property owners need to take responsibility for their blight on 50.	Shape	
796	Make redevelopment easier to fix blighted property on rt. 50. Access restrictions.	Shape	
619	Look at how we use libraries - save costs with other uses	Support	
3412	NO MORE DEVELOPMENT	Shape	
3585	Keep western Loudoun rural and as undeveloped as possible. No commercial development outside the towns. Severely restrict residential development, along the lines of the current Comprehensive plan	Shape	
3824	Overall I would like to see less development along Route 7 in Sterling/Ashburn. Instead spend resources on improving existing roads. So much new retail and housing is only increasing traffic.	Shape	Connect
3830	The Broad Run Farms community should REMAIN AS IS.	Shape	
4068	Pressure is building to develop the Transition Area. I oppose allowing suburban sprawl to overwhelm the entire county. Eastern Loudoun is already succumbing to zoning changes that favor developers over residents.	Shape	
4071	STOP DEVELOPING ALREADY. Enough is enough!	Shape	
4130	No development please. Preserve what we have	Shape	
4573	Do not allow additional development in Transition or Rural area: Exclude from housing expansion. Transition area: Exclude from housing expansion. Additional housing units should be limited to Silver line stations. Build up, not out, because inadequate funding for new lanes, and roads is a given. Keep infrastructure needs a a minimum. Loudoun has made its contribution to the growth of the metro region; time for others to step up!	Shape	Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4844	I sincerely hope that Loudoun is not allowed to become overcrowded with development. The tremendous amount of townhouses and condos being built contribute to traffic and the over crowding of schools. I see this occurring in the Brambleton, Ashburn and Aldie areas. It detracts from the reason we live here. The county should work to slow development. Often residential development occurs in Loudoun faster than the development of infrastructures to support it. This is a huge problem here. Also, the beautiful scenery which draws people to Loudoun is destroyed when development after development of town homes and condos are built. With overcrowding comes crime and traffic. We moved here for a peaceful suburban lifestyle, and would like to see it remain that way.	Shape	Support
3652	We moved from crowded Alexandria to Willowsford because of the green open spaces and outdoor amenities that Willowsford provides. The developers continually try to increase the number of houses in the Transition Policy Area. Please limit/control the growth..there are not enough schools for the children that are here, the infrastructure requires major work to keep up with the number of houses that are in the pipeline just by the "hvr-right" builds.	Shape	
3881	Need to focus on Making sure housing is NOT overbuilt and totally focus on rural infrastructure and economy. Loudoun is not Fairfax	Shape	Compete
588	ILMA - Town/county agreement of infrastructure (transportation, water/sewer, electric)	Support	Connect
603	HOA being used as a form of government, i.e., roads to be responsibility of HOA	Connect	
4544	I would love shopping areas along Rt.7 in the Eastern part of Sterling to be redeveloped into modern mixed-use complexes similar to Village at Leesburg or Cascades Overlook. It should be accessible by foot from nearby communities. This area is one of the main gateways into the county, it needs to look modern and it can provide a more robust tax revenue with a denser development. A residential part of it (preferably, condos) should be very attractive for commuters heading East. It will also make adjacent residential areas more desirable.	Shape	Compete
3846	so called town centers should be urban in design, not just a marketing gimmick. there are no true town centers in Loudoun except for the true towns.	Shape	
3852	need residential or some sort of attraction at the Loudoun Gateway station or it will be a ghost town. the airport should be supported but billions of dollars in tax revenue are being spent for metro. it will be wasted if it cant generate a place for people to live, work, play and visit.	Shape	
4007	Try to create a mini-Reston Town Center in the Ashburn/One Loudoun area, or near the Greenway or new Metro, where you would have high-rise buildings with Blue Chip companies. The job market is weak in Loudoun. This way, people would not need to live in their cars or the commuter bus, which greatly degrades the quality of life in Loudoun.	Shape	
4091	The County as a whole faces difficult choices -about how and where to grow and how to provide for current residents and future residents. We have a unique mix of suburban and rural areas - those are our basic character and our competitive advantage - we need to preserve those distinct alternatives - while offering an urban option, around Metro, to provide both needed opportunities for entertainment and cultural activities - and additional living space for new residents.	Shape	
4094	Preserve historic character and green spaces and limit growth to high density areas around hospitals and city centers.	Shape	
4119	Limit strip malls - they are an eyesore and encourage driving instead of walking, making traffic that much worse. Build town centers like Reston, not glorified malls like Dulles. Build pedestrian bridges across routes 7 and 50.	Shape	Connect

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4134	I would like to see residential and commercial development intensify in areas centered around multimodal hubs such as current and future Metro stops and bus hubs. Developments similar to Reston that accommodates walking and biking in centers, car access around that, and highway access outside of that are prime. Residential neighborhoods should be relatively insulated from the commercial hubs and should contain parks and recreation facilities. Large natural areas should be maintained in the outer suburbs (ex-urbs) with biking corridors, hiking trails, and lake or river access. And rural character, especially in soil and water conservation areas, should be preserved. Urban sprawl satisfies no one.	Shape	Sustain
4161	Redevelopment and development in areas with available transportation routes (i.e. redevelopment in Sterling, development around the new metro stations) makes sense. The transition area needs protection to keep this area as a buffer, protect the Goose Creek watershed, and not put further transportation burdens on Route 50 and Route 7.	Shape	Sustain
4355	Redevelopment of marketplace shopping center into more mixed use with nightlife options similar to One Loudoun	Shape	
3600	Denser mixed-use walkable downtowns in existing urban areas which have a range of entertainment and restaurant options. Reinterpret big box zones and strip malls as pedestrian communities.	Shape	
	No townhouses or condos in transition, put in east near transportation hubs.	Shape	
	Need to look at mixed use under airport overlay district. Still need to protect airport	Shape	
4626	More development should be permitted in the county. Development should be based on market forces. Development should not be significantly constrained.	Shape	
592	Transition area needs to stay & not developed	Shape	
620	Disagree with "full spectrum of housing types under Planning considerations" for this area. No housing in transition area.	Shape	
667	Natural lighting at night - residential + business	Sustain	
668	Office buildings 3-5 stories high kill birds. Lighting downward. (better for birds) (telecom facilities)	Sustain	
4275	require reduction in noise and light pollution, especially in rural areas	Sustain	
4276	require the ATT facility on Short Hill to reduce light pollution	Sustain	
586	Suburban area - maturing neighborhoods - "no pocket parks". Infills - needs parks - design open space for environment natural vegetation - corridors of natural habitat	Shape	Sustain
604	Keep open areas, public facilities and parks	Shape	Support
339	Open space is lacking in the suburban area	Shape	
3428	I would like to see a priority placed on open space and green space. Planning has always focused on building more town homes, condos, and apartments. Communities and neighborhoods are made through open spaces and green space. Otherwise it is just a house in another subdivision.	Shape	
3433	Preserve open space	Shape	
4707	We need more green spaces like public parks. There is so much construction of new homes especially in the south riding area where I live I feel like all of the trees and green spaces are going away and nothing will be left except for rows and rows of housing	Shape	Support
608	Overall general idea - identity & who we are. Connecting to open spaces need to connect important open spaces - parks, W&OD, don't isolate uses, natural spaces connect development. Recreation center connected by bike/ped & municipal spaces connect with recreational uses	Support	Connect

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
609	Need more parks. Not that many of them, need more community centers	Support	
610	W&OD should not be the only linear park	Support	
611	Parks and open space	Support	Shape
625	Use riparian set back for amenities like mountain bike trails	Support	
631	Add recreational amenities - swimming pools, tennis, gyms, skate parks, ice skating rinks, mountain bike trails. (several made same comment)	Support	
651	Walking trails along scenic rivers. Longer vision for the county's CIP.	Support	
664	No ball fields - stadiums/major league, etc. Minor league multi-use	Support	
791	More accessibility to our natural resources, parts and trails.	Support	
3425	Trails network not paralleling polluted highways	Support	Connect
4250	Baseball field would be nice.	Support	
3422	More parks. For example, each home in Rockville, MD is located within a short walk of a city park, and the City is home to more than 1,000 acres of parkland, composed of 33 passive and 32 active parks.	Support	
3626	More actual things to do besides shopping and movie theaters. My suggestion is to add more options for people and especially young adults and teenagers. Miniature golf, bowling, arcades, water park, minor league sport venue, roller rink, etc.	Support	
4272	require builders to consolidate and continuously connect areas of interest, activity centers, shopping centers, with continuous natural spaces, and trails, bike routes, etc..	Support	Connect
3845	more parks in the county. in rural, transition, and suburban areas.	Support	
3883	Develop a recreation center like Claude Moore Park and Recreation Center in Brambleton, Loudoun Valley, Broadlands area.	Support	
3884	County administered recreation center similar to Claude Moore Park	Support	
4186	The Transition area has already seen a huge amount of development without a thoughtful transportation plan. Changes to this policy will only worsen the issue. We lack public parks and walking trails.	Support	
4262	more dog parks	Support	
4408	Fairfax has the Cross-county connector. Would be great to have a network of bike/hike trails throughout the county. We already have some great trails, but is there a plan to tie them together?	Support	Connect
4546	Connect Potomac Heritage Trail through Broad Run development and with a bridge over Broad Run itself. The trail is a major asset, it will be much more valuable with a removal of this interruption.	Support	Connect
4523	Need more recreational uses in the Dulles South area. The addition to the Dulles South Recreation Center is highly anticipated, but many of the population in this area drive east into Fairfax for quality recreation indoor facilities- like the NZone in Chantilly.	Support	
4682	Larger parks and not pocket parks.	Support	
4910	More dog parks	Support	
4881	It would be great to see a soccer field added to the Edgar Tillet Memorial Park, we see so many kids in the area interested in playing soccer and nothing is available within a walking distance.	Support	
263	Need young people to speak up.		Support
567	Projection rates are inaccurate		
596	Inspection process of plans don't get implemented		
788	Put airport noise overlay on community map		Shape

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3851	regulations need to be changed to implement current plan, not changing plan to cater to specific development interests.		
4153	We do a poor job of planning. We OK building before we have infrastructure. Talk about the horse before the cart? There is NO very large constituency that, as a block, threatens our elected officials to "fix" our transportation grid. So, nothing gets done.		
4919	This map is not up to date, so it is not accurate.		
4097	Allocate educational and physical education spaces to accomodate a myriad of healthcare needs with our rising chronic disease population and childhood obesity epidemic	Support	Compete
4763	Public safety resources (fire, police and emergency medical services) must keep pace with development and redevelopment or you will not be able to ensure and enhanced quality of life for residents or visitors.	Support	
4884	Improve the lighting on Belmont Ridge road right above the Greenway, this area is too dark and narrow.	Support	
4481	New public safety facilities, such as fire stations, should remain county property and not given or leased for a token amount to volunteer organizations.	Support	
584	Short Hill mt. - recreation area	Support	
590	Need bicycle/trail in rural areas (scenery, curvy roads)	Support	
793	Redevelop South Riding original shopping center, more rooftops	Shape	
3487	Encourage development, enhancement, of Old Sterling Park shopping center, less parking lot more shops / activities	Shape	
605	Regrow from center out, historical areas. Take it back to what it was like in Sterling Park. Redevelopment - well designed, utilize local contractors, start small build outwards	Shape	
607	Older retail centers need people, redevelop multi-family	Shape	Shape
622	Performing arts, eclectic, redevelop older neighborhoods	Shape	Support
638	We need to consider developing Sterling	Shape	
643	Re-purpose vs. build. i.e. flexible zoning	Shape	Shape
3855	Leesburg needs more development to revitalize their downtown core.	Shape	
4372	All of the areas shown as "for potential change" are undeveloped land that should be left alone or formally converted to parks/ recreation areas. The eastern part of the county has too much vacant office space and retail parks that should be redeveloped prior to further ad-hoc development that increases traffic/ congestion issues.	Shape	Support
63	Solar farms, community solar.	Support	
628	Incentivize renewable energy use	Support	
4112	I would like to see new and redeveloped structures that address our energy future. For example, the American Public University in Charles Town, WV has a parking lot with shaded, solar powered charging stations for about 30 (or more cars). Homes and, apartment building, parking lots near the metro would make Loudon County stand out as the smartest county in Virginia.	Support	
4113	Can the county offer some incentive for home builders and residents to install solar panels? The payoff in less costly electricity and cleaner air would tremendous.	Support	
4550	Create a community solar farm. Allow residents and only residents to buy shares or bonds to finance it. Enter into a power purchase agreement with one of the data center providers. Pay dividends or interest to participating residents.	Support	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4563	Sustainable growth with all local assets created locally and for long term use (Must repairable down to the base material).All power must be locally produced and stored.(i.e. PV panels, wind mills etc. less energy needs to be produced, no need to ty into an aging electrical grid system.)lower energy costs over all. Better security.	Support	Shape
248	Green energy and green space. Put it back (soil). Using native plants. Part of zoning.	Sustain	Compete
606	Shopping malls dying off, hurting local retail	Support	
790	south Riding wants retail and restaurants.	Support	
633	Replace 4-way stops with roundabouts. They are much more efficient.	Connect	
645	Need more road capacity on rts. 7, 28 & 50. Traffic congestions.	Connect	
656	Battlefield/267 where it merges from greenway - backs up - redesign (bad traffic flow). Empty lot for commercial - allow for more room for traffic. Eminent domain - VDOT	Connect	
659	Rt. 15 - has to be a different route to Maryland. Scenic byway. Rt. 15 bypass - Maryland people make path to Rt. 28. Bike trail C+O canal not on east side - west side through Morven Park.	Connect	Support
792	Complete Northstar Blvd	Connect	
3411	Roads in rural areas must not turn into mini highways. High speed traffic on small roads creates too much noise pollution.	Connect	Sustain
4268	need a tunnel to remove non-local, through-traffic off of the streets of Hillsboro.	Connect	
3466	The land around Rt 50 east of Rt 15 should be better planned to reduce access points, utilize service roads and secondary roads, provide services and retail in an efficient manner. As one of our congested East/West routes, transportation movement and efficiency should be the priority.	Connect	
3651	1. Make proper maintenance and safety conditions of existing roads a higher priority with bike and walking paths a required amenity to improve safety and increase a sense of community.	Connect	
3646	Roadway and traffic control must be part of the beginning phases, not the end. We must have immediate traffic infrastructure improvements BEFORE new communities are populated.	Connect	Shape
4221	620 be widened to support 3 lanes each way. This might provide a parkway for local residents to access the neighborhoods in SE Loudoun as well as relieving some fo the traffic on Rt. 50 which can be considered as a primary parkway for visiting or thru traffic	Connect	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
3887	Traffic bottlenecks for Ashburn are very concerning. There are not many alternate routes to enter Ashburn and all roads leading to Ashburn are already congested. Due to congestion on all roads, even a minor accident on waxpool or 28 we cannot come into Ashburn on time to pick kids from school/after school causing anxious moments whether we will reach in time to pick kids. The quality of life in Ashburn has fallen drastically due to traffic congestion issues and lack of alternate routes to reach Ashburn. The county is demonstrating a lack of concern towards public safety and quality of life issues for residents and focusing more on tax revenues. Loudoun County is in the midst of the transportation disaster due to lack of proper transportation planning and we are getting into a deeper mess with no options to resolve the issues with the kind of developments that have been approved recently. There is no concern whatsoever from the County officials to resolve the transportation issues. The population growth estimates are worrisome when we imagine what it will do to the already congested traffic issues.	Connect	
4248	Please make Battlefield Parkway a throughway and expand 15 north to avoid Leesburg. A bridge anywhere else will add congestion to an already congested Ashburn. I do not understand why 15 north is a wide road in Maryland while it is a major source of traffic in Virginia.	Connect	
4350	Improve traffic flow, especially on Route 7, Route 15 and Route 28. Introduce robust mass transit, we have almost nothing, this keeps people in cars. Ensure land is set aside for natural parkland.	Connect	Sustain
4549	Turn the intersection of Frederic Dr and Sugarland Rd into a roundabout. The intersection sees heavy traffic during rush hour, a properly designed roundabout will improve flow and increase air quality due to reduced stop/start cycles.	Connect	
4497	Route 15 widening and traffic flow improvements.	Connect	
4735	it is vital to expand 15 north to deal with the traffic north of leesburg	Connect	
4917	Alternative routes for heading east / west instead of Waxpool or the Greenway.	Connect	
4918	I applaud the efforts to try to build another bridge between Maryland and Virginia. Maybe the county can start by expanding the Route 15 bridge into Maryland. And, Route 15 should be expanded to four lanes from Maryland south to the Prince William County line. Route 15 is not a rural road. It is very heavily traveled and should be expanded to handle the traffic on it. And, Route 15 should be made safer.	Connect	
4874	Add more lanes on Waxpool road to alleviate the congestion getting into Loudoun County Pkwy, or build an overpass from 28 directly into Loudoun County Pkwy to improve the traffic flow into the rest of Ashburn area.	Connect	
654	Opportunities to develop smaller communities in transition area not as dense as suburban/urban densities but with housing options	Shape	Shape
568	Need facilities for kids before development	Support	
569	Would like kids to go to the nearest schools/should be able to walk	Support	Support
570	New designs for schools/ smaller urban schools	Support	
648	With density need to provide services, i.e. schools, for population	Support	
3844	More schools in transition and suburban policy area.	Support	
566	No consideration by the BOS for the consideration of schools	Support	
4499	Better bike and pedestrian connections to the new Silver Line stations and to marketplaces and workplaces in these areas.	Connect	Connect

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4676	Small, boutique, community-specific business areas. Like small food items within walking distance of residential communities, farm stands and CSA pickups.	Support	Shape
4270	create open-air markets, parks with pavilions in commerce areas that can be used for vendors and local farm produce	Support	
4271	In commerce areas, strip malls, allow for small park areas, or public sales areas, like the market in Charleston SC., in commerce district that allows for vendors and farm markets to compete, something rather than just parking lots on weekends.	Support	
4480	I am completely opposed to public funding or subsidies in any form to support the construction of professional sports stadiums, including minor leagues in Loudoun One and most especially the Redskins anywhere in the County.	Support	
591	LEED certified in infill areas/redevelopment (commercial development only)	Shape	
669	Thermal, solar incentives for developing roof shingles that are solar. Grow grass on roofs.	Shape	Compete
4274	require more green building	Shape	
4106	The Transition areas should continue to be protected against a new assault by developers. Developers should focus on redeveloping Eastern Loudoun in more sustainable ways, especially around the metro stations. JLMA must be protected even more carefully than the Transition areas, due to the pressure to develop that is applied on two fronts (county and town).	Shape	
4819	The past two decades of growth have generated incomes and wealth among the highest in the nation. Really want to put an end to this? The County has taxed this wealth to provide exemplary services.	Support	
50	Transition policy: Retain TPA policies for benefit of future of Loudoun.	Shape	
67	Trails - more dirt - informal	Support	
68	Parks need to go connected (W&OD)	Support	Connect
71	Well thought-out trails - safety issues, esp. for people who live in area.	Support	
572	Trail that go around the rural area. Equestrian as well as biking + walking	Support	
78	More complete public transit system.	Connect	
80	More bus shelters.	Connect	
641	Rt. 606 - public transport	Connect	
4159	Better transportation options to reduce congestion.	Connect	
4360	There is definitely a lot of talk about improving the traffic and transportation situation in Loudoun, as there should be. I, for one, would like to see a bit more attention paid to public transportation options aside from metro and outside of that corridor. The Loudoun County buses are definitely a good amenity, but I would like to see more routes to and stops in other places than DC (e.g, more routes to metro stations, routes to other business locations such as Reston Town Center). I also agree with the idea that there should be better interconnectivity of roads within Loudoun County - this is especially true for eastern Loudoun. It can often be a maddeningly circuitous path between neighborhoods and commercial areas within this part of the county!	Connect	
4406	Invest in Metro and mass transit options to keep people out of their cars.	Connect	
66	Protect waterways with buffers (watershed)	Sustain	
585	3 watersheds in transition area - 300ft. Buffers - BIG watershed - preserve water	Sustain	
593	Water resources not being protected, water sources negatively impacted	Sustain	
594	No protection for wells from adjacent development	Sustain	Compete
624	Strive to achieve 300'-500' buffer around our streams. Use more permeable pavement for storm water management.	Sustain	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
4209	Loudoun County need to pressure EPA immediately initiate groundwater remediation from Hidden Lane Landfill. Pollution is seeping underneath and discharging up into Potomac River, which is then used by Fairfax County.	Sustain	
4251	If development or redevelopment occurs, I ask that forests, streams, meadows and wetlands be protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation, and energy conservation.	Sustain	
4210	Loudoun County may have its own climate change in the near future with Panda Energy. It may be in the form of a localized rain forest given that the cooling was intended to be used is that of a small town. Can you image where the 5 million gallons of water that goes up into the atmosphere will fall? This needs to be studied, at least researched and monitored.	Sustain	
3655	Need to work with multistate jurisdiction in protecting the Potomac River watershed as this is drinking water source for Town of Leesburg and in the future will be the primary source of drinking water for eastern Loudoun via Loudoun Water	Sustain	
4158	Precipitation events will only intensify in the near future and on, and all land use planning should consider this at the forefront of planning. Floodplain setbacks, catchment overflow zoning, confluence wetlands, two-stage ditches in agricultural lands, forested riparian zones, and other means to manage water and the soil burden it may carry, should be first, before siting commercial and residential development.	Sustain	
4509	Protect watersheds and floodplains from any development in Rural and Transition areas Leave natural corridors for wildlife. Encourage and support traditional agriculture Prohibit rural businesses from being in residential areas, especially those that produce noise and drunk driving on rural roads	Sustain	Compete
4863	Do not make golf course exempt from drought regulation. People, pets and animals well being are more important.	Sustain	
4864	In order to plan in a meaningful way, the General Plan needs to be expanded to fully document green infrastructure. There needs to be an inventory of water resources and reference source water plans and drinking water protection via well head protection. Mapping green corridors for continuity is essential for wildlife.	Sustain	
598	Areas needed to add water and sewer, Hillsboro & Paeonian Springs because of health	Support	
242	Need to preserve wildlife, do not develop everything.	Sustain	
244	Preserve wildlife	Sustain	
245	Sustainable habitats	Sustain	
613	Workforce housing across county; road widening, traffic control (east) rt. 7, 15, 9, 287	Shape	Connect
647	Need housing opportunities for workers	Shape	
583	Youth after school program for middle schools	Support	
662	Not many places to go for middle school children. The tweens get into vandalism. Rec centers, teen centers, park for them to play at (bike too)	Support	Support
165	Industry wants higher price - price of land is determined by what you can put in it - zoning - policies supporting of objectives.	Shape	
250	Need better zoning. Zoning in favor of humans not developers.		
579	Maintain the setbacks in east	Shape	
589	Make towns more dense (already have development)	Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter		Secondary Chapter	
		Shape		Shape	
599	FAR base add to ways to build affordable housing instead of x houses per acre	Shape		Shape	
602	County wide density - create higher communities of more open space	Shape		Shape	
635	More density around our towns and villages	Shape			
637	We need high density along the greenway and metro	Shape		Shape	
639	We need more zoning flexibility - to allow the repurposing of older building vs new building	Shape			
644	Higher density in areas of potential change	Shape			
646	East of transition greater density and more variety of housing types	Shape		Shape	
3465	Land in the transition should remain low density, semi rural, and only small country stores and small community businesses that utilize historic structures should be allowed.	Shape		Compete	
3836	Residential development should be low density with green space requirements.	Shape			
3876	I think we should leave Sterling Park as it is. It is going through some natural changes/improvements already. I think we should slow down growth. Not increase it. We did more than "Fairfaxing Loudoun" in the past. We need less high density building.	Shape			
3907	Abolish AR-1 so the rural area is all AR-2	Shape			
4120	Preserve the transition area at all costs. Do not bring suburban development to the edge of rural properties. To do so diminishes quality of life for those in the rural areas as well as property values.	Shape			
4259	When building, or rebuilding any area, reduce the area and space requirements for structures, and require more space for natural areas that can be continuous with other subdivisions. Require builders to create the parks, bike routes and trails to create continuous natural spaces. Minimize road construction by consolidating land usage in residential and business zones. In rural areas increase the proportion of open space to structures. Allow, or require residential structures to be very close together with wide open space, rather than sprawl over the landscape, (e.g. instead of requiring 100 homes to sprawl and clutter 1,000 acres, 100 homes on 25 acres and the other 975 acres are required to be open connected to continuous space), this requires much smaller road requirements and preserves the vistas. The same could be true for all zones. More activities, areas for entertainment connected to continuous natural areas. More dog parks.	Shape		Shape	
4265	consolidate structures, lot sizes, require public parks, open natural areas, continuous connections between subdivisions	Shape		Shape	
4266	consolidate buildings and homes and leave open spaces with less roads	Shape		Shape	
4716	Evergreen Mills Road and Watson Road should be moved to Suburban and Route 15 should be the transition area. Evergreen and Watson already have the infrastructure and area to be Suburban, especially with the Metro coming in to Ashburn - it will be a hub for commuters.	Shape		Connect	
4734	both sides of evergreenmills should be suburban you have already put major developments on the road as well as new schools.	Shape			
4738	All of Evergreen Mills should be designated Suburban because we already have several large developments and schools on the road. Route 15 north of Leesburg needs to be widened due to the EXTREME traffic problems in the afternoons. The Toll Road should be priced per exit - NO FLAT RATE because it is vital as the number of cars increases but is currently cost prohibitive for the early exits.	Shape		Connect	
4770	More dense development and redevelopment in the Eastern part of the County.	Shape			
4898	I would like to see less dense housing and more natural open space.	Shape		Shape	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
56	Affordable housing - need a better definition and a clear vision to accomplish. Don't cluster it in one area.	Shape	Shape
70	Mixed use development providing more affordable housing.	Shape	Shape
168	Take the smallest area and that's where we all have to live.	Shape	
169	Redeveloping parking lots - potential areas are on the major roads.	Shape	
243	Limit size of lots - tax greater size lots	Shape	
257	Stop allowing all of these data centers and more trees.	Shape	Compete
258	Shopping, entertainment, grocery store, etc. Walkable neighborhoods - One Loudoun	Shape	Support
597	Areas around towns should be focus for growth	Shape	
617	Make transition area an actual transition	Shape	
629	Why develop so close to Dulles airport. Discourage residential development near airport. Allow commercial and manufacturing.	Shape	
60	Do not extend existing water and sewer lines to protect rural west.	Support	
72	More affordable housing & transportation. Flexibility in housing that can be subdivided.	Support	Connect
262	Developers should pay for infrastructure.	Support	
264	More people, will need more services and infrastructure.	Support	
576	Need 2 gas stations	Support	
53	Identify, assess and monitor natural resources in all area. Provide developers with incentives to maintain. Maintain transition area.	Sustain	Shape
64	Pollinator gardens, native plants.	Sustain	
76	Flexible housing with better trans & infrastructure.	Shape	Compete
158	Affordable housing in Silver Line.	Shape	Connect
161	Affordable housing for workers - so far removed from realistic income - should be inclusive.	Shape	
163	What kind of housing? Younger people want small homes	Shape	
167	Teachers cannot afford.	Shape	
170	Apartments are needed but hardest to accomplish.	Shape	
171	More defined affordable housing.	Shape	
246	Seeking little house in neighborhoods	Shape	
261	Affordability - ADU's expansion.	Shape	
563	More simple family housing	Shape	
564	Not enough small/affordable housing	Shape	
565	Young people want more affordable housing	Shape	
573	Concern about cluster houses is affordability	Shape	
574	Cluster smaller houses in clusters	Shape	
575	Reduce restrictions for building smaller houses. Improve zoning for affordable housing	Shape	
160	Keynote employment - out - revitalize.	Support	Shape
59	There is no need for new amenities - there are amenities you can get to.	Support	
65	Community areas where people can gather (plaza)	Support	Shape
74	Community centers should have comm. gardens, sustainability, energy.	Support	Sustain
75	Comm. Centers - better ways to engage adolescents. Need more.	Support	Support
560	Round Hill needs community center / swimming pool	Support	
577	More golf courses for visitors	Support	

No.	PROMPT 2A: If development or redevelopment occurs in this area, what land uses, community assets, or amenities would you like to see?	Primary Chapter	Secondary Chapter
52	Ease off the term mixed-use. Provide flexibility, don't require mixes that don't work.		Shape
661	Public concerns - traffic, over population , rezoning, full time job keeping up with board & decisions (cumulative impacts)		
3853	Braddock Rd is not a good boundary for Transition area.		
4331	Yuge mistake.		
77	More public ed - entrepreneur, farmer's market and sustainability in community centers.	Support	Support
79	Increase sense of shared community. Opportunities to help others, babysitting.	Support	
81	Before and after school care - to do homework, sports.	Support	
166	Young professionals are not moving to the west.	Support	
627	Ensure all citizens have access to clean water, healthy food, and shelter. This should trump economics	Support	
49	Transportation/traffic: Need to improve intra- and inter-county movement and address the cost of 267.	Connect	
159	Congestion on 7.	Connect	
562	Better roads	Connect	
578	Route 7 in west is scenic	Connect	
649	Need to ensure the connecting roads also provided with or in advance of development	Connect	
666	Bring the railroad back / No W&OD	Connect	
55	Maintain or reuse but don't destroy maturing neighborhoods - Arcola as example.		
69	Planned housing - publicly open areas near them.		
164	Development - where is the policy statement for all housing types.		
172	People live in mansions with no family and kids go hungry.		
247	Should know what is going up around you.		
249	Replace what you take.		
616	Amount of development & congestion in transition area. Needs a better name than transition. Protect our water supplies in transition area. Development causes over burdening roads. Constrain housing development.		
642	7 SOC SVCS		
655	No areas for potential change in rural area concern.		
789	that's a quarry and steep slopes		
338	CPAM needs to be flexible & should recognize		

PART 2: AREAS OF POTENTIAL CHANGE

Choices for the Future Workshop: Envision LOUDOUN

June 2017

Prompt 2B

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
25	Affordable housing.	Shape	
105	Will it be affordable? All private? Parking garages, cost of greenway.	Shape	Connect
306	Affordable housing for elderly - one level homes - example- Donbury, CT	Shape	Support
332	The negative perception that more affordable housing affects community	Shape	Support
334	Resources and transportation are key. Concerns of affordability.	Shape	Connect
335	Workforce housing needs to be met.	Shape	
338	Affordability of housing for youth and service industry workers	Shape	
339	Expand senior services.	Support	
4519	Promote and encourage traditional agriculture through tax breaks, purchase of development rights and zoning in rural area	Sustain	
318	Extreme sensitivity to Dulles as an economic engine	Compete	
3470	Development west of the airport should take into consideration noise and risk of proximity to the airport. Industrial is with limited retail to serve workers would make sense. As would a large park as long as residential was not allowed.	Shape	Sustain
331	The NIMBY attitude causes issues that plan can overcome	Support	
302	Safe access for bikes/peds	Connect	
304	Unsafe bike/ped traffic on roads	Connect	
305	Need safe biking and bus connectivity to silverline and metro area	Connect	
4118	Build bike paths alongside roads to make biking around the county more feasible and less dangerous. Increase public bus routes or install a streetcar line along route 7.	Connect	
109	Breweries have transportation between stops. Way there and out.	Compete	Connect
64	Another river crossing.	Connect	
300	Another river crossing.	Connect	
3825	I have heard that you are considering a new bridge across the Potomac River, east of Goose Creek. I think this is a terrible idea, regardless of where in that region it is placed. This will increase traffic tremendously in the area, along route 7 and route 28, and all the neighborhoods near any new bridge. The natural areas near the river along this bridge site would be destroyed. We need to retain the historic and natural beauty of eastern Loudoun as well as western Loudoun and not bring new traffic into the area.	Connect	
4136	NO POTOMAC RIVER BRIDGE!	Connect	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4224	My concern is the Board of Supervisors evident planning for a bridge over the Potomac River east of Goose Creek. This would be a disaster, not only for the residents whose homes would either be condemned through eminent domain or rendered nearly worthless because of proximity to the bridge, but also for every user of the transportation system and every taxpayer in the County. The costs of the bridge, multiple billions of dollars, would deprive the County of the ability to improve transportation infrastructure where it is urgently needed to create more efficient traffic flows along east-west corridors, especially Route 7, Waxpool Road, and the toll road. While those needs go unmet, the County's bus service is being cut back and reasonable methods of funding Metro with a dedicated revenue stream are relentlessly attacked as unaffordable. Those are the priorities, including increasing access to existing and future Metro stations, that the Board of Supervisors should be intently focused on. Instead, planning for a bridge sometime in the unforeseeable future (given Maryland's history of opposition) would reward developers with opportunities to vastly increase housing development, saddling taxpayers with the inevitable costs for schools, public safety, and all the other needs that accompany increased population density. The traffic situation throughout Loudoun County would escalate from barely tolerable to impossible. This is a mistake. Please reverse your stance and withdraw support for a Potomac River crossing in the Countywide Transportation Plan.	Connect	
4003	Major public concern is that NO BRIDGE be built to MD from Loudoun county. This would radically and negatively change the quality of life in the eastern part of the county, and significantly increase congestion on local Loudoun roads.	Connect	
4004	Continue improving traffic flow of major county roads through installation of fly-overs/cloverleaves, etc. that enable removing red lights. This is improving commutes/travel; however, even with removal of red lights, my experience is that both Rt 28 and Rt 7 come to a halt (or crawl) at rush hours. Try driving from the Dulles Toll Road to Rt 28 north at rush hour (particularly after Labor Day); then imagine how much worse it would be if it also included traffic going to MD across the bridge being discussed	Connect	
3444	Concerned about increasing traffic on rt 7. please do not build a bridge across to MD; develop a little more around metro stations	Connect	Shape
4678	No new traffic. No potomac bridge crossing. Greater preservation of green space, and wildlife. This area has seen an overwhelming amount of development over the last 30 years. Please stop.	Connect	Sustain
4557	No New Potomac River Bridge in Loudoun County	Connect	
3457	Infrastructure (roads, police, etc) needs to be increased to handle the new development. Especially roads.	Compete	Connect
24	Child daycare at school.	Support	
3831	Any changes to the Broad Run Farms community will destroy the community and families who live there.	Support	
298	Better north-south connection (roads)	Connect	
337	Continuity of network in transition area! (repeat)	Connect	
339	Better east/west connectivity	Connect	
340	Connectivity to community amenities and more parks	Connect	Support
341	More ball fields, parks, community recreation and interconnection between them.	Connect	Support

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4223	Brambelton was built without a high traffic direct access to Fairfax (without tolls). This creates strain on the roads surrounding the area, without the consideration that they may be the primary commuter route for those areas. We need to prioritize the connections between 50, 267, 28, and 620	Connect	
108	Designated conversation areas around Goose Creek and Blue Ridge - conserve ecosystems.	Sustain	
309	Checks, enforcement of environmental protection	Sustain	
313	County should have a natural resources department	Sustain	
326	Concern that decision already made to develop transition area. Preserve natural assets.	Sustain	
4152	Hidden small natural treasures, such as the historic farm at Claude Moore Park, need to be preserved. Appending them to recreational fields or national historical sites is an excellent way to ensure their longer term survival.	Sustain	
4340	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4254	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4299	Conservative easements and county funding for land acquisition should be included to preserve the environment	Sustain	
3423	The impact on the tree population and lack of sustainability due to loss of agriculture. We need to conduct an inventory of our trees to ensure that we have an adequate supply at all times. Also, if Loudoun had to become self-sustaining in its food production, could we feed our current population?	Sustain	
4310	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4232	f development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4239	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation	Sustain	
4260	Too much land used that could be consolkdated, and destrucion of natural areas and vistas.	Sustain	
3816	Preserve the natural environmental and historical beauty of the Potomac riverfront properties	Sustain	
4359	Forests, streams, meadows and wetlands need to be protected and connected in perpetuity. These features are extremely important for drought and flood mitigation and for water quality.	Sustain	
4450	Limit impact to established communities and neighborhoods. Route new roadways appropriately to protect wildlife areas and neighborhoods.	Sustain	Support

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4504	If development or redevelopment occurs, forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, ,flood and drought mitigation and energy conservation.	Sustain	
4610	If development or redevelopment occurs, we want forests, streams, meadows, and wetlands protected and connected n perpetuity to ensure sufficient and high quality habitats , water quality, flood and drought mitigation and energy conservation.	Sustain	
329	Indoor/outdoor performing arts (i.e. Wolf Trap)	Support	
330	Add cultural amenities; Performing Arts Center	Support	
331	Evolution of data centers - when D.C. gets smaller what is the tax implication for the CO. do not ignore. Decline of data center industry/footprint in county.	Compete	
332	What are the economic risks to the county and what will be done. Need to perform economic analysis to evaluate different scenarios. Eg. What happens if airport ridership goes down?	Compete	
333	Data centers are vulnerable to attack. Has the county trained personnel to deal with security issues?	Compete	
4829	Concerns related to development: traffic, crime, strain on county resources, strain on natural resources, increased litter, destroying the land.	Shape	Support
311	Everything controlled money & county wants taxes, how do you get ahead?		
4683	More County oversight over developers and builders.		
3878	I think we need to look at the infra structures throughout the county and work on them before we allow any more building.I think we are currently catering to developers and commercial businesses as opposed to the residents of this once great community.	Shape	Compete
3837	Development should not benefit the developer at the expense of those who are already residents. Development should pay for infrastructure upgrades and not increase the tax burden on residents.	Shape	
4846	Infrastructure does not support rapid pace of development	Shape	Compete
4847	Ensure safety around Metro.	Support	
4539	We need to carefully protect our established and historic neighborhoods.	Shape	
28	Co-housing - shared laundry, gardens etc.	Shape	
294	Build small houses	Shape	
4374	Residential housing in the county should include a variety of price points and options to accommodate the diversity of incomes in the county. New developments in the area all appear to be marketed as "luxury" but not everyone can afford nor does everyone want luxury housing.	Shape	
27	More integration of difficult communities.	Support	
28	Creative design and tools to allow for it in the zoning ordinance	Shape	
3586	Residential development is unsustainable. Just look at the school situation. We must control it, and keep the same restrictions in place that we have in the current Comp. Plan.	Shape	
3908	NFreeze the Transition Area as-is.	Shape	
3919	If development takes place, means more pollution, more trash, more noise, more traffic! It would destroy the last remaining natural and historical places in this area!	Shape	
4518	Keep the Transition area as it is, allowing no further dense residential and commercial development	Shape	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4484	Concerns: Uncontrolled growthNeeds: Measurable, enforceable policies, requirements and zoning to protect the health, safety and welfare of residents (not just businesses).	Shape	
4485	Ped. friendly	Shape	Connect
3612	Require rural subdivisions above a certain size to be mixed zone and include public or commercial facilities. Turn subdivisions into neighborhoods and villages.	Shape	
308	Sound pollution, light pollution, impacts to natural environment	Sustain	
4332	I am very concerned about the noise from planes flying to/from Dulles Airport.	Sustain	Shape
62	Lack of greenspace could be threatened.	Shape	
303	Very little mountain bike trails in LC - Bike tourism is good for economy/tourism	Support	Compete
312	Have developers add parks before development/permits	Support	Shape
315	More development follow through in park in Lovettsville	Support	
316	Dog park	Support	
317	trail connection to Appalachian Trail	Support	
318	Too much resistance to building parks and trails with access to water resources	Support	
4574	More parks, trails, and public recreation space needed.	Support	
4552	Protect public parks. Algonkian, Claude Moore and other parks should be absolutely off-limits for development.	Support	
327	Rural area not properly depicted on map		
4116	The biggest concern for me is that the voice of the people who live here will be ignored in favor of the home building and real estate industry.		
60	No more proffers		
61	Redevelopment and sociological/safety issues exist in Sterling 0 how do we manage in a redevelopment scenario	Shape	Support
26	More renewable energy.	Compete	
27	Retail is suffering	Compete	
4207	As neighborhoods grow, plan on basic needs of residents: grocery stores, gas stations, and office space to meet the tastes of new families.	Compete	
104	Like swimming across ocean to get to Ashburn, can't drive there.	Connect	
106	No more toll roads. Citizens should not have to pay to use roads.	Connect	
107	Minimum wage workers cannot afford toll roads.	Connect	
110	Rte. 15 dangerous road - widen it.	Connect	
291	Traffic	Connect	
293	Keep the dirt roads/maintain the dirt roads	Connect	
295	Impact on traffic with schools. Keep impact of traffic. Should have impact fees for developers.	Connect	
297	Shopping in Fairfax and living in Round Hill because of traffic	Connect	
299	Improvement to Route 15	Connect	
301	Route 15 is dangerous	Connect	
307	Belmont Ridge Road & Rt. - return roads to a natural state instead of closing the road - consider ways to restore habitat	Connect	Sustain
310	Safety on roads, crossing larger roads	Connect	
319	Development concerns in transition area, need road improvements. Development causes road issues.	Connect	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter Secondary Chapter	
320	Safety in transition area - F&R roadways dangerous. Need medical in the area.	Connect	Support
321	Safety, traffic, construction concerns in all areas - environmental impacts as well due to construction	Connect	Sustain
325	Congestion along Rt. 7(east bound lanes from west to east) increase in density concern	Connect	Shape
336	The need to improve Rt. 15 north of Leesburg, Rt. 7 west of Leesburg, Rt. 9 town of Hillsboro. Bridge over Potomac.	Connect	
3591	Eastbound route 7 is a morning disaster during the work-week. Traffic backs up all the way to Purcellville from the route 9 join. This must be fixed.	Connect	
3838	Eliminate the need for a new bridge across the Potomac bt widening Route 15	Connect	
3513	Quicker response to road building/expansion/improvements as they arise due to the increases to housing/traffic.	Connect	
4314	Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County	Connect	Compete
3479	Infrastructure - paying the greenway or being stuck in Route 28 traffic daily for all Loudoun commuters is a problem.We would likely put up with all the data center builds if this would improve - sad this is our compromise.	Connect	
3482	A public concerns re. the large areas of farmland that are being developed into housing areas - increased commuter traffic on historic roads built in the 1700s were not meant to support the trucks and 4-wheel humvees of today. Stop the development.	Connect	
3468	Any development along Rt 50 should consider traffic implications and provide overall improvement to the east/west commute not worsen it.	Connect	
4687	Improving area roads, intersections, no new bridges that will lower property values in the loudoun county	Connect	
4737	the toll road is vital as more traffic enters the county but it is cost prohibitive each exit should be priced not a flat rate	Connect	
4746	1. Traffic congestion caused by over-development.2. Loss of rural character caused by over-development.	Connect	Shape
4899	Traffic! Always traffic. The more housing, the more cars on what used to be a peaceful country road.	Connect	
4845	Traffic-infrastructure-roads do not accommodate residential development. Also, putting up traffic lights in a timely manner (currently a huge weakness), reducing the ridiculous amount of roundabouts being put in the Aldie area.	Connect	
4515	Prohibit rural businesses in residential areas that produce noise and drunk driving on rural roads	Compete	Sustain
4923	The entire county has seen an increase in crime. We need a larger police force to slow this down.	Support	
4764	Mask sure public safety assets and resources keep pace with growth or you cannot ensure a high quality of lifer for residents and visitors.	Support	
290	Schools - should be initial consideration	Compete	
324	Educational centers, schools - where to locate - traffic concerns	Compete	Connect
328	Need high school in Lovettsville. Would alleviate traffic on 287 & Rt. 9 (several made same comment)	Compete	Connect
330	Middle & high schools in Lovettsville	Compete	
333	Schools, roads, public services and affordability	Compete	Connect

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
103	Planning on Silver Line being savior (metro)	Connect	
322	Until 2 metro stations open, cannot make an adequate assessment of transportation needs/issues	Connect	
4571	Climate change will bring various issues. A. Migrations from shore lines B. Migrations from Earth quake prone areasC. Increase severity of Storms, longer droughts, Forrest fires, pandemics. Food instibility.Refugees from areas that are not environmentally, politically, economically, stable.By harnessing the natural abilities of our topography, water, air, and technical abilities we can easily over come our issues.Money needs to stay local as well, we need to stop feeding big conglomerates there money is moved away, and keep as much as possibly in the county.Healthcare need to be reevaluated as well. All communities should have a robust clinic that can handle a disaster of any proportions for a minimum of 7 - 10 days. Robust clinics needs to include family, general, and emergency medicine. Plus at least 2 TCM herbal practioners. (Training especially from the tcm schools in China is better than most us med schools.) certs are from NCCAOM. Can diagnose better and faster than most MDs. Provided they have gone through all 5 years training and 3-5 years apprenticing. Very low over head.	Compete	Support
4373	New development in the county should prioritize sustainable building practices, environmental impact, and impact on existing traffic/ congestion.	Shape	Connect
4374	Diversifying the tax base to ensure economic viability of the tax district. Allow/Accommodate opportunities for larger businesses.	Compete	
102	Taxes - funding relative to development.		
296	Broadband in western Loudoun needs to be addressed	Compete	
101	Cohesive transit. Have to move people in a smart, dynamic way.	Connect	
305	Improve Public transportation for elderly - shopping/medical plaza. Ashby ponds - need bus routes	Connect	Support
306	Need multimodal transportation network to connect to Metro and support density. Bike share, zip cars, bus, bike lockers.	Connect	
4121	I live on the road that divides transition from rural areas. I cannot get out of my driveway safely now because poor transportation planning has forced many commuters to use my road to get to the Greenway. Add more busses going down to the city so fewer people drive down my road.	Connect	
3472	Overcrowding leading to un-fixable congestion if too much residential zoning is allowed without sufficient additional roads/public transit.	Connect	
4642	Better mass transit options particularly serving the communities along route 7	Connect	
314	Scenic river protection, recognition, identification	Sustain	
61	Rethink suburban.	Shape	
63	Creating higher density - may not have the density to support transportation.	Shape	Connect
317	Higher density in Sterling Park not an improvement	Shape	
323	Increase in density causes loss of sense of belonging/community	Shape	Support
324	Think of Loudoun as "The next best city outside of urban Washington". ID "anchor points" for civic spaces. Add an "Urban Policy Area": development is too segmented now (Kincora, One Loudoun, Ashburn Village, etc).	Shape	
325	Loudoun is a suburb of Tysons; ok w/ density around Metro.	Shape	
326	Do not allow residential around the airport.	Shape	
3469	Any development in the transition zone should take into consideration its low density rural nature and not go beyond what has been planned.	Shape	

No.	PROMPT 2B: What are the public concerns, needs or impacts that need to be addressed in this area if development occurs?	Primary Chapter	Secondary Chapter
4353	I think any development that occurs anywhere in Loudoun needs to be consistent with the character of the area in which it exists, as well as the envisioned character of that area. To me, this means suburban residential development that creates cohesive neighborhoods, as well as commercial and mixed use development that contributes to the interest of the area and a sense of place, transitional policy area residential development that is less dense and provides an appropriate transition into the rural parts of the county, and very little, if any, development in the rural parts of the area (excluding, of course, minimal public works and infrastructure as needed to support the needs of residents in this area).	Shape	
292	Social programs	Support	
65	Land locked Loudoun.		
100	Key elements need to be in balance (development)		
101	Understand what is happening at the FX boundary.		
4308	See answer to Question 1.		

Appendix B:

Transportation

Survey Count	Travel mode from home to your most frequent destination				Comments
	Public Transportation	Personal Car	Carpool/Vanpool	Walk/Bike	
1		1			
2		1			
3		1			
4		1			
5		1			
6		1			
7		1			
8		1			
9		1			
10		1			
11		1			
12		1			
13		1			
14	1	1		1	
15		1			
16		1			
17		1			
18		1		1	
19		1			
20		1			
21		1			
22		1			
23		1		1	
24		1			
25		1			
26		1			
27		1			
28		1			
29		1	1	1	
30		1			
31		1			
32		1	1		
33		1			
34		1			
35		1			
36		1			
37		1			
38		1			
39		1			
40		1			
41		1			
42		1			
43		1			
44		1			
45	1	1			telework
46		1			
47		1		1	
48	1	1			
49		1			
50		1			
51	1	1			
52		1			
53	1	1			
54		1			
55		1			
56		1			
57		1			
58	1	1			
59		1			
60		1			
61		1			
62		1			
63		1			
64		1			
65		1			
66		1			

Total	369	355*
Public Transportation	22	6.2%
Personal Car	306	86.2%
Car/Vanpool	8	2.3%
Walk/Bike	33	9.3%

*Actual total is 355, as 14 answered multiple modes

Survey Count	Travel mode from home to your most frequent destination				Comments
	Public Transportation	Personal Car	Carpool/Vanpool	Walk/Bike	
67		1			
68		1			
69	1	1			
70		1			
71	1	1			
72				1	
73		1			
74		1			
75		1			
76		1			
77		1			
78		1			
79			1		
80		1			
81		1			
82		1			
83		1			
84		1		1	
85		1			
86		1		1	
87		1			
88		1			
89		1			
90					
91	1	1		1	
92		1			
93		1			
94		1			
95		1			
96		1			
97		1			
98		1			
99		1			
100		1			
101		1			
102		1			
103		1			
104		1			
105		1			
106			1		
107		1			
108		1			
109		1			
110	1	1			
111		1		1	
112		1			
113		1			
114		1			
115		1			
116		1			
117		1			
118	1				
119		1			
120		1		1	
121		1			
122		1			
123		1			Roadways
124					
125		1			
126		1			
127		1			
128		1			
129		1			
130		1			
131		1		1	
132		1			

Survey Count	Travel mode from home to your most frequent destination				Comments
	Public Transportation	Personal Car	Carpool/Vanpool	Walk/Bike	
133		1			
134		1			
135		1			
136		1			
137					no data provided
138	1				
139		1			
140		1			
141		1			
142		1			
143		1		1	
144					work from home
145		1			
146		1			
147					
148		1			
149					
150		1			
151		1			
152		1			
153		1			
154		1			
155		1			
156		1			
157		1			
158					
159					
160		1			
161			1		
162		1			
163		1			
164		1			
165		1			
166		1			
167		1		1	
168		1			
169		1			
170		1			
171		1			
172					
173			1		
174		1			
175		1			
176		1			
177		1		1	
178					company truck
179		1			
180		1			
181		1			
182		1			
183		1			
184		1			
185		1			
186		1			
187		1		1	
188		1			
189	1				
190		1			
191		1			
192		1			
193		1			
194		1			
195		1			
196		1			
197		1			
198					

Survey Count	Travel mode from home to your most frequent destination				Comments
	Public Transportation	Personal Car	Carpool/Vanpool	Walk/Bike	
199		1			
200					
201		1			
202					
203		1			
204		1			
205		1			
206		1			
207		1			
208		1			
209		1			
210		1			
211		1			
212		1			
213		1			
214		1			
215		1			
216	1		1		
217	1				
218		1		1	
219		1			
220		1			
221					
222		1			
223		1			
224		1			
225		1			
226		1			
227		1			
228		1			
229		1			
230		1			
231		1			
232		1			
233		1			
234		1		1	
235		1			
236		1			
237		1			
238	1				
239		1			
240		1			
241				1	
242		1			
243		1			
244					
245		1			
246		1			
247	1				
248		1			
249				1	
250		1		1	
251		1		1	
252		1			
253					
254		1			
255		1			
256		1			
257		1			
258		1			
259		1			
260		1			
261		1			
262		1			
263		1			
264		1			

Survey Count	Travel mode from home to your most frequent destination				Comments
	Public Transportation	Personal Car	Carpool/Vanpool	Walk/Bike	
265		1			
266				1	
267		1	1		
268		1			
269		1			
270		1			
271		1			
272		1			
273		1			
274		1			
275		1			
276		1			
277		1			
278		1			
279		1			
280		1			
281		1			
282		1			
283		1			
284		1			
285	1	1			
286		1			
287					
288		1			
289		1			
290		1			
291		1			
292		1			
293		1			
294		1			
295		1			
296		1			
297		1			
298		1			
299				1	
300		1			
301		1			
302		1			
303		1			
304		1		1	
305		1			
306		1		1	
307		1			
308		1			
309		1			
310		1			
311		1			
312		1			
313		1		1	Good weather-walk, Bad weather-drive
314		1			
315		1		1	
316				1	
317	1	1			
318		1			
319				1	
320		1			
321		1			
322					
323		1			
324		1			
325		1			
326		1		1	
327	1				
328		1			
329		1			
330		1			

617

Survey Count	Travel mode from home to your most frequent destination				Comments
	Public Transportation	Personal Car	Carpool/ Vanpool	Walk/Bike	
331		1			
332					
333		1			
334		1			
335		1			
336	1				
337		1			
338		1		1	
339		1			
340		1			
341	1				
342		1			
343		1			
344		1			
345		1			
346		1			
347		1			
348		1			
349		1			
350		1		1	
		1		1	
		1			
		1			
					Total
	22	294	8	33	357
	6%	83%	2%	9%	
	Online Survey				Total
Count	19	134	2	1	156
Percent	12%	86%	1%	1%	
	COMBINED				Total
Count	41	428	10	34	513
Percent	8%	83%	2%	7%	

Survey Count	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following				# of responses
	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	
1	1	1	1	1	4 void
2				1	1 good
3					0 void
4				1	1 good
5				1	1 good
6	1				1 good
7	1				1 good
8			1		1 good
9	1				1 good
10				1	1 good
11				1	1 good
12					0 void
13				1	1 good
14	1			1	2 void
15					0 void
16				1	1 good
17		1		1	2 void
18				1	1 good
19				1	1 good
20		1	1		2 void
21				1	1 good
22				1	1 good
23				1	1 good
24				1	1 good
25	1				1 good
26	1				1 good
27				1	1 good
28				1	1 good
29	1	1	1	1	4 void
30	1				1 good
31			1		1 good
32		1	1	1	3 void
33				1	1 good
34				1	1 good
35					0 void
36				1	1 good
37	1		1		2 void
38				1	1 good
39				1	1 good
40				1	1 good
41	1				1 good
42				1	1 good
43	1				1 good
44	1		1	1	3 void
45	1				1 good
46	1		1		2 void
47			1	1	1 good
48		1	1		2 void
49	1				1 good
50			1		1 good
51	1				1 good
52	1				1 good
53	1				1 good
54				1	1 good
55				1	1 good
56					0 void
57		1	1		2 void
58		1	1		2 void
59				1	1 good
60			1		1 good
61				1	1 good
62				1	1 good
63					0 void
64			1		1 good
65					0 void

Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following					# of responses
Survey Count	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	
66	1				1 good
67		1			1 good
68				1	1 good
69				1	1 good
70					0 void
71				1	1 good
72				1	1 good
73		1	1		2 void
74	1	1	1	1	4 void
75				1	1 good
76				1	1 good
77					0 void
78				1	1 good
79					0 void
80	1				1 good
81				1	1 good
82		1	1	1	3 void
83			1		1 good
84				1	1 good
85				1	1 good
86	1	1	1	1	4 void
87	1				1 good
88				1	1 good
89		1		1	2 void
90	1				1 good
91	1	1	1	1	4 void
92	1				1 good
93	1				1 good
94				1	1 good
95				1	1 good
96	1				1 good
97				1	1 good
98				1	1 good
99		1			1 good
100				1	1 good
101				1	1 good
102		1			1 good
103				1	1 good
104			1	1	2 void
105			1		1 good
106	1				1 good
107			1		1 good
108		1	1		2 void
109				1	1 good
110			1		1 good
111	1				1 good
112				1	1 good
113				1	1 good
114				1	1 good
115				1	1 good
116		1			1 good
117				1	1 good
118				1	1 good
119	1				1 good
120					0 void
121		1			1 good
122				1	1 good
123			1		1 good
124				1	1 good
125				1	1 good
126		1			1 good
127	1				1 good
128				1	1 good
129				1	1 good
130	1		1		2 void

Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following					
Survey Count	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	# of responses
131				1	1 good
132				1	1 good
133				1	1 good
134				1	1 good
135			1		1 good
136	1				1 good
137				1	1 good
138			1		1 good
139					0 void
140				1	1 good
141			1		1 good
142					0 void
143	1				1 good
144	1				1 good
145			1	1	2 void
146				1	1 good
147				1	1 good
148				1	1 good
149			1		1 good
150				1	1 good
151	1				1 good
152				1	1 good
153				1	1 good
154				1	1 good
155				1	1 good
156					0 void
157		1			1 good
158				1	1 good
159			1		1 good
160					0 void
161			1		1 good
162		1	1		2 void
163					0 void
164	1				1 good
165				1	1 good
166				1	1 good
167				1	1 good
168	1				1 good
169				1	1 good
170	1				1 good
171				1	1 good
172				1	1 good
173				1	1 good
174				1	1 good
175				1	1 good
176			1	1	2 void
177	1				1 good
178		1			1 good
179	1				1 good
180			1		1 good
181				1	1 good
182				1	1 good
183				1	1 good
184				1	1 good
185	1				1 good
186		1	1	1	3 void
187	1	1	1	1	4 void
188	1			1	2 void
189				1	1 good
190				1	1 good
191				1	1 good
192				1	1 good
193				1	1 good
194	1				1 good
195	1			1	2 void

Survey Count	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following				# of responses
	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	
196	1				1 good
197				1	1 good
198	1				1 good
199					0 void
200	1				1 good
201				1	1 good
202	1				1 good
203					0 void
204				1	1 good
205	1				1 good
206					0 void
207				1	1 good
208	1				1 good
209			1		2 void
210	1	1	1		4 void
211	1				1 good
212			1		1 good
213	1				1 good
214				1	1 good
215				1	1 good
216				1	1 good
217			1		1 good
218				1	1 good
219			1		1 good
220			1		2 void
221				1	1 good
222				1	1 good
223		1	1		3 void
224				1	1 good
225				1	1 good
226			1		1 good
227		1	1		2 void
228				1	1 good
229		1			1 good
230				1	1 good
231				1	1 good
232			1		1 good
233				1	1 good
234	1				1 good
235				1	1 good
236	1				1 good
237				1	1 good
238		1			1 good
239			1		1 good
240	1				1 good
241				1	1 good
242		1	1		3 void
243					0 void
244					0 void
245				1	1 good
246			1	1	2 void
247		1			1 good
248			1		1 good
249			1		1 good
250			1		1 good
251				1	1 good
252				1	1 good
253			1		2 void
254				1	1 good
255			1		1 good
256				1	1 good
257	1				1 good
258				1	1 good
259	1		1		2 void
260		1	1		2 void

Survey Count	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following				# of responses
	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	
261	1				1 good
262				1	1 good
263			1		1 good
264				1	1 good
265			1		1 good
266				1	1 good
267				1	1 good
268				1	1 good
269				1	1 good
270				1	1 good
271				1	1 good
272				1	1 good
273			1		1 good
274			1		1 good
275				1	1 good
276				1	1 good
277		1		1	2 void
278				1	1 good
279				1	1 good
280				1	1 good
281			1		1 good
282				1	1 good
283				1	1 good
284				1	1 good
285				1	1 good
286			1		1 good
287	1			1	2 void
288			1		1 good
289	1			1	2 void
290	1				1 good
291				1	1 good
292				1	1 good
293			1		1 good
294				1	1 good
295	1				1 good
296				1	1 good
297	1				1 good
298				1	1 good
299				1	1 good
300		1			1 good
301					0 void
302				1	1 good
303				1	1 good
304				1	1 good
305		1			1 good
306	1				1 good
307		1			1 good
308			1		1 good
309				1	1 good
310			1		1 good
311		1			1 good
312					0 void
313		1	1		2 void
314		1	1		2 void
315					0 void
316				1	1 good
317			1		1 good
318		1		1	2 void
319				1	1 good
320			1		1 good
321			1		1 good
322				1	1 good
323			1		1 good
324				1	1 good
325	1				1 good

Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following					
Survey Count	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	# of responses
326				1	1 good
327				1	1 good
328	1				1 good
329	1	1	1	1	4 void
330			1	1	2 void
331				1	1 good
332				1	1 good
333	1				1 good
334			1		1 good
335				1	1 good
336				1	1 good
337				1	1 good
338				1	1 good
339				1	1 good
340	1			1	2 void
341				1	1 good
342				1	1 good
343				1	1 good
344				1	1 good
345				1	1 good
346				1	1 good
347				1	1 good
348				1	1 good
349	1				1 good
350	1				1 good
351	1				1 good
352				1	1 good
353	1				1 good
					282
TOTAL	59	15	43	165	282
% Response	21%	5%	15%	59%	
ONLINE SURVEY					
Count	14	3	16	73	106
Percent	13%	3%	15%	69%	
COMBINED					
Combined	73	18	59	238	388
	19%	5%	15%	61%	

NOTE: Responses that selected more than one priority were removed from the data.

Q2: How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?						
Survey Count	Extremely important	Important	Somewhat Important	Neutral	Not at all	# of responses
1	1					1 good
2	1					1 good
3	1					1 good
4	1					1 good
5			1			1 good
6	1					1 good
7			1			1 good
8			1			1 good
9	1					1 good
10	1					1 good
11	1					1 good
12			1			1 good
13	1					1 good
14	1					1 good
15			1			1 good
16	1					1 good
17	1					1 good
18	1					1 good
19	1					1 good
20	1					1 good
21	1					1 good
22	1					1 good
23	1					1 good
24	1					1 good
25	1					1 good
26	1					1 good
27	1					1 good
28	1					1 good
29	1					1 good
30				1		1 good
31	1					1 good
32	1					1 good
33	1					1 good
34				1		1 good
35	1					1 good
36		1				1 good
37	1					1 good
38		1				1 good
39			1			1 good
40	1					1 good
41	1					1 good
42		1				1 good
43				1		1 good
44	1					1 good
45	1					1 good
46	1					1 good
47					1	1 good
48				1		1 good
49					1	1 good
50				1		1 good
51	1					1 good
52	1					1 good
53	1					1 good
54		1				1 good
55		1				1 good
56	1					1 good
57			1			1 good
58		1				1 good
59		1				1 good
60				1		1 good
61		1				1 good
62	1					1 good
63		1				1 good
64		1				1 good
65	1					1 good

Q2: How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?						
Survey Count	Extremely important	Important	Somewhat Important	Neutral	Not at all	# of responses
66					1	1 good
67	1					1 good
68	1					1 good
69	1					1 good
70	1					1 good
71	1					1 good
72	1					1 good
73	1					1 good
74	1					1 good
75		1				1 good
76	1					1 good
77	1					1 good
78	1					1 good
79	1					1 good
80	1					1 good
81	1					1 good
82	1					1 good
83	1					1 good
84	1					1 good
85	1					1 good
86		1				1 good
87		1				1 good
88	1					1 good
89	1					1 good
90		1				1 good
91	1					1 good
92			1			1 good
93				1		1 good
94	1					1 good
95			1			1 good
96			1			1 good
97	1					1 good
98	1					1 good
99	1					1 good
100	1					1 good
101	1					1 good
102	1					1 good
103	1					1 good
104	1					1 good
105		1				1 good
106	1					1 good
107	1					1 good
108	1					1 good
109	1					1 good
110			1			1 good
111	1					1 good
112	1					1 good
113						0 void
114	1					1 good
115	1					1 good
116	1					1 good
117	1					1 good
118					1	1 good
119	1					1 good
120	1					1 good
121		1				1 good
122		1				1 good
123		1				1 good
124	1					1 good
125		1				1 good
126	1					1 good
127	1					1 good
128	1					1 good
129	1					1 good
130	1					1 good

Survey Count	Q2: How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?					# of responses
	Extremely important	Important	Somewhat Important	Neutral	Not at all	
131	1					1 good
132					1	1 good
133	1					1 good
134		1				1 good
135	1					1 good
136		1				1 good
137	1					1 good
138				1		1 good
139	1					1 good
140	1					1 good
141		1				1 good
142						0 void
143	1					1 good
144	1					1 good
145		1				1 good
146	1					1 good
147	1					1 good
148	1					1 good
149	1					1 good
150		1				1 good
151			1			1 good
152	1					1 good
153	1					1 good
154		1				1 good
155	1					1 good
156	1					1 good
157	1					1 good
158	1					1 good
159	1					1 good
160	1					1 good
161				1		1 good
162		1				1 good
163	1					1 good
164				1		1 good
165	1					1 good
166	1					1 good
167	1					1 good
168			1			1 good
169	1					1 good
170		1				1 good
171	1					1 good
172	1					1 good
173	1					1 good
174	1					1 good
175	1					1 good
176			1			1 good
177	1					1 good
178		1				1 good
179				1		1 good
180	1					1 good
181	1					1 good
182		1				1 good
183		1				1 good
184	1					1 good
185	1					1 good
186	1					1 good
187		1				1 good
188			1			1 good
189	1					1 good
190	1					1 good
191	1					1 good
192		1				1 good
193	1					1 good
194		1				1 good
195	1					1 good

Q2: How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?						
Survey Count	Extremely important	Important	Somewhat Important	Neutral	Not at all	# of responses
196				1		1 good
197	1					1 good
198	1					1 good
199		1				1 good
200		1				1 good
201			1			1 good
202	1					1 good
203			1			1 good
204		1				1 good
205				1		1 good
206	1					1 good
207	1					1 good
208			1			1 good
209		1				1 good
210	1					1 good
211	1					1 good
212					1	1 good
213			1			1 good
214	1					1 good
215	1					1 good
216		1				1 good
217		1				1 good
218	1					1 good
219	1					1 good
220		1				1 good
221					1	1 good
222	1					1 good
223	1					1 good
224	1					1 good
225	1					1 good
226		1				1 good
227	1					1 good
228				1		1 good
229		1				1 good
230	1					1 good
231	1					1 good
232	1					1 good
233		1				1 good
234	1					1 good
235	1					1 good
236		1				1 good
237	1					1 good
238	1					1 good
239	1					1 good
240	1					1 good
241	1					1 good
242	1					1 good
243	1					1 good
244	1					1 good
245	1					1 good
246	1					1 good
247		1				1 good
248	1					1 good
249	1					1 good
250	1					1 good
251	1					1 good
252	1					1 good
253	1					1 good
254	1					1 good
255		1				1 good
256	1					1 good
257			1			1 good
258		1				1 good
259			1			1 good
260	1					1 good

Q2: How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?						
Survey Count	Extremely important	Important	Somewhat Important	Neutral	Not at all	# of responses
261				1		1 good
262	1					1 good
263		1				1 good
264		1				1 good
265	1					1 good
266	1					1 good
267	1					1 good
268		1				1 good
269		1				1 good
270		1				1 good
271		1				1 good
272	1					1 good
273	1					1 good
274		1				1 good
275	1					1 good
276		1				1 good
277	1					1 good
278		1				1 good
279	1					1 good
280	1					1 good
281				1		1 good
282	1					1 good
283				1		1 good
284	1					1 good
285	1					1 good
286		1				1 good
287		1				1 good
288	1					1 good
289	1					1 good
290	1					1 good
291		1				1 good
292	1					1 good
293		1				1 good
294	1					1 good
295				1		1 good
296		1				1 good
297					1	1 good
298		1				1 good
299			1			1 good
300			1			1 good
301						0 void
302	1					1 good
303	1					1 good
304	1					1 good
305	1					1 good
306	1					1 good
307		1				1 good
308	1					1 good
309	1					1 good
310	1					1 good
311	1					1 good
312	1					1 good
313		1				1 good
314			1			1 good
315					1	1 good
316					1	1 good
317		1				1 good
318	1					1 good
319	1					1 good
320		1				1 good
321		1				1 good
322	1					1 good
323				1		1 good
324	1					1 good
325	1					1 good

Q2: How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?						
Survey Count	Extremely important	Important	Somewhat Important	Neutral	Not at all	# of responses
326		1				1 good
327			1			1 good
328	1					1 good
329	1					1 good
330		1				1 good
331	1					1 good
332	1					1 good
333	1					1 good
334				1		1 good
335	1					1 good
336		1				1 good
337					1	1 good
338	1					1 good
339		1				1 good
340				1		1 good
341				1		1 good
342	1					1 good
343					1	1 good
344	1					1 good
345	1					1 good
346		1				1 good
347				1		1 good
348	1					1 good
349	1					1 good
350	1					1 good
351			1			1 good
352	1					1 good
353	1					1 good
						350
TOTAL	217	72	26	23	12	350
% Respon	61%	20%	7%	7%	3%	
ONLINE SURVEY						
Count	87	36	20	5	11	
Percent	55%	23%	13%	3%	7%	
COMBINED						
Combine	304	108	46	28	23	509
	60%	21%	9%	6%	5%	

NOTE: Responses that selected more than one response were removed from the data.

Q3: Which area-specific facility improvements are your top priorities? (pick two)						
Survey Count	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	# of responses
1				1	1	2 good
2	1				1	2 good
3			1		1	2 good
4	1					1 good
5			1	1		2 good
6		1			1	2 good
7	1					1 good
8		1			1	2 good
9	1	1				2 good
10			1		1	2 good
11			1		1	2 good
12			1	1		2 good
13			1			1 good
14			1		1	2 good
15		1				1 good
16				1		1 good
17			1	1		2 good
18	1				1	2 good
19		1		1		2 good
20	1					1 good
21			1		1	2 good
22		1			1	2 good
23					1	1 good
24				1	1	2 good
25		1			1	2 good
26		1				1 good
27		1			1	2 good
28		1			1	2 good
29			1	1		2 good
30		1	1			2 good
31					1	1 good
32		1	1			2 good
33					1	1 good
34			1	1		2 good
35						0 void
36	1					1 good
37		1	1			2 good
38					1	1 good
39			1	1		2 good
40				1		1 good
41		1		1		2 good
42				1	1	2 good
43						0 void
44				1		1 good
45				1		1 good
46	1			1		2 good
47				1		1 good
48		1				1 good
49	1					1 good
50			1			1 good
51	1				1	2 good
52				1		1 good
53	1					1 good
54			1			1 good
55						0 void
56			1		1	2 good
57	1					1 good
58		1			1	2 good
59						0 void
60		1			1	2 good
61			1	1		2 good
62	1				1	2 good
63				1	1	2 good

Survey Count	Q3: Which area-specific facility improvements are your top priorities? (pick two)					# of responses
	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	
64			1	1		2 good
65						0 void
66			1	1		2 good
67		1			1	2 good
68				1	1	2 good
69			1		1	2 good
70						0 void
71					1	1 good
72			1		1	2 good
73		1			1	2 good
74	1				1	2 good
75				1		1 good
76	1		1			2 good
77					1	1 good
78			1		1	2 good
79		1			1	2 good
80		1	1			2 good
81			1		1	2 good
82	1					1 good
83		1				1 good
84		1	1			2 good
85	1	1				2 good
86			1	1		2 good
87	1		1			2 good
88					1	1 good
89			1			1 good
90				1		1 good
91		1	1		1	3 void
92			1			1 good
93				1		1 good
94		1		1	1	3 void
95			1		1	2 good
96		1				1 good
97					1	1 good
98		1	1			2 good
99		1		1		2 good
100	1		1			2 good
101					1	1 good
102		1			1	2 good
103					1	1 good
104			1			1 good
105					1	1 good
106					1	1 good
107		1			1	2 good
108		1			1	2 good
109					1	1 good
110			1			1 good
111		1			1	2 good
112		1			1	2 good
113		1			1	2 good
114					1	1 good
115		1				1 good
116		1			1	2 good
117					1	1 good
118			1	1		2 good
119			1		1	2 good
120	1	1				2 good
121		1			1	2 good
122				1	1	2 good
123		1				1 good
124			1	1		2 good
125			1		1	2 good
126		1			1	2 good

Survey Count	Q3: Which area-specific facility improvements are your top priorities? (pick two)					# of responses
	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	
127		1			1	2 good
128			1	1		2 good
129			1		1	2 good
130		1	1			2 good
131				1	1	2 good
132	1			1		2 good
133		1	1			2 good
134			1			1 good
135		1				1 good
136		1		1		2 good
137				1	1	2 good
138				1		1 good
139						0 void
140				1	1	2 good
141		1			1	2 good
142						0 void
143		1			1	2 good
144		1			1	2 good
145	1					1 good
146			1			1 good
147	1	1				2 good
148		1			1	2 good
149		1			1	2 good
150		1				1 good
151		1		1		2 good
152			1	1		2 good
153			1		1	2 good
154			1			1 good
155		1				1 good
156						0 void
157	1	1				2 good
158			1	1		2 good
159					1	1 good
160	1				1	2 good
161						0 void
162		1			1	2 good
163	1				1	2 good
164	1			1		2 good
165	1		1			2 good
166	1		1			2 good
167	1			1		2 good
168		1		1		2 good
169			1			1 good
170	1			1		2 good
171				1	1	2 good
172	1		1			2 good
173		1			1	2 good
174			1		1	2 good
175	1	1				2 good
176						0 void
177			1			1 good
178	1					1 good
179	1	1				2 good
180			1			1 good
181					1	1 good
182		1	1			2 good
183			1			1 good
184	1				1	2 good
185				1	1	2 good
186					1	1 good
187	1					1 good
188			1	1		2 good
189		1			1	2 good

Q3: Which area-specific facility improvements are your top priorities? (pick two)						
Survey Count	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	# of responses
190						0 void
191			1		1	2 good
192			1	1		2 good
193					1	1 good
194			1	1		2 good
195			1	1		2 good
196			1	1		2 good
197	1				1	2 good
198	1					1 good
199						0 void
200		1				1 good
201			1			1 good
202	1		1			2 good
203		1		1		2 good
204		1			1	2 good
205						0 void
206						0 void
207	1		2			3 void
208	1		1			2 good
209						0 void
210		1			1	2 good
211					1	1 good
212	1	1				2 good
213	1					1 good
214	1				1	2 good
215						0 void
216					1	1 good
217		1			1	2 good
218	1		1			2 good
219		1			1	2 good
220		1	1			2 good
221		1	1			2 good
222			1			1 good
223	1				1	2 good
224		1		1		2 good
225		1			1	2 good
226					1	1 good
227		1			1	2 good
228					1	1 good
229	1		1			2 good
230			1		1	2 good
231					1	1 good
232		1			1	2 good
233		1			1	2 good
234		1			1	2 good
235					1	1 good
236		1				1 good
237				1	1	2 good
238		1			1	2 good
239		1				1 good
240		1			1	2 good
241	1	1				2 good
242			1		1	2 good
243			1			1 good
244					1	1 good
245		1			1	2 good
246					1	1 good
247	1				1	2 good
248		1			1	2 good
249		1			1	2 good
250		1			1	2 good
251					1	1 good
252		1			1	2 good

Survey Count	Q3: Which area-specific facility improvements are your top priorities? (pick two)					# of responses
	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	
253		1				1 good
254					1	1 good
255		1	1			2 good
256		1				1 good
257	1		1			2 good
258	1			1		2 good
259		1				1 good
260		1			1	2 good
261	1		1			2 good
262		1			1	2 good
263		1			1	2 good
264			1			1 good
265		1			1	2 good
266		1			1	2 good
267					1	1 good
268						0 void
269		1				1 good
270					1	1 good
271	1	1				2 good
272			1		1	2 good
273					1	1 good
274		1			1	2 good
275			1		1	2 good
276				1		1 good
277			1	1		2 good
278				1	1	2 good
279			1		1	2 good
280			1		1	2 good
281				1		1 good
282				1	1	2 good
283			1		1	2 good
284			1		1	2 good
285						0 void
286		1		1		2 good
287	1	1				2 good
288					1	1 good
289		1			1	2 good
290			1		1	2 good
291	1			1		2 good
292		1				1 good
293			1			1 good
294			1		1	2 good
295			1			1 good
296		1	1			2 good
297			1	1		2 good
298			1	1		2 good
299		1	1			2 good
300					1	1 good
301						0 void
302		1		1	1	3 void
303				1	1	2 good
304			1	1		2 good
305			1			1 good
306					1	1 good
307		1			1	2 good
308					1	1 good
309						0 void
310	1					1 good
311	1					1 good
312					1	1 good
313		1			1	2 good
314		1	1			2 good
315	1					1 good

Q3: Which area-specific facility improvements are your top priorities? (pick two)						# of responses
Survey Count	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	
316	1					1 good
317	1	1				2 good
318		1			1	2 good
319					1	1 good
320						0 void
321						0 void
322						0 void
323				1		1 good
324	1	1				2 good
325	1				1	2 good
326	1		1			2 good
327		1				1 good
328					1	1 good
329	1				1	2 good
330		1	1		1	3 void
331	1					1 good
332		1	1			2 good
333		1			1	2 good
334				1		1 good
335	1					1 good
336	1					1 good
337			1	1		2 good
338	1					2 good
339					1	1 good
340		1	1			2 good
341				1	1	2 good
342		1			1	2 good
343				1		1 good
344						0 void
345						0 void
346			1	1		2 good
347				1		1 good
348			1	1		2 good
349		1			1	2 good
350					1	1 good
351						0 void
352					1	1 good
353		1	1			2 good
						321
TOTAL	68	117	106	75	158	Total
% Responses	21%	36%	33%	23%	49%	321
ONLINE SURVEY						
Count	24	44	50	14	67	Total
Percent	16%	30%	34%	10%	46%	146
COMBINED						
Combined	92	161	156	89	225	Total
	20%	34%	33%	19%	48%	467

NOTE: Responses that selected more than one priority were removed from the data.

Q4: If you were to prioritize transportation funding, how would you rank the following in order of importance? (1 being the highest)				
Survey Count	Congestion relief	Safety Improvements	More multimodal options (walk, bike, and transit)	Roadway maintenance
1	3	4	1	2
2	3	1	2	4
3	1			2
4	1	4	2	3
5	1	2	4	3
6	1	4	2	3
7	1	2	4	3
8			1	
9	1	2	4	3
10	2	1	4	3
11	2	4	1	3
12	1			
13	1	4	3	2
14	4	1	2	3
15	1	3	2	4
16	1			
17	1	4	3	2
18	4	2	1	3
19	1	2	4	3
20	1			
21	3	4	1	2
22	2	4	1	3
23	2	3	1	4
24	1	4	2	3
25	2	4	1	3
26	1	4	2	3
27	1	3	2	4
28	4	2	3	1
29	1	3	4	2
30	1			1
31	1	3	2	4
32	1	3	2	4
33	4	3	1	2
34	1	3	4	2
35	1	2	3	4
36	1			
37	1	2	4	3
38				1
39	1	2	4	3
40	1	4	3	2
41	1			2
42	3	2	1	4
43	1	3	4	2
44	1			
45	1	4	3	2
46	1	3	4	2
47	4	3	2	1
48	1	2	4	3
49	1	3	4	2
50	1			
51	1			
52	2	3	1	4
53	1			
54	1	3	4	2
55	1	4	2	3
56	2	3	1	4
57	1	3	4	2
58	1	4	2	3
59	1	4	2	3
60	1	2	4	3
61	1	3	4	2
62	1	4	2	3
63	1	2	4	3
64	2	1	4	3
65			1	
66		1		
67	4	2	1	3
68	1			
69	2	1	4	3
70	4	2	1	3
71	4	2	1	3
72	3	2	1	4
73	1	3	2	4
74	1			
75	3	4	1	2
76	2	1	3	4
77	2	1	1	2
78	3	2	1	4
79			1	

Survey Count	Q4: If you were to prioritize transportation funding, how would you rank the following in order of importance? (1 being the highest)			
	Congestion relief	Safety Improvements	More multimodal options (walk, bike, and transit)	Roadway maintenance
80	2	3	4	1
81	1	4	2	3
82	1	2	3	4
83	1	4	2	3
84	3	1	2	4
85	1	3	4	2
86	1	2	3	4
87	1	3	4	2
88	1	3	2	4
89	1	2	3	4
90	1	4	2	3
91	1	4	2	3
92	1	3	4	2
93	1	2	4	3
94	2	4	1	3
95	1	4	3	2
96	1	3	4	2
97			1	
98	1	2	4	3
99	1	3	4	2
100	1	4	3	2
101	4	3	1	2
102	1	4	2	3
103	2	4	1	3
104				
105	3	1	2	4
106	2	4	1	3
107	1	3	2	4
108	2	3	1	4
109	2	4	1	3
110	1	4	2	3
111	3	4	1	2
112	2	4	1	3
113	1		2	
114	2	3	1	4
115	3	1	2	
116	2	4	1	3
117	1	4	2	3
118	1	3	4	2
119	3	4	1	2
120	1	2	3	4
121	1	3	2	4
122	1	4	2	3
123	1	3	4	2
124	2	4	3	1
125	1	4	2	3
126	1	3	2	4
127	4	1	2	3
128	1	3	4	2
129	1	4	2	3
130	2	1	4	3
131	1	4	2	3
132	1	2	4	3
133	1	3	2	4
134	2	1	4	3
135	1	4	3	2
136	1	4	2	3
137	2	3	1	4
138	1	4	3	2
139	2	4	1	3
140	1	4	2	3
141	3	2	1	4
142	1	4	3	2
143	3	1	2	4
144	1	4	2	3
145	1	3	4	2
146	2	4	1	3
147	2	3	4	1
148	1	4	2	3
149	1	3	2	4
150	1	4	3	2
151	1	3	2	4
152	2	4	1	3
153	2	4	1	3
154	2	4	3	1
155	2	3	1	4
156	2	4	3	1
157	1	2	3	4
158	1	2	4	3

Survey Count	Q4: If you were to prioritize transportation funding, how would you rank the following in order of importance? (1 being the highest)			
	Congestion relief	Safety Improvements	More multimodal options (walk, bike, and transit)	Roadway maintenance
159			1	
160	1			
161		2		1
162	2	3	1	4
163	2	1	3	4
164	1	2	4	3
165	2	1	4	3
166	1	2	3	4
167	4	3	1	2
168	1	2	4	3
169	2	3	1	4
170	2	1	3	4
171	4	3	1	2
172	1	2	3	4
173	1	4	2	3
174	3	4	1	2
175	2	4	3	1
176	1	2	3	4
177	4	1	3	2
178	1	4	2	3
179	1	3	4	2
180	1			
181	4	3	1	2
182	1	2	4	3
183	1	2	3	4
184	1	4	2	3
185	3	4	1	2
186	1	2	3	4
187	3	1	4	2
188	1	2	4	3
189	4	2	1	3
190				
191	3	2	1	4
192	1	2	4	3
193	4	3	2	1
194	1	3	4	2
195	1	4	3	2
196	1	3	4	2
197	2	4	1	3
198	4	3	1	2
199	2	1	4	3
200	1	3	2	4
201	1	3	4	2
202	1			
203	1	3	4	2
204	1	4	3	2
205	1	3	4	2
206	3	1	2	4
207	5	2	4	3
208	1	3	4	2
209	1	3	4	2
210				
211	2	4	1	3
212	1	3	4	2
213	1	2	4	3
214				1
215	4	3	1	2
216	3	4	2	1
217	2	3	1	4
218	4	2	3	1
219	1	3	2	4
220	1	3	4	2
221	2	3	4	1
222	2	3	1	4
223	3	4	1	2
224	2	1	4	3
225	3	1	2	4
226	1	4	3	2
227	2	1	3	4
228	4	1	3	2
229	1	2	4	3
230			1	
231	3	4	1	5
232	1	4	2	3
233	1	2	4	3
234	2	3	1	4
235	3	2	1	4
236	1	2	4	3
237	2	4	1	3

Q4: If you were to prioritize transportation funding, how would you rank the following in order of importance? (1 being the highest)				
Survey Count	Congestion relief	Safety Improvements	More multimodal options (walk, bike, and transit)	Roadway maintenance
238	2	4	1	3
239	1			
240	1	4	2	3
241	2	4	1	3
242	4	2	1	3
243	1	4	2	3
244	4	1	3	2
245	1	4	3	2
246	1	2	3	4
247	4	1	2	3
248	1	2	4	3
249	4	1	2	3
250	1	4	2	3
251	3	1	2	4
252	1	4	2	3
253	3	1	4	2
254	2		1	
255	1	4	3	2
256	4	2	3	1
257	1	2	3	4
258	1	2	4	3
259	1	4	2	3
260	1	4	2	3
261	1	3	4	2
262	2	4	1	3
263	2	1	4	3
264	2		1	
265	1			
266	4	3	1	2
267	2	1	3	4
268		1		
269	1	4	2	3
270	4	1	3	2
271	1	2	4	3
272	4	2	3	1
273	1	4	2	3
274	1	4	2	3
275	2	3	1	4
276	3	4	1	2
277	1	4	2	36
278	1	2	4	3
279	1	4	2	3
280	2	4	1	3
281	1	2	4	3
282	1	3	2	4
283	1	4	3	2
284	1	4	2	3
285	4	1	2	3
286	1	3	4	2
287			1	
288	4	3	1	2
289	1,2,3,4			
290	2	4	1	3
291	2	3	4	1
292	1	3	2	4
293	1	2	3	4
294	2	3	1	4
295	1	2	3	4
296	1	3	2	4
297	1	2	4	3
298	1	3	4	2
299	1	3	4	2
300	1	4	3	2
301				
302	1	3	2	4
303	2	3	1	4
304	3	2	4	1
305	1	3	2	4
306	2	3	1	4
307	2	1	3	4
308	4	2	1	3
309		1		
310	1	4	2	3
311	1	3	4	2
312	4	3	2	1
313	1	3	2	4
314	2	3	4	1
315	4	3	1	2
316	4	3	1	2

Q4: If you were to prioritize transportation funding, how would you rank the following in order of importance? (1 being the highest)				
Survey Count	Congestion relief	Safety Improvements	More multimodal options (walk, bike, and transit)	Roadway maintenance
317	1	4	2	3
318	2	4	1	3
319	4	1	3	2
320	1			
321	1	2	4	3
322			1	
323	1	2	3	4
324	4	1	2	3
325	4	2	3	1
326	1	2	4	3
327	1	3	4	2
328	2	4	1	3
329	1	4	3	2
330	1	3	4	2
331				1
332	1	3	4	2
333	1	2	4	3
334	1			
335	1	3	2	4
336	4	1	2	3
337	1	3	4	2
338	1	4	2	3
339	1	3	4	2
340	1	3	4	2
341	1	2	3	4
342	3	2	1	4
343	1			
344				1
345				1
346				
347	1	3	4	2
348	2	3	4	1
349	1	4	2	3
350	1	4	2	3
351	4	3	2	1
352	4	3	1	2
353	1	3	4	2
AVERAGE	1.755	2.832	2.470	2.885
MODE	1	4	4	3
% FREQUE	55%	28%	25%	34%
1	55%	12%	24%	8%
2	19%	20%	24%	25%
3	8%	28%	16%	34%
4	11%	28%	25%	21%
ONLINE RESPONSES				
	A- Congestion relief	B- Safety Improvements	C- More multimodal options (walk, bike, and transit)	D- Roadway maintenance
MODE	1	3	1,4	2
1	A- Congestion relief	B- Safety Improvements	C- More multimodal options (walk, bike,	D- Roadway maintenance
2	58%	13%	27%	11%
3	13%	27%	25%	38%
4	11%	43%	21%	20%
	19%	17%	27%	31%

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
1	1				1 good
2	1		1		2 void
3	1				1 good
4				1	1 good
5				1	1 good
6	1				1 good
7				1	1 good
8				1	1 good
9		1			1 good
10	1				1 good
11	1				1 good
12				1	1 good
13	1				1 good
14			1		1 good
15	1				1 good
16	1				1 good
17		1		1	2 void
18			1		1 good
19	1				1 good
20		1		1	2 void
21	1				1 good
22	1				1 good
23	1				1 good
24		1			1 good
25			1		1 good
26		1			1 good
27				1	1 good
28	1				1 good
29				1	1 good
30		1			1 good
31				1	1 good
32	1		1		2 void
33	1		1		2 void
34		1			1 good
35	1	1	1	1	4 void
36				1	1 good
37				1	1 good
38	1				1 good
39				1	1 good
40		1		1	2 void
41				1	1 good
42				1	1 good
43		1		1	2 void
44				1	1 good
45	1				1 good
46			1		1 good
47	1				1 good
48	1				1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
49	1				1 good
50		1			1 good
51		1			1 good
52	1				1 good
53		1			1 good
54	1				1 good
55		1			1 good
56			1		1 good
57		1			1 good
58	1				1 good
59			1		1 good
60	1				1 good
61				1	1 good
62				1	1 good
63		1			1 good
64	1				1 good
65	1				1 good
66		1			1 good
67	1	1	1	1	4 void
68		1			1 good
69		1			1 good
70	1				1 good
71	1				1 good
72	1				1 good
73				1	1 good
74			1		1 good
75	1				1 good
76	1				1 good
77	1				1 good
78	1				1 good
79	1				1 good
80		1			1 good
81		1			1 good
82	1				1 good
83				1	1 good
84					0 void
85				1	1 good
86				1	1 good
87	1				1 good
88				1	1 good
89		1		1	2 void
90		1			1 good
91	1	1			2 void
92				1	1 good
93				1	1 good
94	1			1	2 void
95		1			1 good
96		1			1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
97	1				1 good
98		1			1 good
99	1				1 good
100		1			1 good
101	1				1 good
102				1	1 good
103		1		1	2 void
104					0 void
105	1				1 good
106	1				1 good
107				1	1 good
108	1				1 good
109	1				1 good
110		1			1 good
111	1			1	2 void
112		1			1 good
113				1	1 good
114	1				1 good
115			1		1 good
116	1				1 good
117	1				1 good
118		1			1 good
119	1				1 good
120	1				1 good
121			1		1 good
122				1	1 good
123				1	1 good
124	1				1 good
125				1	1 good
126	1			1	2 void
127	1				1 good
128				1	1 good
129	1				1 good
130				1	1 good
131	1				1 good
132	1				1 good
133				1	1 good
134			1		1 good
135	1	1		1	3 void
136				1	1 good
137				1	1 good
138		1			1 good
139	1				1 good
140		1			1 good
141				1	1 good
142		1			1 good
143			1		1 good
144	1				1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
145				1	1 good
146	1				1 good
147	1				1 good
148	1				1 good
149				1	1 good
150				1	1 good
151				1	1 good
152	1				1 good
153	1				1 good
154	1				1 good
155	1				1 good
156	1				1 good
157		1			1 good
158	1				1 good
159	1				1 good
160	1				1 good
161	1				1 good
162				1	1 good
163	1		1		2 void
164		1			1 good
165				1	1 good
166	1				1 good
167		1			1 good
168		1			1 good
169	1				1 good
170				1	1 good
171	1				1 good
172	1		1		2 void
173	1				1 good
174	1				1 good
175	1				1 good
176	1				1 good
177	1				1 good
178				1	1 good
179					0 void
180	1				1 good
181	1				1 good
182	1				1 good
183		1			1 good
184	1				1 good
185	1				1 good
186	1				1 good
187	1				1 good
188		1			1 good
189	1				1 good
190					0 void
191	1				1 good
192	1				1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
193	1				1 good
194				1	1 good
195	1			1	2 void
196		1			1 good
197	1				1 good
198			1		1 good
199	1				1 good
200	1				1 good
201	1				1 good
202	1				1 good
203				1	1 good
204	1				1 good
205	1				1 good
206	1				1 good
207	1				1 good
208				1	1 good
209	1	1			2 void
210	1				1 good
211	1				1 good
212	1				1 good
213	1				1 good
214	1				1 good
215	1				1 good
216	1				1 good
217	1				1 good
218	1				1 good
219	1		1		2 void
220	1				1 good
221	1				1 good
222	1				1 good
223	1				1 good
224			1		1 good
225	1			1	2 void
226		1			1 good
227			1		1 good
228			1		1 good
229				1	1 good
230	1				1 good
231	1		1		2 void
232	1				1 good
233			1		1 good
234			1		1 good
235	1		1		2 void
236				1	1 good
237	1				1 good
238	1				1 good
239		1			1 good
240		1			1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
241		1			1 good
242			1	1	2 void
243				1	1 good
244	1	2	4	1	8 void
245				1	1 good
246					0 void
247	1				1 good
248				1	1 good
249	1				1 good
250	1				1 good
251	1				1 good
252	1				1 good
253				1	1 good
254					0 void
255				1	1 good
256	1				1 good
257	1				1 good
258	1				1 good
259	1				1 good
260	1				1 good
261	1				1 good
262	1				1 good
263		1			1 good
264	1				1 good
265	1				1 good
266	1				1 good
267	1			1	2 void
268	1				1 good
269		1			1 good
270	1		1		2 void
271	1				1 good
272		1			1 good
273	1				1 good
274	1				1 good
275		1			1 good
276	1				1 good
277				1	1 good
278	1				1 good
279				1	1 good
280		1			1 good
281				1	1 good
282	1				1 good
283		1			1 good
284	1				1 good
285	2		1		3 void
286	1				1 good
287				1	1 good
288		1			1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
289		1		1	2 void
290				1	1 good
291				1	1 good
292				1	1 good
293				1	1 good
294			1	1	2 void
295					0 void
296				1	1 good
297		1			1 good
298		1			1 good
299	1				1 good
300	1				1 good
301					0 void
302	1				1 good
303				1	1 good
304			1		1 good
305		1			1 good
306			1		1 good
307	1				1 good
308	1	1			2 void
309					0 void
310				1	1 good
311	1		1		2 void
312	1				1 good
313	1				1 good
314			1	1	2 void
315	1				1 good
316	1				1 good
317	1				1 good
318	1				1 good
319	1				1 good
320	1				1 good
321	1				1 good
322	1				1 good
323	1				1 good
324	1		1		2 void
325			1		1 good
326		1			1 good
327	1				1 good
328				1	1 good
329	1				1 good
330	1		1		2 void
331	1				1 good
332	1				1 good
333	1				1 good
334	1				1 good
335	1				1 good
336	1				1 good

Q5: In the rural corridors, which do you find to be most important?					
Survey Count	Preservation of rural/historic character	Roadway widening/spot improvement	Safety improvements	New roads to relieve pressure on traditionally rural corridors	# of responses
337				1	1 good
338				1	1 good
339	1				1 good
340	1				1 good
341	1				1 good
342	1				1 good
343	1				1 good
344	1				1 good
345	1				1 good
346	1				1 good
347	1				1 good
348	1				1 good
349	1				1 good
350	1			1	2 void
351	1				1 good
352	1				1 good
353	1				1 good
					good= 307
TOTAL	171	49	20	67	307
% Response	56%	16%	7%	22%	
ONLINE SURVEY					
Count	84	20	7	13	124
Percent	68%	16%	6%	10%	
COMBINED					
Combined	255	69	27	80	431
	59%	16%	6%	19%	
NOTE: Responses that selected more than one response were removed from the data.					

Q6: In Eastern Loudoun, which do you find the most important?					
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
1				1	1 good
2				1	1 good
3	1				1 good
4				1	1 good
5			1		1 good
6	1				1 good
7	1				1 good
8				1	1 good
9	1				1 good
10		1			1 good
11			1		1 good
12	1				1 good
13			1		1 good
14	1	1	1	1	4 void
15	1				1 good
16				1	1 good
17	1		1		2 void
18				1	1 good
19			1		1 good
20	1				1 good
21				1	1 good
22			1		1 good
23			1		1 good
24			1		1 good
25				1	1 good
26			1		1 good
27		1			1 good
28		1			1 good
29			1		1 good
30	1				1 good
31	1		1		2 void
32			1		1 good
33	1				1 good
34	1				1 good
35	1	1	1	1	4 void
36	1				1 good
37	1		1		2 void
38					0 void
39				1	1 good
40	1				1 good
41	1				1 good
42			1		1 good
43			1		1 good
44			1		1 good
45			1		1 good
46					0 void
47					0 void
48	1				1 good
49	1				1 good

Q6: In Eastern Loudoun, which do you find the most important?					
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
50	1				1 good
51				1	1 good
52				1	1 good
53				1	1 good
54			1		1 good
55			1		1 good
56				1	1 good
57	1				1 good
58				1	1 good
59			1		1 good
60			1		1 good
61			1		1 good
62			1		1 good
63			1		1 good
64					0 void
65	1			1	1 good
66					0 void
67					0 void
68			1		1 good
69	1				1 good
70			1		1 good
71		1			1 good
72	1			1	1 good
73			1	1	2 void
74			1		1 good
75			1		1 good
76			1		1 good
77					0 void
78				1	1 good
79				1	1 good
80			1		1 good
81	1				1 good
82			1		1 good
83			1		1 good
84		1			1 good
85	1				1 good
86			1		1 good
87			1		1 good
88	1				1 good
89	1		1		2 void
90	1				1 good
91			1	1	2 void
92			1		1 good
93	1				1 good
94			1		1 good
95	1				1 good
96	1				1 good
97				1	1 good
98				1	1 good

Q6: In Eastern Loudoun, which do you find the most important?					
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
99			1		1 good
100	1				1 good
101				1	1 good
102			1		1 good
103	1			1	2 void
104	1				1 good
105				1	1 good
106				1	1 good
107	1				1 good
108				1	1 good
109	1				1 good
110			1		1 good
111			1		1 good
112				1	1 good
113				1	1 good
114				1	1 good
115					0 void
116				1	1 good
117				1	1 good
118			1		1 good
119				1	1 good
120		1			1 good
121			1		1 good
122		1			1 good
123			1		1 good
124	1		1		2 void
125	1				1 good
126				1	1 good
127		1			1 good
128			1		1 good
129	1				1 good
130		1			1 good
131				1	1 good
132			1		1 good
133			1		1 good
134		1			1 good
135		1			1 good
136	1				1 good
137			1		1 good
138		1			1 good
139			1		1 good
140			1		1 good
141			1		1 good
142			1		1 good
143				1	1 good
144			1		1 good
145			1		1 good
146				1	1 good
147	1				1 good

Q6: In Eastern Loudoun, which do you find the most important?					
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
148	1				1 good
149	1				1 good
150			1		1 good
151				1	1 good
152		1			1 good
153				1	1 good
154	1				1 good
155				1	1 good
156	1				1 good
157	1				1 good
158			1		1 good
159				1	1 good
160					0 void
161		1			1 good
162	1				1 good
163				1	1 good
164	1				1 good
165		1			1 good
166			1		1 good
167			1		1 good
168	1				1 good
169				1	1 good
170				1	1 good
171					0 void
172	1			1	2 void
173				1	1 good
174				1	1 good
175	1				1 good
176	1		1		2 void
177		1	1		2 void
178	1				1 good
179					0 void
180				1	1 good
181				1	1 good
182			1		1 good
183			1		1 good
184	1				1 good
185	1				1 good
186				1	1 good
187			1		1 good
188			1		1 good
189				1	1 good
190					0 void
191		1		1	2 void
192			1		1 good
193				1	1 good
194			1		1 good
195	1		1		2 void
196			1		1 good

	Q6: In Eastern Loudoun, which do you find the most important?				
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
197					0 void
198					0 void
199	1				1 good
200					0 void
201			1		1 good
202			1		1 good
203	1				1 good
204					0 void
205				1	1 good
206	1				1 good
207				1	1 good
208			1		1 good
209					0 void
210	1				1 good
211					0 void
212				1	1 good
213		1			1 good
214	1				1 good
215		1			1 good
216					0 void
217				1	1 good
218				1	1 good
219		1		1	2 void
220	1				1 good
221			1		1 good
222				1	1 good
223			1		1 good
224	1				1 good
225	1				1 good
226	1				1 good
227			1		1 good
228		1			1 good
229	1				1 good
230	1				1 good
231		1		1	2 void
232	1				1 good
233	1				1 good
234				1	1 good
235				1	1 good
236	1				1 good
237				1	1 good
238		1			1 good
239	1				1 good
240			1		1 good
241				1	1 good
242			1	1	2 void
243			1		1 good
244					0 void
245	1				1 good

Q6: In Eastern Loudoun, which do you find the most important?					
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
246				1	1 good
247	1				1 good
248				1	1 good
249		1			1 good
250	1				1 good
251		1		1	2 void
252	1				1 good
253	1				1 good
254				1	1 good
255			1		1 good
256		1			1 good
257	1				1 good
258			1		1 good
259			1		1 good
260			1		1 good
261				1	1 good
262				1	1 good
263				1	1 good
264				1	1 good
265	1				1 good
266				1	1 good
267		1			1 good
268		1			1 good
269			1		1 good
270		1			1 good
271		1			1 good
272				1	1 good
273			1		1 good
274			1		1 good
275				1	1 good
276				1	1 good
277				1	1 good
278				1	1 good
279	1	1	1	1	4 void
280				1	1 good
281	1				1 good
282	1				1 good
283	1				1 good
284			1		1 good
285	4	3	2	1	10 void
286	1				1 good
287			1		1 good
288				1	1 good
289				1	1 good
290				1	1 good
291			1		1 good
292	1				1 good
293	1				1 good
294				1	1 good

Q6: In Eastern Loudoun, which do you find the most important?				
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways
295	1			
296			1	
297	1			
298				
299	1			
300			1	
301				
302	1			
303				1
304				1
305	1			
306		1		1
307			1	
308				
309				
310				
311	1		1	
312	1			
313			1	
314	1			
315				1
316				1
317				1
318				1
319		1		
320				1
321				
322				
323		1		
324		1		1
325		1		1
326		1		
327			1	
328				1
329			1	
330	1			
331			1	
332	1			
333	1			
334			1	
335			1	
336				1
337	1			
338				1
339	1			
340	1			
341	1			
342				1
343				

of responses

1 good

1 good

1 good

0 void

1 good

1 good

0 void

1 good

1 good

1 good

1 good

2 void

1 good

0 void

0 void

0 void

2 void

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

0 void

0 void

1 good

2 void

2 void

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

0 void

Q6: In Eastern Loudoun, which do you find the most important?					
Survey Count	Capacity Improvements	Safety Improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	# of responses
344		1			1 good
345		1			1 good
346					0 void
347			1		1 good
348			1		1 good
349	1			1	2 void
350	1		1		2 void
351				1	1 good
352				1	1 good
353		1		1	2 void
					good = 296
TOTAL	87	30	90	89	296
% Respon	29%	10%	30%	30%	
ONLINE SURVEY					
Count	43	11	16	33	103
Percent	42%	11%	16%	32%	
COMBINED					
Combined	130	41	106	122	399
	33%	10%	27%	31%	
NOTE: Responses that selected more than one priority were removed from the data.					

Survey Count	Q7: When considering investments in bike and ped facilities, how would you rank the following in order of importance? (1 being the highest)				
	Access to transit, jobs, and ped attractions	Access to recreation use	Geographic distribution throughout the country	Where there is the greatest opportunity for use	Investments should be focused on safety improvements
1	1	2	3	4	5
2	1	2	3	4	5
3	2	3		1	
4	2	3	4	1	5
5	3	1	2	4	5
6	1	2	5	4	3
7	3	4	5	1	2
8	1	4	5	3	2
9	2	3	1	4	5
10			1		
11	3	2	5	1	4
12				1	
13	1	3	4	2	5
14	2	3	4	5	1
15	1	2	4	3	5
16	1				
17	3	2	4	5	1
18	2	5	4	3	1
19	5	2	4	3	1
20	1				
21	2	5	3	1	4
22	1	5	2	3	4
23	1				
24	2	3	4	1	5
25	1	5	2	3	4
26	1	5	4	3	2
27	1	4	5	3	2
28	1	2	3		
29	1	3	5	2	4
30	3	4	5	1	2
31					
32	4	2	5	1	3
33	3	2	1	4	5
34	2	3	5	1	4
35					
36					
37	2	5	3	1	4
38					
39	1	2	5	3	4
40	3	5	1	2	4
41	4	5	3	2	1
42	4	3	5	1	2
43	3	4	5	1	2
44	2	1	4	3	5
45	1	2	5	3	4
46	4	5	3	2	1
47	1				
48	2				1
49	2			1	3
50					1
51	1				
52	1				
53	2			1	
54	3	4	1	2	5
55	2	4	3	1	5
56	2	3	5	1	4
57	3	2	5	1	4
58	1	2	4	3	5
59	1	3			2
60	1	2	4	3	5
61	3	2	4	5	1
62	1	3	4	2	5
63				1	
64					
65	2	3	4	1	5
66					
67					

Survey Count	Q7: When considering investments in bike and ped facilities, how would you rank the following in order of importance? (1 being the highest)				
	Access to transit, jobs, and ped attractions	Access to recreation use	Geographic distribution throughout the country	Where there is the greatest opportunity for use	Investments should be focused on safety improvements
68	1	4	5	2	3
69	1	5	4	3	2
70	3	2	1	4	5
71	3	2	1	5	4
72	3	4	5	1	2
73	1	2	5	3	4
74	1	2		3	
75	2	3	5	1	4
76	1	4	5	2	3
77	2	5	1	4	3
78	1	5	2	3	4
79				1	
80	3	5	2	1	4
81	2	3	5	4	1
82	1	5	4	2	3
83	1	2			
84	3	5	1	4	2
85	2	5	1	4	3
86	2	5	4	1	3
87					
88	3	1	4	2	5
89	4	5	3	1	2
90	3	2	1	4	5
91	1	2	4	3	5
92					
93	2			1	
94	1	4	3	2	5
95	1	3	5	2	4
96				1	
97	1	2	3		
98	2	3	5	1	4
99	3	2	5	1	4
100	1	3	2	4	5
101	3	1	2	5	4
102					
103	1	2	5	3	4
104		2	1		3
105	2	3	5	4	1
106	2	3	5	1	4
107	1	3	2	5	4
108	1	2	5	4	3
109	1	4	2	3	5
110	3		1	2	
111	2	3		1	
112	2	4	3	1	5
113	1				
114	1	5	4	2	3
115					
116	3	2	1	4	5
117	1	4	3	2	5
118	1	4	5	2	3
119	3	2	5	1	4
120			1		
121	1	2	5	3	4
122	3	4	5	2	1
123	1	4	5	2	3
124	1	5	3	2	4
125	1	5	4	2	3
126	4	1	2	5	3
127	1	4	5	3	2
128	4	3	2	5	1
129	1	5	2	3	4
130	2	3	4	5	1
131	2	4	1	3	5
132	4	3	5	1	2
133	1	2	5	3	4
134	3	2	4	5	1

Survey Count	Q7: When considering investments in bike and ped facilities, how would you rank the following in order of importance? (1 being the highest)				
	Access to transit, jobs, and ped attractions	Access to recreation use	Geographic distribution throughout the country	Where there is the greatest opportunity for use	Investments should be focused on safety improvements
135	4	1	5	2	3
136	2	4	5	1	3
137	1	2	3	4	5
138	5	2	4	3	1
139	1	5	4	2	3
140	2	4	3	1	5
141	1	3	5	2	4
142	3	5	2	1	4
143	1	5	4	2	3
144	1	5	2	3	4
145	1	2	3	5	4
146	3	5	2	1	4
147	5	2	1	4	3
148	2	4	5	1	3
149	2	3	5	1	4
150	1	3	5	2	4
151	2	1	4	3	5
152	2		3	1	
153	3	2	4	1	5
154	2	1	5	3	4
155	1	4	3	5	2
156	2	3	5	1	4
157	2	1	5	3	4
158	5	3	2	1	4
159	2		1	3	
160					
161					
162	1	5	4	2	3
163	1	2	3	4	5
164	5	1	2	3	4
165	2	4	3	5	1
166	2	3	1	5	4
167	1	2	5	4	3
168	2	1	5	3	4
169	2	3	1	4	5
170	3	4	5	2	1
171	1	5	4	2	3
172	1	2	5	3	4
173	1	3	4	2	5
174	3	2	1	5	4
175	4	2	3	1	5
176	1	2	3	1	3
177	2	1	3	4	5
178	2	4	1	3	5
179	2			1	
180	1	4	2	3	5
181	1	5	3	2	4
182	2	3	5	1	4
183				1	
184	2	5	4	1	3
185	2	3	5	1	4
186	2	3	5	1	4
187	1	4	5	3	2
188	2	1			
189	1	5	4	2	3
190					
191					1
192					1
193	1	1			
194	2	5	4	1	3
195	1	2	5	3	4
196					
197	1	4	2	5	3
198	3	4	5	1	2
199					
200					
201	5	2	4	1	3

Survey Count	Q7: When considering investments in bike and ped facilities, how would you rank the following in order of importance? (1 being the highest)				
	Access to transit, jobs, and ped attractions	Access to recreation use	Geographic distribution throughout the country	Where there is the greatest opportunity for use	Investments should be focused on safety improvements
202		1			
203	2	3	5	1	4
204	3	4	5	1	2
205				1	
206	1	4	5	3	2
207	1	2	4	5	3
208					
209	4	3	1	2	5
210				1	
211		3	1	2	
212	2	3	1	4	5
213					1
214	2	1			
215	2	3	4	5	1
216			1		
217	2	3	5	1	4
218	2	5	4	1	3
219	1	3	5	2	4
220				1	
221	2	1	4	3	5
222	3	2	1	4	5
223	1	2	3	4	5
224	1	4	5	3	2
225	1	4	5	3	2
226	3	1	5	2	4
227	3	5	1	4	2
228	2	1	5	4	3
229	4	1	5	3	2
230			1		
231	4	2	1	5	3
232	1	2	5	4	3
233	3	4	5	1	2
234	1	5	3	2	4
235	1	4	5	3	2
236	3	1	5	4	2
237	1	2	4	3	5
238	1	3	5	2	4
239	1	5	3	2	4
240	1	4	5	2	3
241	1	2	5	4	3
242	1	3	5	4	2
243	2	5	1	3	4
244					
245	1	3	5	4	2
246			1		
247	4	2	1	5	3
248	3	4	5	2	4
249	1	5	4	2	3
250	5	4	3	1	2
251	1	2	5	4	3
252	1	2	3	4	5
253	1	4	5	2	3
254	1				
255	2	1	3	4	5
256	3	5	4	1	2
257	3	4	5	1	2
258	4	1	5	3	2
259	5	1	2	3	4
260	1			2	
261	1	5	3	2	4
262	1	4	3	2	5
263		1			
264	3	1	2		4
265	1	2		3	
266	1	3	5	2	4
267	4	1	3	2	5
268					1

Survey Count	Q7: When considering investments in bike and ped facilities, how would you rank the following in order of importance? (1 being the highest)				
	Access to transit, jobs, and ped attractions	Access to recreation use	Geographic distribution throughout the country	Where there is the greatest opportunity for use	Investments should be focused on safety improvements
269	4	1	2	3	5
270	3	2	4	5	1
271	4	3	5	1	2
272	3	4	5	2	1
273	3	1	2	4	5
274	1	2	4	3	5
275	2	4	5	1	3
276	3	4	5	1	2
277	1			2	
278	2	3	5	1	4
279	2	3	1	5	4
280	1	4	3	2	5
281	3	4	5	2	1
282	3	4	1	2	5
283	3	4	2	1	5
284	1	2	5	3	4
285	1	3	5	4	2
286	1	2	5	3	4
287	1	4	5	2	3
288	2	1	3	4	5
289					
290	1	2	3	4	5
291	2	3	5	1	4
292	3	1	4	2	5
293	2	4	5	1	3
294	5	1	3	2	4
295					
296	2	3	5	1	4
297	2	1	3	4	5
298					
299	2	3	5	1	4
300					
301					
302	2	3	1	4	5
303	2	1	4	3	5
304	3	4	5	1	2
305	1	2	5	3	4
306	1	5	2	3	4
307	2	4	1	3	5
308	1	3	4	5	2
309	2	1			
310	3	1	2	4	5
311	4	5	1	2	3
312	4	2	5	1	3
313				1	
314	2	3	4	1	5
315	3	2	1	5	4
316	3	2	1	5	4
317	2	3	5	1	4
318	2	3	4	1	5
319	4	5	3	1	2
320	1	4	2	3	5
321	5	4	3	1	2
322				1	
323	2	1	4	5	3
324	1	3	5	2	4
325	5	1	3	2	4
326	3	2	1	4	5
327		1			
328		1			
329	3	2	5	1	4
330	2	1	3		
331					
332			1		
333	2	1	4	3	5
334					
335	5	2	4	1	3

Q7: When considering investments in bike and ped facilities, how would you rank the following in order of importance? (1 being the highest)					
Survey Count	Access to transit, jobs, and ped attractions	Access to recreation use	Geographic distribution throughout the country	Where there is the greatest opportunity for use	Investments should be focused on safety improvements
336	1	2	5	3	4
337	2	3	4	1	5
338	1		1		
339	3	2	5	1	4
340	2	3	5	1	4
341	3	4	5	2	1
342	1			2	3
343					
344			2		1
345			2		1
346					
347	2	3	1	5	4
348	2	3	4	1	5
349	1	5	3	2	4
350	3	4	1	2	5
351	1	1			
352	2	3	5	1	4
353	3	4	2	1	5
AVERAGE	2.07	2.98	3.51	2.46	3.46
MODE	1	2	5	1	4
1	33%	12%	13%	26%	8%
2	24%	20%	8%	18%	11%
3	17%	18%	12%	17%	14%
4	6%	16%	16%	12%	24%
5	3%	13%	30%	8%	20%

Survey Count	Q8: How important is providing enhanced bike/ped opportunities in the Rural Areas of the County?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
1				1			1 good
2		1					1 good
3		1					1 good
4				1			1 good
5			1				1 good
6					1		1 good
7			1				1 good
8						1	1 good
9				1			1 good
10						1	1 good
11			1				1 good
12						1	1 good
13				1			1 good
14	1						1 good
15				1			1 good
16	1						1 good
17	1						1 good
18	1						1 good
19			1				1 good
20				1			1 good
21	1						1 good
22				1			1 good
23	1						1 good
24					1		1 good
25					1		1 good
26	1						1 good
27	1						1 good
28		1					1 good
29					1		1 good
30				1			1 good
31				1			1 good
32			1				1 good
33	1						1 good
34				1			1 good
35		1					1 good
36						1	1 good
37			1				1 good
38							0 void
39						1	1 good
40				1			1 good
41				1			1 good
42		1					1 good
43						1	1 good
44					1		1 good
45		1					1 good
46				1			1 good
47						1	1 good
48						1	1 good
49						1	1 good
50				1			1 good
51		1					1 good
52		1					1 good
53				1			1 good
54				1			1 good
55					1		1 good
56				1			1 good
57						1	1 good
58	1						1 good
59				1			1 good
60				1			1 good
61				1			1 good
62				1			1 good
63			1				1 good
64							0 void
65			1				1 good
66							0 void
67							0 void
68				1			1 good
69				1			1 good
70	1						1 good
71	1						1 good
72	1						1 good
73	1						1 good

Survey Count	Q8: How important is providing enhanced bike/ped opportunities in the Rural Areas of the County?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
74			1				1 good
75				1			1 good
76		1					1 good
77							0 void
78			1				1 good
79					1		1 good
80					1		1 good
81		1					1 good
82	1						1 good
83	1						1 good
84					1		1 good
85			1				1 good
86			1				1 good
87				1			1 good
88					1		1 good
89				1			1 good
90				1			1 good
91		1					1 good
92				1			1 good
93						1	1 good
94	1						1 good
95		1					1 good
96					1		1 good
97	1						1 good
98		1					1 good
99			1				1 good
100		1					1 good
101	1						1 good
102					1		1 good
103					1		1 good
104		1					1 good
105		1					1 good
106			1				1 good
107		1					1 good
108	1						1 good
109		1					1 good
110			1				1 good
111			1				1 good
112	1						1 good
113				1			1 good
114				1			1 good
115	1						1 good
116	1						1 good
117		1					1 good
118						1	1 good
119			1				1 good
120			1				1 good
121				1			1 good
122				1			1 good
123					1		1 good
124			1				1 good
125		1					1 good
126		1					1 good
127			1				1 good
128				1			1 good
129			1				1 good
130				1			1 good
131	1						1 good
132						1	1 good
133				1			1 good
134				1			1 good
135	1						1 good
136			1				1 good
137			1				1 good
138						1	1 good
139	1						1 good
140				1			1 good
141			1				1 good
142				1			1 good
143	1						1 good
144	1						1 good
145				1			1 good
146	1						1 good

Survey Count	Q8: How important is providing enhanced bike/ped opportunities in the Rural Areas of the County?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
147						1	1 good
148				1			1 good
149	1						1 good
150				1			1 good
151						1	1 good
152				1			1 good
153			1				1 good
154				1			1 good
155	1						1 good
156			1				1 good
157			1				1 good
158				1			1 good
159	1						1 good
160							0 void
161						1	1 good
162						1	1 good
163		1					1 good
164						1	1 good
165		1					1 good
166	1						1 good
167		1					1 good
168			1				1 good
169	1						1 good
170					1		1 good
171		1					1 good
172	1						1 good
173			1				1 good
174	1						1 good
175		1					1 good
176				1			1 good
177		1					1 good
178		1					1 good
179						1	1 good
180			1				1 good
181	1						1 good
182				1			1 good
183				1			1 good
184				1			1 good
185	1						1 good
186			1				1 good
187		1					1 good
188				1			1 good
189		1					1 good
190			1				1 good
191		1					1 good
192			1				1 good
193						1	1 good
194				1			1 good
195						1	1 good
196						1	1 good
197	1						1 good
198	1						1 good
199				1			1 good
200							0 void
201				1			1 good
202	1						1 good
203			1				1 good
204				1			1 good
205			1				1 good
206	1						1 good
207			1				1 good
208			1				1 good
209			1				1 good
210		1					1 good
211	1						1 good
212				1			1 good
213			1				1 good
214	1						1 good
215	1						1 good
216		1					1 good
217			1				1 good
218				1			1 good
219	1						1 good

Survey Count	Q8: How important is providing enhanced bike/ped opportunities in the Rural Areas of the County?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
220						1	1 good
221						1	1 good
222	1						1 good
223	1						1 good
224					1		1 good
225		1					1 good
226						1	1 good
227	1						1 good
228				1			1 good
229			1				1 good
230				1			1 good
231		1					1 good
232		1					1 good
233			1				1 good
234	1						1 good
235	1						1 good
236			1				1 good
237				1			1 good
238		1					1 good
239		2					2 void
240		1					1 good
241		1					1 good
242		1					1 good
243		1					1 good
244							0 void
245		1					1 good
246	1						1 good
247				1			1 good
248	1						1 good
249		1					1 good
250		1					1 good
251		1					1 good
252		1					1 good
253				1			1 good
254						1	1 good
255			1				1 good
256	1						1 good
257						1	1 good
258				1			1 good
259						1	1 good
260			1				1 good
261						1	1 good
262				1			1 good
263			1				1 good
264					1		1 good
265		1					1 good
266				1			1 good
267	1						1 good
268							0 void
269				1			1 good
270		1					1 good
271	1						1 good
272		1					1 good
273	1						1 good
274					1		1 good
275					1		1 good
276			1				1 good
277				1			1 good
278	1						1 good
279				1			1 good
280		1					1 good
281					1		1 good
282	1						1 good
283				1			1 good
284	1						1 good
285	1						1 good
286			1				1 good
287	1						1 good
288	1						1 good
289	1						1 good
290		1					1 good
291			1				1 good
292			1				1 good

Q8: How important is providing enhanced bike/ped opportunities in the Rural Areas of the County?							# of responses
Survey Count	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
293				1			1 good
294	1						1 good
295							0 void
296			1				1 good
297						1	1 good
298							0 void
299				1			1 good
300				1			1 good
301							0 void
302	1						1 good
303				1			1 good
304	1						1 good
305	1						1 good
306	1						1 good
307		1					1 good
308	1				1		2 void
309					1		1 good
310	1						1 good
311		1					1 good
312	1						1 good
313				1			1 good
314					1		1 good
315			1				1 good
316			1				1 good
317			1				1 good
318			1				1 good
319		1					1 good
320				1			1 good
321		1					1 good
322							0 void
323						1	1 good
324		1					1 good
325		1					1 good
326			1				1 good
327						1	1 good
328	1						1 good
329	1						1 good
330		1					1 good
331	1						1 good
332		1					1 good
333		1					1 good
334						1	1 good
335	1						1 good
336	1						1 good
337						1	1 good
338			1				1 good
339		1					1 good
340						1	1 good
341						1	1 good
342					1		1 good
343							0 void
344			1				1 good
345			1				1 good
346					1		1 good
347					1		1 good
348			1				1 good
349			1				1 good
350	1						1 good
351	1						1 good
352		1					1 good
353				1			1 good
							337
TOTAL	78	62	61	74	25	37	337
% Respons	23%	18%	18%	22%	7%	11%	
ONLINE SURVEY							
Count	24	34	35	28	13	23	157
Percent	15%	22%	22%	18%	8%	15%	
COMBINED							
Combined	102	96	96	102	38	60	494
	21%	19%	19%	21%	8%	12%	
NOTE: Responses that selected more than one priority were removed from the data.							

Survey Count	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
1	1						1 good
2	1						1 good
3	1						1 good
4			1				1 good
5		1					1 good
6			1				1 good
7		1					1 good
8					1		1 good
9		1					1 good
10	1						1 good
11		1					1 good
12			1				1 good
13		1					1 good
14	1						1 good
15				1			1 good
16	1						1 good
17	1						1 good
18	1						1 good
19		1					1 good
20		1					1 good
21	1						1 good
22	1						1 good
23	1						1 good
24		1					1 good
25	1						1 good
26	1						1 good
27	1						1 good
28	1						1 good
29		1					1 good
30				1			1 good
31				1			1 good
32			1				1 good
33	1						1 good
34					1		1 good
35		1					1 good
36						1	1 good
37		1					1 good
38							0 void
39		1					1 good
40		1					1 good
41				1			1 good
42	1						1 good
43				1			1 good
44		1					1 good
45	1						1 good
46			1				1 good
47						1	1 good
48					1		1 good
49		1					1 good
50				1			1 good
51		1					1 good
52		1					1 good
53				1			1 good
54				1			1 good
55			1				1 good
56	1						1 good
57					1		1 good
58	1						1 good
59	1						1 good
60			1				1 good
61				1			1 good
62	1						1 good
63			1				1 good
64							0 void
65	1						1 good
66							0 void
67							0 void
68	1						1 good
69				1			1 good
70	1						1 good
71				1			1 good
72	1						1 good
73	1						1 good
74		1					1 good
75		1					1 good
76	1						1 good
77	1						1 good
78	1						1 good
79	1						1 good
80					1		1 good

Survey Count	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
81		1					1 good
82	1						1 good
83	1						1 good
84	1						1 good
85			1				1 good
86		1					1 good
87		1					1 good
88	1						1 good
89				1			1 good
90				1			1 good
91		1					1 good
92				1			1 good
93		1					1 good
94	1						1 good
95		1					1 good
96		1					1 good
97	1						1 good
98	1						1 good
99							0 void
100		1					1 good
101	1						1 good
102	1						1 good
103		1					1 good
104		1					1 good
105	1						1 good
106	1						1 good
107	1						1 good
108	1						1 good
109	1						1 good
110				1			1 good
111		1					1 good
112	1						1 good
113	1						1 good
114	1						1 good
115	1						1 good
116	1						1 good
117	1						1 good
118						1	1 good
119	1						1 good
120	1						1 good
121			1				1 good
122				1			1 good
123				1			1 good
124		1					1 good
125							0 void
126	1						1 good
127	1						1 good
128		1					1 good
129	1						1 good
130					1		1 good
131	1						1 good
132						1	1 good
133	1						1 good
134				1			1 good
135		1					1 good
136		1					1 good
137	1						1 good
138						1	1 good
139	1						1 good
140	1						1 good
141	1						1 good
142		1					1 good
143	1						1 good
144	1						1 good
145		1					1 good
146	1						1 good
147						1	1 good
148		1					1 good
149		1					1 good
150		1					1 good
151		1					1 good
152	1						1 good
153		1					1 good
154	1						1 good
155	1						1 good
156		1					1 good
157	1						1 good
158		1					1 good
159	1						1 good
160							0 void

Survey Count	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
161					1		1 good
162				1			1 good
163	1						1 good
164						1	1 good
165	1						1 good
166					1		1 good
167		1					1 good
168			1				1 good
169	1						1 good
170		1					1 good
171		1					1 good
172	1						1 good
173	1						1 good
174	1						1 good
175		1					1 good
176		1					1 good
177	1						1 good
178					1		1 good
179				1			1 good
180				1			1 good
181	1						1 good
182				1			1 good
183			1				1 good
184	1						1 good
185		1					1 good
186					1		1 good
187	1						1 good
188		1					1 good
189	1						1 good
190							0 void
191	1						1 good
192				1			1 good
193		1					1 good
194			1				1 good
195			1				1 good
196			1				1 good
197	1						1 good
198	1						1 good
199		1					1 good
200							0 void
201			1				1 good
202		1					1 good
203		1					1 good
204					1		1 good
205				1			1 good
206		1					1 good
207	1						1 good
208					1		1 good
209		1					1 good
210					1		1 good
211	1						1 good
212						1	1 good
213		1					1 good
214	1						1 good
215	1						1 good
216		1					1 good
217	1						1 good
218	1						1 good
219	1						1 good
220				1			1 good
221				1			1 good
222	1						1 good
223	1						1 good
224		1					1 good
225		1					1 good
226			1				1 good
227	1						1 good
228				1			1 good
229		1					1 good
230		1					1 good
231		1					1 good
232	1						1 good
233			1				1 good
234	1						1 good
235	1						1 good
236				1			1 good
237	1						1 good
238	1						1 good
239		1					1 good
240	1						1 good

Survey Count	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
241	1						1 good
242	1						1 good
243	1						1 good
244							0 void
245	1						1 good
246	1						1 good
247			1				1 good
248	1						1 good
249	1						1 good
250	1						1 good
251	1						1 good
252	1						1 good
253	1						1 good
254	1						1 good
255		1					1 good
256		1					1 good
257					1		1 good
258			1				1 good
259				1			1 good
260	1						1 good
261						1	1 good
262	1						1 good
263			1				1 good
264	1						1 good
265	1						1 good
266		1					1 good
267	1						1 good
268							0 void
269			1				1 good
270		1					1 good
271	1						1 good
272	1						1 good
273	1						1 good
274		1					1 good
275	1						1 good
276	1						1 good
277	1						1 good
278	1						1 good
279	1						1 good
280	1						1 good
281			1				1 good
282	1						1 good
283			1				1 good
284	1						1 good
285	1						1 good
286	1						1 good
287	1						1 good
288	1						1 good
289		1					1 good
290	1						1 good
291		1					1 good
292	1						1 good
293			1				1 good
294	1						1 good
295							0 void
296	1						1 good
297						1	1 good
298							0 void
299					1		1 good
300			1				1 good
301							0 void
302	1						1 good
303				1			1 good
304						1	1 good
305			1				1 good
306	1						1 good
307			1				1 good
308	1						1 good
309		1					1 good
310		1					1 good
311			1				1 good
312				1			1 good
313				1			1 good
314					1		1 good
315					1		1 good
316					1		1 good
317	1						1 good
318	1						1 good
319	1						1 good
320	1						1 good

Survey Count	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?						# of responses
	Extremley Important	Important	Somewhat Important	Neutral	Not Sure	Not at all	
321			1				1 good
322				1			1 good
323	1						1 good
324				1			1 good
325		1					1 good
326		1					1 good
327		1					1 good
328		1					1 good
329				1			1 good
330			1				1 good
331	1						1 good
332		1					1 good
333	1						1 good
334						1	1 good
335				1			1 good
336		1					1 good
337						1	1 good
338	1						1 good
339	1						1 good
340			1				1 good
341			1				1 good
342					1		1 good
343							0 void
344					1		1 good
345					1		1 good
346			1				1 good
347				1			1 good
348		1					1 good
349				1			1 good
350	1						1 good
351		1					1 good
352	1						1 good
353		1					1 good
							good= 338
TOTAL							338
% Response							
ONLINE SURVEY							
Count							157
Percent							
COMBINED							
Combined							495
NOTE: Responses that selected more than one priority were removed from the data.							

Survey Count	Q10: Which of the following design considerations for bike/ped facilities needs the most improvements?						# of responses
	Continuity of network	Access to Destinations	Intersection Safety	Separation from vehicular traffic	Separation of bike/ped traffic	Lighting and maintenance	
1	1			1			2 void
2	1						1 good
3			1	1			2 void
4						1	1 good
5				1			1 good
6				1			1 good
7	1						1 good
8		1		1			2 void
9		1	1	1			3 void
10				1			1 good
11	1						1 good
12	1						1 good
13	1						1 good
14	1		1				2 void
15	1						1 good
16				1			1 good
17	1	1					2 void
18	1						1 good
19				1			1 good
20			1				1 good
21	1						1 good
22	1						1 good
23	1						1 good
24	1						1 good
25				1			1 good
26	1						1 good
27					1		1 good
28	1	1					2 void
29			1	1			2 void
30				1			1 good
31			1				1 good
32	1	1	1	1	1		5 void
33				1			1 good
34			1	1			2 void
35	1	1	1	1	1	1	6 void
36							0 void
37		1					1 good
38							0 void
39	1		1				2 void
40	1						1 good
41				1			1 good
42	1	1	1	1	1	1	6 void
43			1	1		1	3 void
44				1			1 good
45				1			1 good
46	1						1 good
47				1			1 good
48				1			1 good
49							0 void
50				1			1 good
51		1					1 good
52	1						1 good
53				1			1 good
54				1			1 good
55				1			1 good
56	1						1 good
57				1			1 good
58	1		1	1			3 void
59				1			1 good
60	1			1			2 void
61				1			1 good
62					1		1 good
63	1						1 good
64							0 void
65							0 void
66							0 void
67							0 void
68	1						1 good
69			1				1 good
70	1						1 good
71		1					1 good
72	1						1 good

Q10: Which of the following design considerations for bike/ped facilities needs the most improvements?							
Survey Count	Continuity of network	Access to Destinations	Intersection Safety	Separation from vehicular traffic	Separation of bike/ped traffic	Lighting and maintenance	# of responses
73	1						1 good
74	1						1 good
75	1						1 good
76		1	1				2 void
77				1			1 good
78	1						1 good
79				1			1 good
80					1		1 good
81	1						1 good
82				1			1 good
83	1						1 good
84	1		1	1			3 void
85		1					1 good
86	1						1 good
87					1		1 good
88		1					1 good
89	1			1			2 void
90	1						1 good
91	1	1	1	1	1		5 void
92		1					1 good
93				1			1 good
94	1				1		2 void
95					1		1 good
96			1				1 good
97			1				1 good
98	1						1 good
99		1					1 good
100	1						1 good
101	1	1					2 void
102	1		1	1			3 void
103	1			1			2 void
104	1	1		1			3 void
105				1			1 good
106							0 void
107	1						1 good
108	1	1					2 void
109		1					1 good
110	1						1 good
111		1					1 good
112	1						1 good
113	1						1 good
114			1				1 good
115				1		1	2 void
116	1		1				2 void
117				1			1 good
118			1				1 good
119		1					1 good
120	1		1	1			3 void
121		1					1 good
122				1			1 good
123				1			1 good
124							0 void
125	1	1	1	1	1	1	6 void
126	1			1		1	3 void
127		1					1 good
128	1						1 good
129	1						1 good
130				1			1 good
131			1	1		1	3 void
132	1						1 good
133	1						1 good
134				1			1 good
135	1		1		1		3 void
136				1			1 good
137							0 void
138					1		1 good
139	1						1 good
140				1			1 good
141					1	1	2 void
142		1		1			2 void
143	1	1					2 void
144	1			1			2 void

Q10: Which of the following design considerations for bike/ped facilities needs the most improvements?							
Survey Count	Continuity of network	Access to Destinations	Intersection Safety	Separation from vehicular traffic	Separation of bike/ped traffic	Lighting and maintenance	# of responses
145				1			1 good
146	1						1 good
147				1			1 good
148	1	1					2 void
149	1						1 good
150		1					1 good
151	1						1 good
152	1	1					2 void
153				1			1 good
154	1	1	1	1			4 void
155	1		1				2 void
156				1			1 good
157	1	1		1			3 void
158		1					1 good
159	1						1 good
160							0 void
161							0 void
162				1			1 good
163							0 void
164				1			1 good
165				1			1 good
166	1			1			2 void
167	1						1 good
168	1						1 good
169	1						1 good
170	1						1 good
171	1						1 good
172	1	1		1			3 void
173				1			1 good
174	1						1 good
175	1						1 good
176				1			1 good
177	1	1					2 void
178				1			1 good
179				1			1 good
180			1				1 good
181						1	1 good
182			1				1 good
183				1			1 good
184	1						1 good
185	1						1 good
186			1	1			2 void
187				1			1 good
188				1			1 good
189				1			1 good
190							0 void
191				1			1 good
192		1					1 good
193				1			1 good
194			1				1 good
195	1			1			1 good
196				1			1 good
197		1	1	1			3 void
198			1	1			2 void
199							0 void
200							0 void
201				1			1 good
202		1					1 good
203		1			1		2 void
204	1			1	1		3 void
205				1			1 good
206		1					1 good
207				1			1 good
208			1				1 good
209			1	1	1		3 void
210				1			1 good
211	1						1 good
212					1		1 good
213				1			1 good
214				1			1 good
215				1			1 good
216	1			1			2 void

Q10: Which of the following design considerations for bike/ped facilities needs the most improvements?							
Survey Count	Continuity of network	Access to Destinations	Intersection Safety	Separation from vehicular traffic	Separation of bike/ped traffic	Lighting and maintenance	# of responses
217		1					1 good
218				1			1 good
219				1			1 good
220	1						1 good
221				1			1 good
222	1						1 good
223	1	1	1				3 void
224	1						1 good
225			1	1	1		3 void
226	1						1 good
227	1					1	2 void
228				1			1 good
229	1						1 good
230	1						1 good
231				1	1		2 void
232			1				1 good
233	1						1 good
234	1						1 good
235		1	1				2 void
236				1			1 good
237	1	4	2	3	5	6	21 void
238	1						1 good
239				1			1 good
240				1			1 good
241	1	2	5	3	4	6	21 void
242	1	1	1	1			4 void
243				1			1 good
244							0 void
245		1					1 good
246				1			1 good
247					1		1 good
248				1			1 good
249	1						1 good
250	2	3	1				6 void
251	1	1	1	1	1	1	6 void
252	1		1				2 void
253				1			1 good
254				1	1		2 void
255				1			1 good
256						1	1 good
257			1	1			2 void
258	1						1 good
259				1			1 good
260	1	1					2 void
261				1			1 good
262				1			1 good
263			1				1 good
264		1	1				2 void
265	1			1			2 void
266			1				1 good
267	1					1	2 void
268							0 void
269				1			1 good
270	1		1				2 void
271		1		1		1	3 void
272	1						1 good
273		1					1 good
274	1	1					2 void
275	1						1 good
276		1					1 good
277	1	1					2 void
278	1						1 good
279				1			1 good
280			1				1 good
281				1			1 good
282	1						1 good
283	1						1 good
284	1						1 good
285	1	1	1	1	1		5 void
286			1	1		1	3 void
287		1					1 good
288		1		1		1	3 void

Q10: Which of the following design considerations for bike/ped facilities needs the most improvements?							
Survey Count	Continuity of network	Access to Destinations	Intersection Safety	Separation from vehicular traffic	Separation of bike/ped traffic	Lighting and maintenance	# of responses
289	1						1 good
290		1					1 good
291	1						1 good
292	1						1 good
293	1				1		2 void
294	1						1 good
295							0 void
296	1						1 good
297		1					1 good
298							0 void
299			1	1			2 void
300				1			1 good
301							0 void
302	1	1	1	1			4 void
303	1						1 good
304				1			1 good
305	1						1 good
306							0 void
307			1				1 good
308				1			1 good
309		1					1 good
310	1						1 good
311	1		1				2 void
312	1						1 good
313	1	1					2 void
314							0 void
315					1		1 good
316			1	1			2 void
317		1					1 good
318		1					1 good
319	1						1 good
320	1						1 good
321				1			1 good
322	1						1 good
323		1					1 good
324		1					1 good
325			1				1 good
326				1			1 good
327					1		1 good
328		1					1 good
329	1						1 good
330		1					1 good
331	1	1	1	1	1	1	6 void
332	1			1			2 void
333	1						1 good
334				1			1 good
335				1	1		2 void
336			1				1 good
337				1			1 good
338	3	1	2				6 void
339				1			1 good
340		1	1				2 void
341				1			1 good
342	1		1				2 void
343							0 void
344			1	1	1	1	4 void
345			1	1	1	1	4 void
346	1						1 good
347			1	1			2 void
348				1			1 good
349		1					1 good
350		1	1				2 void
351	1						1 good
352	1						1 good
353	1						1 good
good= 237							

Q10: Which of the following design considerations for bike/ped facilities needs the most improvements?							# of responses
Survey Count	Continuity of network	Access to Destinations	Intersection Safety	Separation from vehicular traffic	Separation of bike/ped traffic	Lighting and maintenance	
TOTAL	88	32	18	86	10	3	237
% Response	37%	14%	8%	36%	4%	1%	
ONLINE SURVEY							
Count	25	11	12	27	11	0	86
Percent	29%	13%	14%	31%	13%	0%	
COMBINED							
Combined	113	43	30	113	21	3	323
	35%	13%	9%	35%	7%	1%	

NOTE: Responses that selected more than one priority were removed from the data.

Q11: If the county were to consider future investments to expand transit service which locations would benefit most?					
Survey Count	Rural places	Suburban places	Town Centers/Activity Centers	We have plenty of transit service, there's no need for expanded service	# of responses
1		1	1		2 void
2		1			1 good
3	1				1 good
4	1				1 good
5			1		1 good
6			1		1 good
7			1		1 good
8			1		1 good
9			1		1 good
10			1		1 good
11		1			1 good
12			1		1 good
13			1		1 good
14	1	1	1		3 void
15			1		1 good
16		1			1 good
17	1				1 good
18			1		1 good
19	1				1 good
20			1		1 good
21			1		1 good
22		1			1 good
23			1		1 good
24			1		1 good
25			1		1 good
26	1				1 good
27		1			1 good
28	1				1 good
29		1			1 good
30	1				1 good
31	1		1		2 void
32		1			1 good
33			1		1 good
34		1	1		2 void
35			1		1 good
36				1	1 good
37			1		1 good
38					0 void
39		1			1 good
40			1		1 good
41	1				1 good
42		1	1		2 void
43			1		1 good
44			1		1 good
45			1		1 good
46		1			1 good
47					0 void
48				1	1 good
49				1	1 good
50				1	1 good
51		1			1 good
52			1		1 good
53		1			1 good
54				1	1 good
55		1			1 good
56			1		1 good
57				1	1 good
58					0 void
59					0 void
60			1		1 good
61		1			1 good
62			1		1 good
63					0 void
64					0 void

Q11: If the county were to consider future investments to expand transit service which locations would benefit most?				
Survey Count	Rural places	Suburban places	Town Centers/Activity Centers	We have plenty of transit service, there's no need for expanded service
65			1	
66				
67				
68			1	
69			1	
70			1	
71		1		
72			1	
73		1		
74		1	1	
75			1	
76			1	
77			1	
78			1	
79		1		
80		1		
81			1	
82		1		
83	1			
84		1	1	
85				1
86		1		
87		1		
88		1		
89	1		1	
90			1	
91			1	1
92		1		
93			1	
94		1		
95				1
96			1	
97		1		
98		1		
99		1	1	
100	1			
101		1	1	
102		1		
103			1	
104		1	1	
105			1	
106			1	
107			1	
108		1		
109			1	
110	1			
111		1		
112		1		
113			1	
114		1		
115	1			
116		1		
117		1		
118			1	
119		1		
120		1		
121		1		
122			1	
123		1		
124	1			
125		1		
126	1	1		
127		1		
128			1	

of responses

1 good

0 void

0 void

1 good

1 good

1 good

1 good

1 good

2 void

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

2 void

1 good

1 good

1 good

1 good

2 void

1 good

2 void

1 good

1 good

1 good

1 good

1 good

1 good

1 good

2 void

1 good

2 void

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

1 good

2 void

1 good

1 good

Q11: If the county were to consider future investments to expand transit service which locations would benefit most?					
Survey Count	Rural places	Suburban places	Town Centers/Activity Centers	We have plenty of transit service, there's no need for expanded service	# of responses
129			1		1 good
130		1			1 good
131		1			1 good
132			1		1 good
133			1		1 good
134			1		1 good
135			1		1 good
136			1		1 good
137					0 void
138		1			1 good
139		1			1 good
140			1		1 good
141		1			1 good
142					0 void
143			1		1 good
144		1			1 good
145		1			1 good
146			1		1 good
147		1			1 good
148		1	1		2 void
149		1			1 good
150		1			1 good
151			1		1 good
152			1		1 good
153		1			1 good
154		1	1		2 void
155	1				1 good
156			1		1 good
157			1		1 good
158		1			1 good
159		1			1 good
160					0 void
161				1	1 good
162			1		1 good
163		1			1 good
164	1				1 good
165			1		1 good
166			1		1 good
167			1		1 good
168			1		1 good
169	1				1 good
170		1			1 good
171			1		1 good
172		1	1		2 void
173		1			1 good
174		1			1 good
175			1		1 good
176	1	1	1		3 void
177			1		1 good
178				1	1 good
179			1		1 good
180			1		1 good
181		1			1 good
182			1		1 good
183			1		1 good
184		1			1 good
185			1		1 good
186		1			1 good
187					0 void
188			1		1 good
189				1	1 good
190					0 void
191		1	1		2 void
192			1		1 good

Q11: If the county were to consider future investments to expand transit service which locations would benefit most?					
Survey Count	Rural places	Suburban places	Town Centers/Activity Centers	We have plenty of transit service, there's no need for expanded service	# of responses
193		1	1		2 void
194			1		1 good
195			1		1 good
196					0 void
197			1		1 good
198			1		1 good
199				1	1 good
200					0 void
201			1		1 good
202			1		1 good
203			1		1 good
204	1				1 good
205	1				1 good
206			1		1 good
207				1	1 good
208			1		1 good
209		1	1		2 void
210	1				1 good
211					0 void
212	1				1 good
213	1				1 good
214			1		1 good
215			1		1 good
216			1		1 good
217		1			1 good
218		1			1 good
219		1			1 good
220	1	1			2 void
221			1		1 good
222		1			1 good
223			1		1 good
224			1		1 good
225		1	1		2 void
226			1		1 good
227		1			1 good
228				1	1 good
229			1		1 good
230			1		1 good
231		1	1		2 void
232			1		1 good
233			1		1 good
234		1	1		2 void
235			1		1 good
236		1	1		2 void
237			1		1 good
238	1	1	1		3 void
239		1			1 good
240		1			1 good
241		1			1 good
242		1	1		2 void
243		1			1 good
244					0 void
245			1		1 good
246		1			1 good
247			1		1 good
248		1			1 good
249		1			1 good
250			1		1 good
251			1		1 good
252		1	1		2 void
253		1			1 good
254			1		1 good
255			1		1 good
256					0 void

Q11: If the county were to consider future investments to expand transit service which locations would benefit most?					
Survey Count	Rural places	Suburban places	Town Centers/Activity Centers	We have plenty of transit service, there's no need for expanded service	# of responses
257			1		1 good
258		1			1 good
259		1			1 good
260		1			1 good
261	1				1 good
262		1			1 good
263			1		1 good
264				1	1 good
265		1			1 good
266		1			1 good
267			1		1 good
268					0 void
269		1			1 good
270			1		1 good
271				1	1 good
272		1			1 good
273			1		1 good
274			1		1 good
275			1		1 good
276		1			1 good
277		1			1 good
278		1	1		2 void
279					0 void
280			1		1 good
281	1				1 good
282			1		1 good
283		1			1 good
284		1			1 good
285	3	2	1		6 void
286			1		1 good
287		1	1		2 void
288			1		1 good
289		1			1 good
290			1		1 good
291				1	1 good
292			1		1 good
293		1			1 good
294	1		1		2 void
295					0 void
296			1		1 good
297		1			1 good
298					0 void
299			1		1 good
300			1		1 good
301					0 void
302			1		1 good
303		1			1 good
304		1			1 good
305			1		1 good
306		1			1 good
307				1	1 good
308		1			1 good
309		1			1 good
310		1			1 good
311			1		1 good
312			1		1 good
313			1		1 good
314				1	1 good
315				1	1 good
316				1	1 good
317			1		1 good
318			1		1 good
319			1		1 good
320			1		1 good

Q11: If the county were to consider future investments to expand transit service which locations would benefit most?					
Survey Count	Rural places	Suburban places	Town Centers/Activity Centers	We have plenty of transit service, there's no need for expanded service	# of responses
321					0 void
322					0 void
323				1	1 good
324		1			1 good
325			1		1 good
326		1			1 good
327			1		1 good
328					0 void
329			1		1 good
330	1				1 good
331	1	1	1	1	4 void
332		1			1 good
333	1				1 good
334				1	1 good
335			1		1 good
336			1		1 good
337			1		1 good
338		1	1		2 void
339			1		1 good
340		1	1		2 void
341	1				1 good
342		1			1 good
343					0 void
344					0 void
345					0 void
346	1				1 good
347	1				1 good
348		1			1 good
349		1	1		2 void
350			1		1 good
351			1		1 good
352			1		1 good
353		1	1		2 void
					good= 287
TOTAL	28	97	139	23	287
% Response	10%	34%	48%	8%	
ONLINE SURVEY					
Count	12	31	55	27	125
Percent	10%	25%	44%	22%	
COMBINED					
Combined	40	128	194	50	412
	10%	31%	47%	12%	

NOTE: Responses that selected more than one priority were removed from the data.

Q12: Select the locations where you support roadside lighting						
Survey Count	High Speed / high Volume Corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural Places	# of responses
1	1	1	1			3 void
2		1				1 good
3		1				1 good
4		1				1 good
5	1	1	1	1	1	5 void
6			1			1 good
7			1			1 good
8		1	1			2 void
9		1	1			2 void
10	1					1 good
11			1			1 good
12		1				1 good
13		1				1 good
14	1	1	1	1		4 void
15		1				1 good
16	1					1 good
17		1				1 good
18	1					1 good
19	1	1				2 void
20	1	1	1	1		4 void
21		1				1 good
22	1	1	1			3 void
23		1				1 good
24		1				1 good
25		1				1 good
26		1				1 good
27	1					1 good
28	1			1		2 void
29	1	1	1	1	1	5 void
30			1			1 good
31	1	1	1	1	1	5 void
32	1	1	1	1		4 void
33		1	1			2 void
34		1	1			2 void
35	1	1	1	1		4 void
36					1	1 good
37	1	1				2 void
38	1					1 good
39		1				1 good
40		1				1 good
41					1	1 good
42	1	1	1			3 void
43	1	1				2 void
44		1				1 good
45		1				1 good
46		1				1 good
47	1					1 good
48				1		1 good
49		1				1 good
50	1					1 good
51		1				1 good
52	1					1 good
53	1					1 good
54	1					1 good
55	1	1	1	1	1	5 void
56	1					1 good
57		1				1 good
58		1				1 good
59						0 void
60			1	1		2 void
61	1		1			2 void
62		1				1 good
63		1				1 good
64						0 void
65		1				1 good

Q12: Select the locations where you support roadside lighting						# of responses
Survey Count	High Speed / high Volume Corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural Places	
66						0 void
67						0 void
68				1		1 good
69	1					1 good
70				1		1 good
71	1					1 good
72		1				1 good
73	1	1				2 void
74		1				1 good
75		1				1 good
76	1			1		2 void
77		1				1 good
78		1				1 good
79		1				1 good
80	1	1	1	1	1	5 void
81	1	1	1			3 void
82				1		1 good
83		1				1 good
84	1	1	1	1		4 void
85		1				1 good
86	1	1				2 void
87				1		1 good
88	1	1	1			3 void
89	1	1			1	3 void
90		1				1 good
91	1	1	1			3 void
92		1				1 good
93				1		1 good
94	1	1		1		3 void
95			1			1 good
96	1	1				2 void
97		1				1 good
98	1	1				2 void
99		1		1		2 void
100	1	1				2 void
101		1				1 good
102		1				1 good
103		1				1 good
104	1				1	2 void
105		1				1 good
106		1				1 good
107	1	1	1			3 void
108		1				1 good
109		1				1 good
110	1	1				2 void
111		1				1 good
112	1	1	1			3 void
113		1				1 good
114		1				1 good
115		1			1	2 void
116	1	1				2 void
117	1					1 good
118		1				1 good
119		1				1 good
120				1	1	2 void
121		1				1 good
122		1				1 good
123	1	1	1			3 void
124	1	1				2 void
125	1	1				2 void
126		1		1		2 void
127		1				1 good
128	1	1	1	1	1	5 void
129	1	1	1	1		4 void
130		1				1 good

Q12: Select the locations where you support roadside lighting						# of responses
Survey Count	High Speed / high Volume Corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural Places	
131	1	1				2 void
132	1	1				2 void
133		1	1			2 void
134	1	1				2 void
135		1				1 good
136		1				1 good
137	1	1	1	1	1	5 void
138		1			1	2 void
139		1		1		2 void
140		1				1 good
141		1	1			2 void
142	1	1				2 void
143		1				1 good
144		1				1 good
145	1	1	1			3 void
146		1	1			2 void
147		1				1 good
148		1			1	2 void
149		1				1 good
150	1	1		1		3 void
151						0 void
152		1				1 good
153		1				1 good
154		1	1	1		3 void
155	1					1 good
156		1				1 good
157		1				1 good
158		1	1			2 void
159				1		1 good
160						0 void
161		1				1 good
162		1				1 good
163		1				1 good
164	1					1 good
165	1	1	1			3 void
166		1				1 good
167		1				1 good
168	1	1	1			3 void
169		1				1 good
170		1				1 good
171		1				1 good
172	1	1		1		3 void
173	1	1				2 void
174		1				1 good
175			1			1 good
176	1	1	1			3 void
177	1					1 good
178	1					1 good
179						0 void
180	1					1 good
181	1	1	1	1		4 void
182	1	1	1			3 void
183		1				1 good
184			1	1		2 void
185		1				1 good
186		1				1 good
187	1	1	1	1		4 void
188		1	1			2 void
189		1	1	1		3 void
190						0 void
191		1		1		2 void
192		1				1 good
193	1					1 good
194		1	1	1		3 void
195			1			1 good

Q12: Select the locations where you support roadside lighting						# of responses
Survey Count	High Speed / high Volume Corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural Places	
196						0 void
197		1				1 good
198		1	1			2 void
199	1	1				2 void
200						0 void
201				1		1 good
202		1				1 good
203	1	1		1		3 void
204	1					1 good
205			1			1 good
206		1				1 good
207	1			1		2 void
208	1	1	1			3 void
209	1	1	1			3 void
210		1				1 good
211		1				1 good
212	1					1 good
213	1					1 good
214	1					1 good
215				1		1 good
216						0 void
217		1				1 good
218		1				1 good
219	1					1 good
220						0 void
221		1				1 good
222	1	1	1			3 void
223	1	1				2 void
224		1				1 good
225		1	1			2 void
226		1	1	1		3 void
227		1				1 good
228		1				1 good
229		1				1 good
230			1			1 good
231		1				1 good
232		1				1 good
233	1	1				2 void
234		1				1 good
235		1			1	2 void
236						0 void
237		1				1 good
238						0 void
239		1				1 good
240		1				1 good
241		1		1		2 void
242		1	1			2 void
243		1				1 good
244						0 void
245				1		1 good
246	1	1				2 void
247	1	1		1		3 void
248				1		1 good
249		1		1		2 void
250	1	1				2 void
251		1	1	1		3 void
252		1	1			2 void
253	1	1				2 void
254		1				1 good
255		1				1 good
256		1				1 good
257		1	1			2 void
258		1				1 good
259		1				1 good
260			1	1		2 void

Q12: Select the locations where you support roadside lighting						# of responses
Survey Count	High Speed / high Volume Corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural Places	
261	1			1		2 void
262		1				1 good
263		1				1 good
264		1				1 good
265				1		1 good
266		1				1 good
267	1	1		1		3 void
268						0 void
269		1	1			2 void
270		1				1 good
271		1				1 good
272				1		1 good
273		1	1		1	3 void
274		1		1		2 void
275		1				1 good
276	1					1 good
277		1				1 good
278		1				1 good
279	1					1 good
280	1	1				2 void
281				1		1 good
282		1				1 good
283	1	1				2 void
284	1					1 good
285	3	1	2	4	5	15 void
286	1		1	1		3 void
287		1				1 good
288			1		1	2 void
289	1	1	1			3 void
290				1		1 good
291	1	1				2 void
292		1				1 good
293	1	1				2 void
294		1				1 good
295						0 void
296	1	1	1			3 void
297	1					1 good
298						0 void
299	1	1				2 void
300		1				1 good
301						0 void
302		1	1			2 void
303			1			1 good
304			1	1		2 void
305				1		1 good
306		1				1 good
307		1				1 good
308		1				1 good
309		1	1			2 void
310		1				1 good
311		1				1 good
312	1	1	1	1		4 void
313	1		1			2 void
314		1				1 good
315				1		1 good
316				1		1 good
317	1		1	1		3 void
318			1	1		2 void
319		1				1 good
320		1				1 good
321		1				1 good
322						0 void
323				1		1 good
324		1				1 good
325				1		1 good

Q12: Select the locations where you support roadside lighting						# of responses
Survey Count	High Speed / high Volume Corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural Places	
326		1				1 good
327		1				1 good
328						0 void
329		1		1		2 void
330		1				1 good
331						0 void
332		1				1 good
333		1				1 good
334				1		1 good
335	1	1	1			3 void
336		1				1 good
337	1	1	1			3 void
338		1				1 good
339	1	1	1	1		4 void
340		1				1 good
341		1				1 good
342	1					1 good
343						0 void
344		1				1 good
345		1				1 good
346	1	1	1	1		4 void
347				1		1 good
348		1				1 good
349	1	1		1		3 void
350		1	1			2 void
351						0 void
352						0 void
353	1	1	1			3 void
						good= 199
TOTAL	30	135	10	22	2	199
% Response	15%	68%	5%	11%	1%	
ONLINE SURVEY						
Count	5	72	7	6	0	90
Percent	6%	80%	8%	7%	0%	
COMBINED						
Combined	35	207	17	28	2	289
	12%	72%	6%	10%	1%	

NOTE: Responses that selected more than one response were removed from the data.

Survey Participant Background Information						
Survey Count	Home Zip Code	School/Work Zip Code	Travel mode from home to your most frequent destination			
1	20175	20175	Personal Car	Carpool/Vanpool	Walk/Bike	
2	20148	20190	Personal Car			
3	20152	22101	Personal Car			
4	20175	20175	Personal Car			
5	20175	20191	Personal Car			
6	20164	20191	Personal Car			
7	20147	20170	Personal Car			
8	20164	22102	Personal Car			
9	20175	22033	Personal Car			
10	20105	20164	Personal Car			
11	22148	20170	Personal Car			
12						
13	20132		Personal Car			
14	20165	22030	Personal Car			
15	20141	20132	Personal Car			
16	20165	20165	Personal Car			
17	20132	20132	Personal Car			
18	20175	20166	Personal Car			
19	20176	20190	Personal Car			
20	20147	22102	Personal Car			
21	20148	20148	Personal Car			
22	20165	20165	Personal Car			
23	20165	20166	Personal Car			
24	20132		Personal Car			
25	20105	22046	Carpool/Vanpool			
26	20105	22042	Personal Car			
27	20158	22102	Personal Car			
28	20197	20147	Personal Car			
29	20130	20192	Personal Car			
30	20180	20426	Public Transportation			
31	20148	22035	Personal Car			
32	20164	20190	Personal Car			
33	20176	20176 and 20706	Personal Car			
34						
35	20164	20165	Personal Car	Walk/Bike		
36	20176	20852	Public Transportation			
37	20148	20148	Personal Car	Carpool/Vanpool		
38	20105	20105	Personal Car			
39	20148	Retired	Personal Car			
40	20141	20175	Personal Car			
41	20148	20148	Personal Car			
42	20105	20105	Personal Car			
43						
44	20165	20190	Personal Car			
45	20165	retired	private auto			
46	20165		Personal Car			
47	20165	20148	Personal Car			
48	20165	20151	Personal Car			
49	20175	20151	Personal Car			
50	20164	20171	Personal Car			
51	20165	20165	Public Transportation	Personal Car	Walk/Bike	
52	20132	20117	Personal Car			
53	20165		Personal Car	Walk/Bike		
54	20105	20170	Personal Car			
55	20165	20165	Personal Car			
56	20165	22182	Personal Car	Carpool/Vanpool		
57	20132	20151	Personal Car			
58	20176	20176	Personal Car	Work at home		
59	20180	20165 & 20175	Personal Car			
60	20132	20240	Public Transportation	Personal Car		
61	20148	20190	Personal Car			
62	20176	20515	Combination car-metro			

Survey Count	Home Zip Code	School/Work Zip Code	Travel mode from home to your most frequent destination		
63	20175	20460	Personal Car		
64			Public Transportation	Walk/Bike	
65	20132	20591	Public Transportation		
66	20105	20166	Personal Car	Carpool/Vanpool	
67	20180	20230	Public Transportation	Personal Car	
68	20165	20165	Personal Car		
69	20105	Out of County	Personal Car		
70	20165	20165	Personal Car		
71	20165		Personal Car		
72	20165	20165	Personal Car		
73	20117	25443	Personal Car		
74	20105	20105	Personal Car		
75	20165	20148	Personal Car		
76	20158	20176	Personal Car		
77	20148	20540	Public Transportation		
78	20165		Personal Car		
79	20152	22102	Personal Car		
80	20165		Personal Car		
81	20105		Personal Car		
82	20105	20191	Personal Car		
83	20165	20165	Personal Car		
84	20132		Public Transportation	Personal Car	
85	20165	22102			
86	20165		Personal Car		
87	20165	20171	Personal Car		
88	20165		Personal Car		
89	20165	20165	Personal Car		
90	20165	20695			
91	20165	20002	Personal Car		
92	20164	20037	Public Transportation	Personal Car	
93	20165	20171			
94	20165	20165	Personal Car		
95	20176	20874	Personal Car		
96	20105	20190	Personal Car		
97	20165	20192	Personal Car		
98	22602	20158	Personal Car		
99	20165		Personal Car		
100	20165		Public Transportation	Personal Car	
101	20165	20147	Personal Car		
102					
103	20165	22033	Public Transportation	Personal Car	Walk/Bike
104	20165	22042	Personal Car		
105	20165	20165	Personal Car		
106	20165	20165	Personal Car		
107	20132	20132	Personal Car		
108	20165	20165	Walk/Bike		
109	20165	20165	Personal Car		
110	20147	20147	Personal Car		
111	20147	20147	Personal Car		
112	20158	20175	Personal Car		
113	20148	20549	Public Transportation		
114	20148	22032	Personal Car		
115	20105	20175	Personal Car		
116	20148	20850	Personal Car		
117	20105	NA	Personal Car		
118	20165	22312	Personal Car		
119	20165	20003	Public Transportation		
120	20165	20814	Public Transportation		
121	20129	22180	Public Transportation	Walk/Bike	
122	20176	20176	Personal Car	Carpool/Vanpool	
123	20176	20176	Personal Car		
124	20165	22030	Personal Car		
125	20147		Personal Car		

Survey Count	Home Zip Code	School/Work Zip Code	Travel mode from home to your most frequent destination		
126	20147		Personal Car		
127	20165		Personal Car		
128	20105	20105	Personal Car		
129	20165	20165	Personal Car		
130	20132	20132	Personal Car		
131	20147	20147	Personal Car		
132	20165	20165			
133	20165	22202	Public Transportation	Personal Car	Walk/Bike
134	20165	22202	Personal Car		
135	20165	20165	Personal Car		
136	20164	20164	Public Transportation	Personal Car	
137	20176	N/A			
138	20105	20171	Personal Car		
139	20175	20016	Personal Car		
140	20176	20176	Personal Car		
141	20175	20175	Personal Car		
142	20117	20118	Personal Car		
143	20176	20191	Personal Car		
144	20141	20141	Personal Car		
145	20164	22182	Personal Car		
146	20165	20170	Personal Car		
147	20147	20147	Personal Car	Walk/Bike	
148	20165	20166	Personal Car		
149	20164	20190	Personal Car		
150	22182	20129	Personal Car		
151	20180	20180	Public Transportation	Personal Car	
152	20164	20164	Walk/Bike		
153	20175	20176	Personal Car		
154	20175	20175	Personal Car		
155	20165	lowes island es	Personal Car		
156	20147	22102	Personal Car		
157	20176	20176	Personal Car		
158	20176	20176	Work from home		
159	20105	20190	Personal Car		
160	20165	20165	Personal Car		
161	20105	20105	Personal Car		
162	20176	20176	Personal Car		
163	20148	20151	Personal Car		
164	20165	20165	Personal Car		
165	20141	20850, 20001	Personal Car		
166	20175	20191	Personal Car		
167	20148	22102	Personal Car		
168	20148	22102	Personal Car		

				Count	Percent	
TOTAL	163	TOTAL	138	Public Transportation	19	12%
MODE	20165	MODE	20165	Personal Car	134	86%
% Respons	33%	% Response	12%	Walk/Bike	2	1%
# Unique	19	# Unique	51	Carpool/Vanpool	1	1%
				Blanks	9	6%
				Total Response	156	93%
				Total Possible Response	168	

*there were 168 people who took the survey, therefore, there are 168 total possible responses

Response ID	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following (select one)				
	First Response	Second Response	Third Response	Fourth Response	
1	Travel within the county (within)				good
2	Travel through the county (through)	Travel within the county (within)			void
3	Travel out of the county (inside-out)				good
4					good
5	Travel within the county (within)				good
6	Travel out of the county (inside-out)				good
7	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)		void
8	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)		void
9	Travel out of the county (inside-out)				good
10	Travel within the county (within)				good
11	Travel out of the county (inside-out)	Travel within the county (within)			void
12					good
13	Travel out of the county (inside-out)				good
14	Travel out of the county (inside-out)				good
15	Travel within the county (within)				good
16	Travel within the county (within)				good
17	Travel out of the county (inside-out)	Travel within the county (within)			void
18	Travel within the county (within)				good
19	Travel through the county (through)	Travel within the county (within)			void
20	Travel out of the county (inside-out)	Travel within the county (within)			void
21	Travel within the county (within)				good
22	Travel within the county (within)				good
23	Travel within the county (within)				good
24	Travel out of the county (inside-out)	Travel within the county (within)			void
25	Travel within the county (within)				good
26	Travel through the county (through)	Travel within the county (within)			void
27	Travel within the county (within)				good
28	Travel through the county (through)				good
29	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	void
30	Travel through the county (through)				good
31	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)		void
32	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)		void
33	Travel through the county (through)				good
34					good
35	Travel within the county (within)				good
36	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
37	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
38	Travel out of the county (inside-out)	Travel within the county (within)			void
39	Travel through the county (through)	Travel within the county (within)			void
40	Travel within the county (within)				good
41	Travel within the county (within)				good
42	Travel within the county (within)				good
43					good
44	Travel within the county (within)				good
45	Travel through the county (through)				good
46	Travel within the county (within)				good
47	Travel within the county (within)				good
48	Travel through the county (through)				good
49	Travel within the county (within)				good
50	Travel through the county (through)	Travel out of the county (inside-out)			void
51	Travel within the county (within)				good
52	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)		void

Q1: Summary Table		
Response Selected	Count	Percent
Travel within the county (within)	73	69%
Travel out of the county (inside-out)	16	15%
Travel into the county (outside-in)	3	3%
Travel through the county (through)	14	13%
Blank	18	
Total	106	

* Deleted all the responses that selected more than one priority (44 responses)

Response ID	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following (select one)				
	First Response	Second Response	Third Response	Fourth Response	
53	Travel within the county (within)				good
54	Travel out of the county (inside-out)	Travel within the county (within)			void
55	Travel within the county (within)				good
56	Travel through the county (through)				good
57	Travel through the county (through)				good
58					good
59	Travel within the county (within)				good
60	Travel out of the county (inside-out)	Travel within the county (within)			void
61	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	void
62	Travel through the county (through)				good
63	Travel through the county (through)	Travel within the county (within)			void
64	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)		void
65	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
66	Travel within the county (within)				good
67	Travel within the county (within)				good
68					good
69	Travel out of the county (inside-out)				good
70					good
71	Travel through the county (through)				good
72	Travel within the county (within)				good
73	Travel through the county (through)	Travel out of the county (inside-out)			void
74	Travel within the county (within)				good
75	Travel within the county (within)				good
76	Travel within the county (within)				good
77	Travel through the county (through)	Travel into the county (outside-in)	Travel out of the county (inside-out)	Travel within the county (within)	void
78					good
79	Travel into the county (outside-in)				good
80	Travel within the county (within)				good
81	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
82	Travel within the county (within)				good
83	Travel within the county (within)				good
84	Travel through the county (through)	Travel within the county (within)			void
85					good
86	Travel through the county (through)				good
87	Travel within the county (within)				good
88					good
89					good
90					good
91	Travel within the county (within)				good
92	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
93					good
94	Travel through the county (through)				good
95	Travel within the county (within)				good
96	Travel into the county (outside-in)	Travel within the county (within)			void
97	Travel out of the county (inside-out)				good
98	Travel within the county (within)				good
99	Travel within the county (within)				good
100	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
101	Travel within the county (within)				good
102	Travel within the county (within)				good
103	Travel within the county (within)				good
104	Travel within the county (within)				good
105	Travel within the county (within)				good
106	Travel within the county (within)				good

Response ID	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following (select one)				
	First Response	Second Response	Third Response	Fourth Response	
107	Travel within the county (within)				good
108	Travel within the county (within)				good
109					good
110	Travel out of the county (inside-out)	Travel within the county (within)			void
111	Travel out of the county (inside-out)				good
112	Travel within the county (within)				good
113	Travel out of the county (inside-out)	Travel within the county (within)			void
114	Travel within the county (within)				good
115	Travel within the county (within)				good
116	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
117	Travel within the county (within)				good
118	Travel through the county (through)				good
119	Travel within the county (within)				good
120	Travel within the county (within)				good
121	Travel within the county (within)				good
122	Travel within the county (within)				good
123	Travel within the county (within)				good
124	Travel within the county (within)				good
125					good
126	Travel within the county (within)				good
127	Travel within the county (within)				good
128	Travel through the county (through)	Travel within the county (within)			void
129	Travel through the county (through)	Travel out of the county (inside-out)	Travel within the county (within)		void
130					good
131	Travel within the county (within)				good
132					good
133	Travel within the county (within)				good
134	Travel within the county (within)				good
135	Travel within the county (within)				good
136	Travel out of the county (inside-out)	Travel within the county (within)			void
137	Travel within the county (within)				good
138	Travel into the county (outside-in)	Travel out of the county (inside-out)			void
139	Travel out of the county (inside-out)				good
140	Travel within the county (within)				good
141	Travel within the county (within)				good
142	Travel through the county (through)				good
143	Travel through the county (through)				good
144	Travel within the county (within)				good
145	Travel into the county (outside-in)				good
146					good
147	Travel within the county (within)				good
148	Travel within the county (within)				good
149	Travel into the county (outside-in)				good
150	Travel through the county (through)	Travel into the county (outside-in)			void
151	Travel through the county (through)	Travel within the county (within)			void
152	Travel out of the county (inside-out)				good
153	Travel within the county (within)				good
154	Travel out of the county (inside-out)				good
155	Travel within the county (within)				good
156	Travel through the county (through)	Travel out of the county (inside-out)	Travel within the county (within)		void
157	Travel through the county (through)	Travel out of the county (inside-out)			void
158	Travel through the county (through)	Travel within the county (within)			void
159	Travel out of the county (inside-out)				good

Response ID	Q1: When developing a transportation strategy for Loudoun we should prioritize which of the following (select one)				
	First Response	Second Response	Third Response	Fourth Response	
160	Travel within the county (within)				good
161	Travel out of the county (inside-out)				good
162	Travel within the county (within)				good
163	Travel through the county (through)	Travel out of the county (inside-out)			void
164	Travel within the county (within)				good
165	Travel within the county (within)				good
166	Travel out of the county (inside-out)				good
167	Travel out of the county (inside-out)				good
168	Travel out of the county (inside-out)				good

Response ID	2. How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?
1	Extremely important
2	Extremely important
3	Extremely important
4	Important
5	Important
6	Somewhat important
7	Extremely important
8	Somewhat important
9	Somewhat important
10	Important
11	Extremely important
12	Important
13	Important
14	Important
15	Extremely important
16	Not at all
17	Extremely important
18	Extremely important
19	Important
20	Important
21	Extremely important
22	Not at all
23	Somewhat important
24	Extremely important
25	Extremely important
26	Extremely important
27	Important
28	Extremely important
29	Extremely important
30	Extremely important
31	Extremely important
32	Extremely important
33	Extremely important
34	Neutral
35	Extremely important
36	Extremely important
37	Extremely important
38	Extremely important
39	Not at all
40	Important
41	Important
42	Extremely important
43	Extremely important
44	Important
45	Somewhat important
46	Somewhat important
47	Important
48	Somewhat important
49	Somewhat important
50	Extremely important
51	Extremely important
52	Extremely important
53	Extremely important
54	Extremely important
55	Somewhat important
56	Important
57	Extremely important
58	Extremely important
59	Extremely important
60	Important
61	Extremely important
62	Extremely important

Q1: Summary Table		
Response Selected	Count	Percent
Extremely important	87	55%
Important	36	23%
Somewhat important	20	13%
Neutral	5	3%
Not at all	11	7%
Blank	9	
Multiple Responses	0	0%
Total Completed Responses	159	95%
Total Possible Responses	168	

*there were 168 people who took the survey, therefore, there are 168 total possible responses

Response ID	2. How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?
63	Extremely important
64	Extremely important
65	Important
66	Important
67	Extremely important
68	Important
69	Important
70	Extremely important
71	Important
72	Important
73	Important
74	Extremely important
75	Extremely important
76	Extremely important
77	Important
78	
79	Extremely important
80	Not at all
81	Extremely important
82	Extremely important
83	Extremely important
84	Important
85	
86	Neutral
87	Extremely important
88	Not at all
89	Important
90	
91	Extremely important
92	Extremely important
93	
94	Extremely important
95	Not at all
96	Extremely important
97	Important
98	Neutral
99	Not at all
100	Extremely important
101	Extremely important
102	Important
103	Somewhat important
104	Extremely important
105	Somewhat important
106	Extremely important
107	Important
108	Extremely important
109	
110	Important
111	Not at all
112	Extremely important
113	Extremely important
114	Extremely important
115	Important
116	Extremely important
117	Extremely important
118	Neutral
119	Not at all
120	Not at all
121	Extremely important
122	Extremely important
123	Extremely important
124	Extremely important
125	Extremely important

Response ID	2. How important is designing our transportation system to accommodate a diversity of travel modes (drive, walk, bike, transit)?
126	Extremely important
127	Somewhat important
128	Neutral
129	
130	
131	Extremely important
132	
133	Somewhat important
134	Somewhat important
135	Important
136	Important
137	Important
138	Somewhat important
139	Extremely important
140	Extremely important
141	Extremely important
142	Somewhat important
143	Important
144	Extremely important
145	Extremely important
146	
147	Extremely important
148	Extremely important
149	Important
150	Not at all
151	Extremely important
152	Extremely important
153	Extremely important
154	Extremely important
155	Extremely important
156	Extremely important
157	Extremely important
158	Extremely important
159	Somewhat important
160	Somewhat important
161	Somewhat important
162	Extremely important
163	Extremely important
164	Extremely important
165	Extremely important
166	Somewhat important
167	Extremely important
168	Important

Response ID	3. Which area-specific facility improvements are your top priorities? (pick two)				Response Status
	First Response	Second Response	Third Response	Fourth Response	
1	Internal network north/south corridors				good
2	Commuter connections to/from jurisdictions to the east	Internal network north/south corridors			good
3	Internal network east/west corridors				good
4	Enhanced walk, bike, and transit connections to Silver Line				good
5	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
6	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors		void
7	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
8	Internal network east/west corridors	Internal network north/south corridors			good
9					void
10	Enhanced walk, bike, and transit connections to Silver Line				good
11	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line		void
12					void
13	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
14	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
15	Internal network east/west corridors	Internal network north/south corridors			good
16	Internal network north/south corridors				good
17	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
18	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
19	Rural connections to/from jurisdictions to the north and west	Internal network north/south corridors			good
20	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
21	Enhanced walk, bike, and transit connections to Silver Line				good
22	Internal network north/south corridors				good
23	Internal network east/west corridors	Internal network north/south corridors			good
24	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
25	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
26	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line		void
27	Rural connections to/from jurisdictions to the north and west				good
28	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
29	Rural connections to/from jurisdictions to the north and west	Enhanced walk, bike, and transit connections to Silver Line			good
30	Commuter connections to/from jurisdictions to the east				good
31	Commuter connections to/from jurisdictions to the east	Internal network north/south corridors			good
32	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
33	Rural connections to/from jurisdictions to the north and west				good
34					void
35	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
36	Rural connections to/from jurisdictions to the north and west	Internal network north/south corridors			good
37	Commuter connections to/from jurisdictions to the east				good
38	Internal network north/south corridors				good
39	Internal network east/west corridors	Internal network north/south corridors			good
40	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
41	Internal network east/west corridors				good

Q3: Summary Table		
Response Selected	Count	Percent
Rural connections to/from jurisdictions to the north and west	24	12%
Commuter connections to/from jurisdictions to the east	44	22%
Internal network east/west corridors	50	25%
Internal network north/south corridors	14	7%
Enhanced walk, bike, and transit connections to Silver Line	67	34%
Total	199	

*Deleted all the responses that picked more than two options (22 participants).

Response ID	3. Which area-specific facility improvements are your top priorities? (pick two)				Response Status
	First Response	Second Response	Third Response	Fourth Response	
42	Enhanced walk, bike, and transit connections to Silver Line				good
43	Enhanced walk, bike, and transit connections to Silver Line				good
44	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
45	Internal network east/west corridors				good
46	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
47	Internal network east/west corridors	Internal network north/south corridors			good
48	Internal network east/west corridors	Internal network north/south corridors			good
49	Internal network east/west corridors				good
50	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
51	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
52	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
53	Internal network east/west corridors	Internal network north/south corridors			void
54	Internal network east/west corridors				good
55	Internal network east/west corridors				good
56	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
57	Rural connections to/from jurisdictions to the north and west				good
58	Enhanced walk, bike, and transit connections to Silver Line				good
59	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
60	Rural connections to/from jurisdictions to the north and west	Internal network north/south corridors			good
61	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
62	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east			good
63	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
64	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line	void
65	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
66	Internal network east/west corridors	Internal network north/south corridors			good
67	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
68	Internal network east/west corridors				good
69	Commuter connections to/from jurisdictions to the east				good
70					void
71	Rural connections to/from jurisdictions to the north and west				good
72	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
73	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
74	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
75	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
76	Internal network east/west corridors	Internal network north/south corridors			good
77	Commuter connections to/from jurisdictions to the east				good
78					void
79	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
80	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
81	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
82	Internal network east/west corridors	Internal network north/south corridors			good
83	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good

Response ID	3. Which area-specific facility improvements are your top priorities? (pick two)				Response Status
	First Response	Second Response	Third Response	Fourth Response	
84	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
85					void
86	Internal network east/west corridors				good
87	Enhanced walk, bike, and transit connections to Silver Line				good
88					void
89	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
90					void
91	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
92	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
93					void
94	Commuter connections to/from jurisdictions to the east				good
95	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
96	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
97	Commuter connections to/from jurisdictions to the east				good
98	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
99	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
100	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
101	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
102					void
103	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
104	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
105	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
106	Internal network north/south corridors				good
107	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
108	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
109	Enhanced walk, bike, and transit connections to Silver Line				good
110	Rural connections to/from jurisdictions to the north and west	Internal network north/south corridors			good
111	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east			good
112	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
113	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
114	Internal network east/west corridors				good
115	Internal network east/west corridors	Internal network north/south corridors			good
116	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
117	Internal network east/west corridors	Internal network north/south corridors			good
118	Internal network east/west corridors				good
119					void
120					void
121	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
122	Internal network north/south corridors				good
123	Internal network east/west corridors	Internal network north/south corridors			good
124	Enhanced walk, bike, and transit connections to Silver Line				good
125	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
126	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
127	Rural connections to/from jurisdictions to the north and west	Enhanced walk, bike, and transit connections to Silver Line			good

Response ID	3. Which area-specific facility improvements are your top priorities? (pick two)				Response Status
	First Response	Second Response	Third Response	Fourth Response	
128	Rural connections to/from jurisdictions to the north and west	Internal network north/south corridors			good
129	Enhanced walk, bike, and transit connections to Silver Line				good
130					void
131	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
132					void
133	Internal network east/west corridors				good
134	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
135	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
136	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
137	Internal network east/west corridors				good
138	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
139	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
140	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
141	Enhanced walk, bike, and transit connections to Silver Line				good
142	Internal network east/west corridors	Internal network north/south corridors			good
143	Commuter connections to/from jurisdictions to the east	Internal network north/south corridors			good
144	Rural connections to/from jurisdictions to the north and west				good
145	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
146					void
147	Enhanced walk, bike, and transit connections to Silver Line				good
148	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
149	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
150	Internal network east/west corridors	Internal network north/south corridors			good
151	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
152	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line			good
153	Enhanced walk, bike, and transit connections to Silver Line				good
154	Commuter connections to/from jurisdictions to the east				good
155	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
156	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
157	Internal network east/west corridors	Internal network north/south corridors	Enhanced walk, bike, and transit connections to Silver Line		void
158	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east			good
159	Internal network east/west corridors	Internal network north/south corridors			good
160	Internal network east/west corridors				good
161	Commuter connections to/from jurisdictions to the east	Enhanced walk, bike, and transit connections to Silver Line			good
162	Rural connections to/from jurisdictions to the north and west	Internal network east/west corridors			good
163	Rural connections to/from jurisdictions to the north and west	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors		void
164	Enhanced walk, bike, and transit connections to Silver Line				good
165	Internal network east/west corridors	Internal network north/south corridors			good
166	Commuter connections to/from jurisdictions to the east	Internal network east/west corridors			good
167	Internal network east/west corridors	Enhanced walk, bike, and transit connections to Silver Line			good
168	Commuter connections to/from jurisdictions to the east				good

Response ID	4. If you were to prioritize transportation funding, how would you rank the following in order of importance? A. Congestion relief; B. Safety improvements; C. More multimodal options (walk, bike and transit); D. Roadway maintenance					
	Responses	1	2	3	4	Notes
1	C., B., A, D	C	B	A	D	
2						
3	A. Congestion relief	A				
4	A, C, B, D	A	C	B	D	
5	Congestion Relief number 1, Then Roadway Maintenance number 2 and multimodal options 3	A	D	C	B	
6	A:1, B:2, D:3, C:4	A	B	D	C	
7	B. Safety should always be the first priority. C. Multimodal connection options will reduce congestion and enhance quality of life for all residents. B. Maintenance. A. Congestion relief.	B	C	B	A	"Multimodal connection options will reduce congestion and enhance quality of life for all residents"
8	1) Congestion Relief, 2) Roadway maintenance, 3) Safety improvements, 4) Multimodal	A	D	B	C	
9	The best and most timely priority for our roadway infrastructure is the Route 28 extension to Maryland via a 6-lane (3 lanes each direction) bridge. For Loudoun, Fairfax, and points in Maryland, this would ease quite a bit of traffic and reduce pressure on the major roadways. Leave the rural corridors alone, they should be fine after the Route 28 bridge/Maryland extension is in place.					"The best and most timely priority for our roadway infrastructure is the Route 28 extension to Maryland via a 6-lane (3 lanes each direction) bridge. For Loudoun, Fairfax, and points in Maryland, this would ease quite a bit of traffic and reduce pressure on the major roadways. Leave the rural corridors alone, they should be fine after the Route 28 bridge/Maryland extension is in place."
10						No Response
11	1 = C, 2 = D, 3 = A, 4 = B	C	D	A	B	
12	More bike/walk in rural areas / non-planned communities.	C				More bike/walk in rural areas / non-planned communities.
13	B, D, A, C in that order	B	D	A	C	
14	a, c, b, d	A	C	B	D	
15	A 1, B 4, C 2, D 3	A	C	D	B	
16	b,a,d and last c	B	A	D	C	
17	1 - B 2 - D 3 - C 4 - F	B	D	C	A	
18	A, C, B, then D	A	C	B	D	
19	1/A - 2/B - 3/C - 4/D	A	B	C	D	
20	1=A, 2=D, 3=C, 4=B	A	D	C	B	
21	A, C, D, B (Safety will improve if A, C and D are done first)	A	C	D	B	(Safety will improve if A, C and D are done first)
22	a,d,b,c	A	D	B	C	
23	B=1, D, C, A	B	D	C	A	
24	C, A	C	A			
25	A, D, B, C	A	D	B	C	
26	C,A,B,D	C	A	B	D	
27	dbca	D	B	C	A	
28	1. Congestion relief 2. More multimodal options 3. Safety improvements 4. Roadway maintenance	A	C	B	D	
29	C, A, D, B	C	A	B	D	
30	D, A, C, B My highest priority is that the gravel roads be paved.	D	A	C	B	"my highest priority is the gravel road be paved"
31	A top, C second, B third, D least	A	C	B	D	
32	A, C, B, D	A	C	B	D	
33	A. 1 B. 3 C. 4 D. 2	A	B	C	D	
34	1. Congestion relief, 2. Roadway maintenance, 3. Safety improvement, 4. More multimodal options	A	D	B	C	
35	1. C, 2. D, 3. B, 4. A	C	D	B	A	
36	A is paramount. B is secondary. C and D are not issues.	A	B	C	D	
37	Congestion Relief is my most priority, and building additional road connections from Loudoun County Pkwy to Old Ox Rd, Rt 28 and Rt 267 for people to travel to Reston, Fairfax, D.C, etc by avoiding the Greenway will be our 2nd most priority; this will ease traffic pain to always drive till Waxpool Rd for everything	A	D			"Congestion Relief is my most priority, and building additional road connections from Loudoun County Pkwy to Old Ox Rd, Rt 28 and Rt 267 for people to travel to Reston, Fairfax, D.C, etc by avoiding the Greenway will be our 2nd most priority; this will ease traffic pain to always drive till Waxpool Rd for everything"
38	A, C, B, D	A	C	B	D	
39	1. A, 2 B, 3 D, 4 C	A	B	D	C	
40	A, B, C.	A	B	C		
41	A, B, D, C	A	B	D	C	
42	1.B, 2. D, 3. C, 4. A	B	D	C	A	

Response ID	4. If you were to prioritize transportation funding, how would you rank the following in order of importance? A. Congestion relief; B. Safety improvements; C. More multimodal options (walk, bike and transit); D. Roadway maintenance					
	Responses	1	2	3	4	Notes
43	C, B, D, A	C	B	D	A	
44	#1 Roadway Maintenance #2 safety Improvements	D	B			
45	A, D, B, C	A	D	B	C	
46	1. D, 2. B, 3. A, 4. D	D	B	A	D	
47	A, D, B, C	A	D	B	C	
48	#1 = A; #2 = D; #3 = B; #4 = C	A	D	B	C	
49	A, C, B, D	A	C	B	D	
50	CBDA. C, B and D will improve A.	C	B	D	A	
51	1. Congestion relief WITHOUT a new Potomac River crossing 2. More multimodal options 3. Safety improvements 4. Roadway maintenance	A	C	B	D	"1. Congestion relief WITHOUT a new Potomac River crossing"
52	C, D, B, A.	C	D	B	A	
53						
54	A C B D	A	C	B	D	
55	D, A, B, C	D	A	B	C	
56	1. C. More multimodal options, invest more in public transportations, 2. D. Roadway maintenance, 3. B Safety improvements, 4. A Congestion relief	C	D	B	A	
57	Safety, maintenance; I see congestion relief and multimodal options as the same thing really.	B	D	A	C	
58	A, D, B, C	A	D	B	C	
59	A, C, D, B	A	C	D	B	
60	C, A, B, D	C	A	B	D	
61	B, D, A, C	B	D	A	C	
62	A, C, B, D	A	C	B	D	
63	C, A, B, D.	C	A	B	D	
64	More multimodal options. These options would create congestion relief over the long haul. People have to get out of their cars.	C				More multimodal options. These options would create congestion relief over the long haul. People have to get out of their cars.
65	A, B, C, D	A	B	C	D	
66	A, D	A	D			
67	Congestion relief (1st), more multimodal options (2nd), safety (3rd), roadway maintenance (4th)	A	C	B	D	
68	1) East-West traffic relief. No new bridge east of the Dulles airport. Don't introduce additional traffic to the eastern Dulles airport area!!!					"1) East-West traffic relief. No new bridge east of the Dulles airport. Don't introduce additional traffic to the eastern Dulles airport area!!!"
69	A, D, B, C	A	D	B	C	
70	RIVER BRIDGE WOULD BRING MORE DEVELOPMENT AND CONGESTION; THEREFORE, NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.					"RIVER BRIDGE WOULD BRING MORE DEVELOPMENT AND CONGESTION; THEREFORE, NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN."
71	A, D, B, C	A	D	B	C	
72	C, B, D, A.	C	B	D	A	
73	1) congestion relief 2) Roadway maintenance 3) multimodal 4) safety	A	D	C	B	
74	1 Congestion, 2 Multimodal	A	C			
75	1. safety, 2. multimodal options, 3. roadway maintenance, 4. congestion relief	B	C	D	A	
76	A, C, D, B	A	C	D	B	
77	1. congestion relief; 2. roadway maintenance; 3. safety improvements; and 4. more multimodal options	A	D	B	C	
78	No new Potomac River bridge in Loudoun!					"No new Potomac River bridge in Loudoun!"
79	1. Congestion relief; 2. More multimodal options (transit); 3. Safety improvements; 4. Roadway maintenance	A	C	B	D	
80	D, B	D	B			
81	A, C, B, D	A	C	B	D	
82	B, A, C, D	B	A	C	D	
83	C, A, B, D.	C	A	B	D	
84	1. Congestion relief	A				
85	1 (B), 2(D), 3(C), 4 (A - lowest priority)	B	D	C	A	
86	A-1 D-2 B-3 C-4	A	D	B	C	

Response ID	4. If you were to prioritize transportation funding, how would you rank the following in order of importance? A. Congestion relief; B. Safety improvements; C. More multimodal options (walk, bike and transit); D. Roadway maintenance					
	Responses	1	2	3	4	Notes
87	C, D, B, A - There is no need to build another bridge over the Potomac just so folks can travel "through" our county. Any relief in current congestion would be short lived and we'll have a bigger mess on Routes 7, 28 and all connecting arteries. You will ruin our standard of living. More roads bring more traffic, period.	C	D	B	A	"There is no need to build another bridge over the Potomac just so folks can travel "through" our county. Any relief in current congestion would be short lived and we'll have a bigger mess on Routes 7, 28 and all connecting arteries. You will ruin our standard of living. More roads bring more traffic, period."
88	Spend the money on something that won't bring every car, truck, and long hauler into the area just so they can take advantage of a easy path to Maryland					"Spend the money on something that won't bring every car, truck, and long hauler into the area just so they can take advantage of a easy path to Maryland"
89	East-West corridors a priority. Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County					East-West corridors a priority. Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County
90	Do not build a new Potomac River Bridge in Loudoun!!					Do not build a new Potomac River Bridge in Loudoun!!
91	We need transit options to take more cars off the road. It's taken years but Rte 7 & Rte 28 are finally improving with widening and removal of lights. We cannot turn these roads back into a parking lot by building a Rte 28 bridge across the Potomac, doing so will completely void the improvements and make congestion unbearable.	C				We need transit options to take more cars off the road. It's taken years but Rte 7 & Rte 28 are finally improving with widening and removal of lights. We cannot turn these roads back into a parking lot by building a Rte 28 bridge across the Potomac, doing so will completely void the improvements and make congestion unbearable.
92	1 = Congestion relief, 2 = more multimodal options, 3 = maintenance, 4 = safety	A	C	D	B	
93	Do not build a new Potomac River Bridge through Loudoun!! The cost would be exorbitant and would not relieve any existing traffic congestion.					Do not build a new Potomac River Bridge through Loudoun!! The cost would be exorbitant and would not relieve any existing traffic congestion.
94	c	C				
95	A=1, D=2, B=3, C=4	A	D	B	C	
96	1. A, 2. C, 3. D, 4. B	A	C	D	B	
97	1. A, 2. B, 3. C, 4. D	A	B	C	D	
98	1A, 2D, 3B, 4C	A	D	B	C	
99	D, B	D	B			
100	A-1, C-2, D-3, B-4	A	C	D	B	
101	C:1, D:2, A:3, B:4	C	D	A	B	
102	NO BRIDGE TO MARYLAND FROM LOUDOUN EVER!!					NO BRIDGE TO MARYLAND FROM LOUDOUN EVER!!
103	1-C, 2-D 3-B 4-A	C	D	B	A	
104	C. More multimodal options	C				
105	1. A 2. D 3. B 4. C	A	D	B	C	
106	D, B, C, A	D	B	C	A	
107	Ranked: A, D, B, C	A	D	B	C	
108	D, B, A & C.	D	B	A	C	
109	D, c	D	C			
110	a, d, b, c	A	D	B	C	
111	ADBC	A	D	B	C	
112	C1 D2 B3 A4	C	D	B	A	
113	C, A, D, B	C	A	B	D	
114	C, D, A, B	C	D	A	B	
115	1. A 2. D 3. B 4. C	A	D	B	C	
116	A : C : B : D	A	C	B	D	
117	A, D, C, B	A	D	C	B	
118	A-Congestion relief , B-Safety Improvements	A	B			
119	No new Potomac Bridge in Loudoun County					No new Potomac Bridge in Loudoun County
120	No New Potomac River Bridge in Loudoun County					No New Potomac River Bridge in Loudoun County
121	C, B, A, D	C	B	A	D	

Response ID	4. If you were to prioritize transportation funding, how would you rank the following in order of importance? A. Congestion relief; B. Safety improvements; C. More multimodal options (walk, bike and transit); D. Roadway maintenance					
	Responses	1	2	3	4	Notes
122	This feels like a trick question --- these are all important. I'll respond -- but I think there are many balancing issues to consider in any given situation as to which would take priority. 1. Smart congestion relief (not necessarily the easy/cheap relief). 2. Safety. 3. Maintenance. 4) Multimodal	A	B	D	C	
123	1. Safety. 2. Multimodal. 3. Congestion. 4. Maintenance.	B	C	A	D	
124	C, B, D, A	C	B	D	A	
125	A-1, B-4, C-3, D-2	A	B	C	D	
126	A,C,B,D	A	C	B	D	
127	D then C then B then A	D	C	B	A	
128	1st: B, 2nd: A, 3rd: D, 4th: C	B	A	D	C	
129	1 - C - multimodal options. What few buses there are don't run throughout the day or on weekends. 2- D. 3 and 4 -- As to A and B, a planning expert hired by the county years ago said that Virginia has the most overbuilt roads in the country, causing additional accidents and MORE congestion, not less. (Check our the accident rate on the Fairfax County Parkway and let me know what you find.)	C	D	A	B	As to A and B, a planning expert hired by the county years ago said that Virginia has the most overbuilt roads in the country, causing additional accidents and MORE congestion, not less. (Check our the accident rate on the Fairfax County Parkway and let me know what you find.)
130						
131	1. C; 2. B; 3. A; 4. D.	C	B	A	D	
132	No New Potomac River Bridge in Loudoun!					No New Potomac River Bridge in Loudoun!
133	D, B, C, A	D	B	C	A	
134	DBCA	D	B	C	A	
135	1. B 2. C 3. D 4. A	B	C	D	A	
136	ADCB	A	D	C	B	
137	Congestion relief, safety improvements, maintenance more multimodal options No new bridge over Potomac	A	B	D	C	No New Bridge Over Potomac
138	A D B C	A	D	B	C	
139	A, C, B, D	A	C	B	D	
140	C, B, C, A,	C	B	C	A	
141	1. Multimodal options. 2. Congestion Relief 3. Safety Improvements 4. Roadway Maintenance	C	A	B	D	
142	A. 1, B. 2, C. 3, D. 4.	A	B	C	D	
143	A. D. C. B.	A	D	C	B	
144	b#1 = C., #2 = A, #3 = D, #4 = B	C	A	D	B	
145	C, A, D, B	C	A	D	B	
146	DO NOT PUT A BRIDGE IN LOUDOUN COUNTY CONNECTING VA TO MD.					DO NOT PUT A BRIDGE IN LOUDOUN COUNTY CONNECTING VA TO MD.
147	1=C, 2=D, 3=A, 4=B	C	D	A	B	
148	1 -A, 2-D, 3-C, 4-B	A	D	C	B	
149	1-D, 2-A, 3-B, 4-C	D	A	B	C	
150	A only	A				
151	A: 1, B:2, C: 3, D: 4	A	B	C	D	
152	C	C				
153	C/B/D/A	C	B	D	A	
154	C. and D.	C	D			
155	b, c, a	B	C	A		
156	1. C bike, 2. A. 3 B (safety for bikes). 4 D	C	A	B	D	
157	B A C D	B	A	C	D	
158	A, B, D, C	A	B	D	C	
159	A, B, D, C	A	B	D	C	
160						
161	1D - 2B - 3C - 4A	D	B	C	A	
162	A-1, D-2, B-3, C-4	A	D	B	C	
163	A, C, B, D	A	C	B	D	
164	Priority 1. B. Safety Improvements 2. D. Roadway maintenance 3. C. More multimodal options 4. A. Congestion relief	B	D	C	A	
165	1. Congestion relief; 2. Multimodal options; 3. Safety improvements; 4. Roadway maintenance	A	C	B	D	
166	A, B, D, C	A	B	D	C	
167	A, C, D, B	A	C	D	B	
168	A, D, B, C	A	D	B	C	
		First Choice	Second Choice	Third Choice	Fourth Choice	TOTAL
		A	80	18	15	26 139
		B	17	37	59	23 136

Response ID	4. If you were to prioritize transportation funding, how would you rank the following in order of importance? A. Congestion relief; B. Safety improvements; C. More multimodal options (walk, bike and transit); D.Roadway maintenance					
	Responses	1	2	3	4	Notes
	C	38	35	30	38	141
	D	15	51	27	42	135
	Reformatted Responses to correspond with the tally of the paper surveys.					
		A- Congestion relief	B- Safety Improvements	C- More multimodal options (walk, bike, and transit)	D- Roadway maintenance	
	First Choice	58%	13%	27%	11%	
	Second Choice	13%	27%	25%	38%	
	Third Choice	11%	43%	21%	20%	
	Fourth Choice	19%	17%	27%	31%	
		100%	100%	100%	100%	
		A- Congestion relief	B- Safety Improvements	C- More multimodal options (walk, bike, and transit)	D- Roadway maintenance	
First Choice	80	17	38	15		
Second Choice	18	37	35	51		
Third Choice	15	59	30	27		
Fourth Choice	26	23	38	42		
	139	136	141	135		

Response
ID

5. In the rural corridors, which do you find to be most important? (select one)			
First Response	Second Response	Third Response	
1	Preservation of rural/historic character		good
2	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors	void
3	New roads to relieve pressure on traditionally rural corridors		good
4	Preservation of rural/historic character		good
5	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors	void
6	Roadway widening/spot improvements	Safety improvements	void
7	Roadway widening/spot improvements	Safety improvements	void
8	Safety improvements	New roads to relieve pressure on traditionally rural corridors	void
9	Preservation of rural/historic character		good
10	Preservation of rural/historic character		good
11	Preservation of rural/historic character		good
12	Preservation of rural/historic character		good
13	Preservation of rural/historic character		good
14	Preservation of rural/historic character		good
15	Preservation of rural/historic character		good
16	New roads to relieve pressure on traditionally rural corridors		good
17	Roadway widening/spot improvements	Safety improvements	void
18	Preservation of rural/historic character		good
19	New roads to relieve pressure on traditionally rural corridors		good
20	New roads to relieve pressure on traditionally rural corridors		good
21	Preservation of rural/historic character		good
22	New roads to relieve pressure on traditionally rural corridors		good
23	Preservation of rural/historic character		good
24	Preservation of rural/historic character		good
25	Preservation of rural/historic character		good
26	Preservation of rural/historic character	Roadway widening/spot improvements	void
27	Preservation of rural/historic character		good
28	Preservation of rural/historic character		good
29	Preservation of rural/historic character		good
30	Roadway widening/spot improvements		good
31	Preservation of rural/historic character		good
32	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors	void
33	New roads to relieve pressure on traditionally rural corridors		good
34	Preservation of rural/historic character	Roadway widening/spot improvements	void
35	New roads to relieve pressure on traditionally rural corridors		good
36	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors	void
37	New roads to relieve pressure on traditionally rural corridors		good
38	Preservation of rural/historic character		good
39	Safety improvements		good
40	Roadway widening/spot improvements		good

Q5: Summary Table		
Response	Count	Percent
Preservation of rural/historic character	84	68%
Roadway widening/spot improvements	20	16%
Safety improvements	7	6%
New roads to relieve pressure on traditionally rural corridors	13	10%
Blank	5	
Total	124	

* Deleted all the responses that did not follow directions
(39 participants)

Response ID	5. In the rural corridors, which do you find to be most important? (select one)			
	First Response	Second Response	Third Response	
41	Roadway widening/spot improvements			good
42	Preservation of rural/historic character			good
43	Preservation of rural/historic character	Safety improvements		void
44	Preservation of rural/historic character	Roadway widening/spot improvements		void
45	Preservation of rural/historic character			good
46	Preservation of rural/historic character			good
47	Safety improvements			good
48	Preservation of rural/historic character			good
49	Roadway widening/spot improvements			good
50	Preservation of rural/historic character			good
51	Roadway widening/spot improvements	Safety improvements		void
52	Preservation of rural/historic character			good
53	Preservation of rural/historic character			good
54	New roads to relieve pressure on traditionally rural corridors			good
55	Preservation of rural/historic character			good
56	Preservation of rural/historic character			good
57	Roadway widening/spot improvements	Safety improvements		void
58	Preservation of rural/historic character			good
59	Preservation of rural/historic character			good
60	Preservation of rural/historic character			good
61	Safety improvements	New roads to relieve pressure on traditionally rural corridors		void
62	Roadway widening/spot improvements			good
63	Roadway widening/spot improvements			good
64	Preservation of rural/historic character	Safety improvements		void
65	Preservation of rural/historic character			good
66	Preservation of rural/historic character			good
67	Preservation of rural/historic character	Safety improvements		void
68	Preservation of rural/historic character			good
69	Roadway widening/spot improvements			good
70	Preservation of rural/historic character			good
71	New roads to relieve pressure on traditionally rural corridors			good
72	Preservation of rural/historic character			good
73	Preservation of rural/historic character			good
74	Preservation of rural/historic character			good
75	Safety improvements			good
76	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
77	Preservation of rural/historic character			good
78				good
79	Roadway widening/spot improvements			good
80	Preservation of rural/historic character			good
81	Preservation of rural/historic character	Safety improvements		void

Response ID	5. In the rural corridors, which do you find to be most important? (select one)			
	First Response	Second Response	Third Response	
82	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
83	Preservation of rural/historic character			good
84	Preservation of rural/historic character			good
85	Preservation of rural/historic character			good
86	Roadway widening/spot improvements			good
87	Roadway widening/spot improvements			good
88	Preservation of rural/historic character			good
89	Preservation of rural/historic character			good
90				good
91	Roadway widening/spot improvements			good
92	Preservation of rural/historic character			good
93				good
94	Roadway widening/spot improvements			good
95	Roadway widening/spot improvements			good
96	Preservation of rural/historic character	Safety improvements		void
97	Preservation of rural/historic character			good
98	Roadway widening/spot improvements			good
99	Preservation of rural/historic character			good
100	Preservation of rural/historic character	Roadway widening/spot improvements		void
101	Roadway widening/spot improvements			good
102	Preservation of rural/historic character			good
103	Preservation of rural/historic character			good
104	Preservation of rural/historic character			good
105	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
106	Preservation of rural/historic character			good
107	Preservation of rural/historic character			good
108	Preservation of rural/historic character			good
109	Preservation of rural/historic character			good
110	Roadway widening/spot improvements			good
111	New roads to relieve pressure on traditionally rural corridors			good
112	Preservation of rural/historic character			good
113	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
114	Preservation of rural/historic character			good
115	Roadway widening/spot improvements	Safety improvements		void
116	Preservation of rural/historic character	Safety improvements		void
117	Preservation of rural/historic character			good
118	Preservation of rural/historic character	Roadway widening/spot improvements		void
119	Preservation of rural/historic character			good
120	Preservation of rural/historic character			good
121	Preservation of rural/historic character			good
122	Preservation of rural/historic character			good

Response ID	5. In the rural corridors, which do you find to be most important? (select one)			
	First Response	Second Response	Third Response	
123	Preservation of rural/historic character			good
124	Preservation of rural/historic character			good
125	Preservation of rural/historic character			good
126	Preservation of rural/historic character			good
127	Roadway widening/spot improvements			good
128	Roadway widening/spot improvements	Safety improvements	New roads to relieve pressure on traditionally rural corridors	void
129	Preservation of rural/historic character			good
130	Preservation of rural/historic character			good
131	Preservation of rural/historic character	Safety improvements		void
132				good
133	Preservation of rural/historic character			good
134	Preservation of rural/historic character	Safety improvements		void
135	Preservation of rural/historic character			good
136	Preservation of rural/historic character			good
137	Preservation of rural/historic character			good
138	Preservation of rural/historic character			good
139	New roads to relieve pressure on traditionally rural corridors			good
140	Preservation of rural/historic character	Safety improvements		void
141	Preservation of rural/historic character	New roads to relieve pressure on traditionally rural corridors		void
142	Preservation of rural/historic character			good
143	Roadway widening/spot improvements			good
144	Preservation of rural/historic character			good
145	Roadway widening/spot improvements	Safety improvements	New roads to relieve pressure on traditionally rural corridors	void
146				good
147	Preservation of rural/historic character			good
148	New roads to relieve pressure on traditionally rural corridors			good
149	Safety improvements			good
150	Safety improvements			good
151	Preservation of rural/historic character			good
152	Safety improvements			good
153	Preservation of rural/historic character			good
154	Preservation of rural/historic character			good
155	Roadway widening/spot improvements			good
156	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
157	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
158	Safety improvements	New roads to relieve pressure on traditionally rural corridors		void
159	Safety improvements			good
160	Preservation of rural/historic character	Roadway widening/spot improvements	Safety improvements	void
161	Preservation of rural/historic character			good
162	Preservation of rural/historic character			good
163	Roadway widening/spot improvements	New roads to relieve pressure on traditionally rural corridors		void
164	Preservation of rural/historic character			good
165	Preservation of rural/historic character			good

Response ID	5. In the rural corridors, which do you find to be most important? (select one)		
	First Response	Second Response	Third Response
	166 Preservation of rural/historic character		
	167 Roadway widening/spot improvements		
	168 Safety improvements	New roads to relieve pressure on traditionally rural corridors	

good
good
void

Response
ID

Q6: In Eastern Loudoun, which do you find the most important? (select one)				
First Response	Second Response	Third Response	Fourth Response	
1 More multimodal facilities on existing roadways				good
2 Capacity improvements	Additional route options/new alignments	More multimodal facilities on existing roadways		void
3 Capacity improvements	Additional route options/new alignments			void
4 More multimodal facilities on existing roadways				good
5 Capacity improvements	Additional route options/new alignments			void
6 Capacity improvements				good
7 Additional route options/new alignments	More multimodal facilities on existing roadways			void
8 Capacity improvements	Additional route options/new alignments			void
9				good
10 Additional route options/new alignments				good
11 Additional route options/new alignments	More multimodal facilities on existing roadways			void
12 More multimodal facilities on existing roadways				good
13 Capacity improvements				good
14				good
15 Capacity improvements				good
16 Capacity improvements				good
17 Capacity improvements	Additional route options/new alignments			void
18 Additional route options/new alignments				good
19 Capacity improvements				good
20 Capacity improvements	Additional route options/new alignments			void
21 More multimodal facilities on existing roadways				good
22 Capacity improvements				good
23 Safety improvements				good
24 Safety improvements	More multimodal facilities on existing roadways			void
25 More multimodal facilities on existing roadways				good
26 Capacity improvements	More multimodal facilities on existing roadways			void
27 Additional route options/new alignments				good
28 More multimodal facilities on existing roadways				good
29 Capacity improvements				good
30				good
31 Capacity improvements	Additional route options/new alignments			void
32 Capacity improvements	Safety improvements	Additional route options/new alignments	More multimodal facilities on existing roadways	void
33 Capacity improvements				good
34 Capacity improvements	Additional route options/new alignments			void
35 More multimodal facilities on existing roadways				good
36 Additional route options/new alignments	More multimodal facilities on existing roadways			void
37 Additional route options/new alignments	More multimodal facilities on existing roadways			void
38 Capacity improvements				good
39 Additional route options/new alignments				good

Q6: Summary Table		
Responses	Count	Percent
Capacity Improvements	43	42%
Safety Improvements	11	11%
Additional route options/new alignments	16	16%
More multimodal facilities on existing roadways	33	32%
Blank	18	
Total	103	

*Deleted all the responses that did not follow directions
(47 participants)

121

Response ID	Q6: In Eastern Loudoun, which do you find the most important? (select one)				
	First Response	Second Response	Third Response	Fourth Response	
40	Capacity improvements				good
41	Capacity improvements				good
42	Safety improvements				good
43					good
44	Safety improvements				good
45	Capacity improvements				good
46	Capacity improvements				good
47	Capacity improvements				good
48	Capacity improvements				good
49	Additional route options/new alignments				good
50	Additional route options/new alignments	More multimodal facilities on existing roadways			void
51	Safety improvements	More multimodal facilities on existing roadways			void
52	Capacity improvements				good
53	More multimodal facilities on existing roadways				good
54	More multimodal facilities on existing roadways				good
55	Capacity improvements				good
56	More multimodal facilities on existing roadways				good
57	Capacity improvements				good
58	Capacity improvements				good
59	Capacity improvements				good
60	More multimodal facilities on existing roadways				good
61	Safety improvements	Additional route options/new alignments			void
62	Capacity improvements				good
63	More multimodal facilities on existing roadways				good
64	Safety improvements	More multimodal facilities on existing roadways			void
65	Capacity improvements				good
66	Capacity improvements				good
67	Capacity improvements	More multimodal facilities on existing roadways			void
68					good
69	Capacity improvements				good
70					good
71	Additional route options/new alignments				good
72	Safety improvements				good
73	Capacity improvements	Additional route options/new alignments			void
74	More multimodal facilities on existing roadways				good
75	More multimodal facilities on existing roadways				good
76	Capacity improvements	Additional route options/new alignments			void
77	Capacity improvements				good
78					good
79	Capacity improvements	Additional route options/new alignments			void
80	Safety improvements				good
81	Safety improvements	More multimodal facilities on existing roadways			void
82	Capacity improvements	Additional route options/new alignments			void
83	More multimodal facilities on existing roadways				good
84	Capacity improvements	More multimodal facilities on existing roadways			void

Response ID	Q6: In Eastern Loudoun, which do you find the most important? (select one)				
	First Response	Second Response	Third Response	Fourth Response	
85	Safety improvements	More multimodal facilities on existing roadways			void
86	Capacity improvements				good
87	Safety improvements				good
88					good
89					good
90					good
91	Capacity improvements				good
92	More multimodal facilities on existing roadways				good
93					good
94	More multimodal facilities on existing roadways				good
95	Additional route options/new alignments				good
96	Capacity improvements	Additional route options/new alignments			void
97	Capacity improvements				good
98	Capacity improvements				good
99	Safety improvements				good
100	More multimodal facilities on existing roadways				good
101	Additional route options/new alignments	More multimodal facilities on existing roadways			void
102					good
103	More multimodal facilities on existing roadways				good
104	More multimodal facilities on existing roadways				good
105	Capacity improvements	More multimodal facilities on existing roadways			void
106	Capacity improvements	Safety improvements	More multimodal facilities on existing roadways		void
107	Additional route options/new alignments				good
108	Capacity improvements				good
109					good
110	Capacity improvements	Additional route options/new alignments			void
111	Additional route options/new alignments				good
112	More multimodal facilities on existing roadways				good
113	Capacity improvements	Additional route options/new alignments			void
114	More multimodal facilities on existing roadways				good
115	Capacity improvements	Additional route options/new alignments			void
116	Capacity improvements				good
117	Capacity improvements				good
118	Capacity improvements				good
119					good
120					good
121	More multimodal facilities on existing roadways				good
122	More multimodal facilities on existing roadways				good
123	More multimodal facilities on existing roadways				good
124	Safety improvements	More multimodal facilities on existing roadways			void
125	Additional route options/new alignments				good
126	Additional route options/new alignments				good

Response ID	Q6: In Eastern Loudoun, which do you find the most important? (select one)				
	First Response	Second Response	Third Response	Fourth Response	
127	More multimodal facilities on existing roadways				good
128	Safety improvements	Additional route options/new alignments			void
129	More multimodal facilities on existing roadways				good
130					good
131	Capacity improvements	More multimodal facilities on existing roadways			void
132					good
133	More multimodal facilities on existing roadways				good
134	Safety improvements	More multimodal facilities on existing roadways			void
135	More multimodal facilities on existing roadways				good
136	Safety improvements				good
137	Capacity improvements				good
138	Capacity improvements				good
139	Capacity improvements				good
140	Additional route options/new alignments	More multimodal facilities on existing roadways			void
141	Additional route options/new alignments	More multimodal facilities on existing roadways			void
142	Capacity improvements				good
143	Capacity improvements				good
144	Capacity improvements				good
145	Capacity improvements	Additional route options/new alignments	More multimodal facilities on existing roadways		void
146					good
147	More multimodal facilities on existing roadways				good
148	Capacity improvements				good
149	Capacity improvements				good
150	Capacity improvements				good
151	Capacity improvements				good
152	More multimodal facilities on existing roadways				good
153	Safety improvements				good
154	More multimodal facilities on existing roadways				good
155	More multimodal facilities on existing roadways				good
156	Additional route options/new alignments	More multimodal facilities on existing roadways			void
157	Capacity improvements	Safety improvements	More multimodal facilities on existing roadways		void
158	Capacity improvements	Safety improvements			void
159	Safety improvements	Additional route options/new alignments			void
160	Capacity improvements	Safety improvements			void
161	Safety improvements				good
162	Additional route options/new alignments				good
163	Additional route options/new alignments	More multimodal facilities on existing roadways			void
164	Safety improvements				good
165	Additional route options/new alignments				good
166	Additional route options/new alignments				good
167	Additional route options/new alignments				good
168	Additional route options/new alignments				good

Due to the occurrence of incomplete and and ad-lib responses, this question was not tallied. The paper survey responses were tallied for analysis.

Response ID	7. When considering investments in bike and pedestrian facilities, how would you rank the following in order of importance? A. Access to transit, jobs, and pedestrian attractions; B. Access to recreation use; C. Geographic
1	A, D, B, E, C
2	
3	B. Access to recreation use; E. Investments should be focused on safety improvements
4	b, e, a, c, d
5	
6	D:1, C:2, E:3, B:4, A:5
7	A. Access transit, jobs, attractions; E. Safety; D.Opportunity; C.Geographic (interconnections between HOAs/local communities); B.Access to recreation use
8	1) Safety, 2) Access to transit/jobs, 3) Greatest opportunity for use, 4) Access to recreation, 5) Geographic distribution
9	Why do we build such nice, long bike and walking paths when the bike riders continue to ride on dangerous county and country roads and not be accountable for not following the rules of the road? We have enough paths and walkways in the county. Move to something that really needs our attention and funding.
10	D, E, A, B, C
11	1 = D, 2 = A, 3 = B, 4 = E, 5 = C
12	A, D
13	E, A, D, B, C in that order
14	c, a, b e, d
15	A 1, B 4, C 3, D 2, E 5
16	Get bicycles off the roads they are a special interest group and a safety concern for motorists.
17	
18	D, A, E, B, then C
19	1/E - 2/D - 3/A - 4/B - 5/C
20	
21	A, B, D, C, E
22	none
23	E=1, D, A, C, B
24	C, D
25	A, D, B, C, E
26	A,C,B,D,E
27	beca
28	
29	A, C, D, B, E
30	
31	A, B, D, C, E
32	E, D, B, A, C
33	A.1 B.4 C. 2 D.5 E.3
34	1. A, 2. D, 3. C, 4 E, 5 B.
35	1. A, 2. C, 3. E, 4. B, 5. D
36	E - safety of bikes and pedestrians is important. Distracted drivers are all over the place, so raised walkways would be best.
37	A. Access to transit, jobs, and pedestrian attractions, B. Access to recreation use; C. Geographic distribution throughout the county;
38	A, B, C, D, E
39	1 D, 2 E, 3 C, 4 D, 5 A
40	A, D, E, C, B
41	
42	1. D, 2. E, 3. A, 4. C, 5. B
43	
44	1.E, 2.D, 3C, 4A, 5B
45	D,E,B,C,A
46	
47	E, B, C, B, A
48	#1 = E; #2 = D; #3 = B; #4 = A; #5 = C
49	D, A, B C, E
50	D, E, A, C, B.
51	Virginia 1. A, 2, C, 3. D, 4. B, 5. E
52	D, B, A, E
53	
54	A B E D C

55	D, C A B E
56	1 E, 2. C, 3. D., 4. B, 5 A
57	Geographic distribution, access to transit/jobs, safety; greatest opportunity for use; recreation
58	
59	D, A, B, C, E
60	B, A, D, C, E
61	E, B, D, C, A
62	B, D, C, A, E
63	B. A. D. C. E.
64	Access to transit, jobs pedestrian attractions - I need public transportation. I should not be required to drive a car if I don't want to. Period.
65	B, D, E, C, A
66	A
67	A (1st), C (2nd), D (3rd)
68	No new bridge east of the Dulles airport. Don't introduce additional traffic to the eastern Dulles airport area!!!
69	E, B, C, A, D
70	RIVER BRIDGE WOULD BRING MORE DEVELOPMENT AND CONGESTION; THEREFORE, NO BRIDGE ACROSS THE POTOMAC ALIGNED WITH RT. 28 OR ANYWHERE IN LOUDOUN.
71	C - 1
72	A. D. E. B. C.
73	
74	D, B, A
75	
76	D, A, B, C, E
77	access to recreation use; access to transit, jobs, and pedestrian activities; where there is the greatest opportunity for use; investments should be focused on safety improvements; and geographic distribution throughout the county;
78	No new Potomac River bridge in Loudoun County
79	1. Access to transit, jobs, and pedestrian attractions; 2. Where there is the greatest opportunity for use 3. Access to recreation use; 4. Geographic distribution throughout the county; 5. Investments should be focused on safety improvements
80	D, E, B, C, A
81	A,D,E,B,C
82	D, A, E, B, C
83	D. B. A. C. E.
84	1. Where there is greatest opportunity for use
85	1 (B), 2 (C), 3 (E), 4 (D), 5 (A)
86	D-1 A-2 C-3 B-4 E-5
87	E
88	1. C
89	
90	No new bridge connecting Rte 28 and I 270.
91	1. Access to transit, jobs, and pedestrian attractions; 2. Access to recreation use
92	1 = A, 2 = D, 3 = B, 4 = E, 5 = C
93	I do not want a new Potomac River Bridge from Loudoun to Maryland.
94	b
95	D=1, B=2, C=3, A=4, E=5
96	1.A, 2.B, 3.E, 4.D, 5.C
97	1. C, 2. B, 3. A, 4. E, 5. D
98	1D, 2A, 3B, 4E, 5C
99	D, E, B, C, A
100	A-1,D-2B-3,C-4,E-5
101	A:1,D:2,E:3,B:4,C:5
102	
103	1-E 2-B
104	A
105	1. A 2. D 3. C 4. B 5. E
106	B. E, A, C, D
107	Rank: E, C, D, A, B
108	B,E,C,A,D
109	
110	a, b, e, d, c
111	BDCAE
112	B1 D2 E3 A4

113	D, A, B, E, C
114	A, E, D, B, C
115	1.D 2.A 3.B 4.E 5.C
116	D A B C E
117	C
118	I think this will not be used and is a waste of resources. Use the funding for roads.
119	No new Potomac Bridge in Loudoun County
120	No New Potomac River Bridge in Loudoun County
121	C, A, D, E, B
122	C. B. D. A. E.
123	1. Access to transit. 2. Access to recreation. 3. greatest opportunity for use. 4. Safety. 5. geographic distribution
124	
125	A-2, B-4, C-3, D-1, E-5
126	A, D, E, B, C
127	AthenDthenEthenBthenC
128	1st: E, 2nd: A, 3rd: D, 4th: B, 5th: C
129	1 - A. 2 - C. 3 - E. 4 - D. 5 -- Really, not applicable. Bikes are a REAL TRUE form of transportation. It is not necessary to go everywhere in a car. Again, look at places like Portland and Seattle and places in Europe. Our kids are fat and out of shape because they are driven everywhere. Ditto many adults. We have lots of space to enhance the situation if only we make it a priority and use them.
130	
131	A, C, D, B, E
132	No New Potomac River Bridge in Loudoun!
133	B, D, E, A, C
134	BAEDC
135	
136	ABECD
137	
138	C E D B A
139	D,A,B, E, C
140	A,B,D,C,E
141	1. Access to transit, jobs, and pedestrian pedestrian attractions. 2. Geographic distribution throughout the county.
142	3. Where there is greatest opportunity for use. 4. Safety
143	A. 1, D. 2, C. 3, B. 4, E. 5
144	A. D. C. B. E.
145	#1 priority is A., C., E., B., D.
146	A, C, D, B, E
147	DO NOT PUT A BRIDGE IN LOUDOUN COUNTY CONNECTING VA TO MD.
148	1=B. 2=A. 3=D. 4=E. 5=C
149	1-A, 2-D, 3-C, 4-B, 5-E
150	E, B, A, D, C
151	This is recreation, not transportation. Accouts for less than 1% of commuter/business trips
152	A, B, D, C, E
153	C
154	A/D/B/E/C
155	B, A, C, E, D
156	a, e, c, b
157	1.A 2. D 3. B 4. E 5 C
158	E C D A B
159	
160	B, D. E. A,C
161	1A - B2 - 3E - 4D - 5C
162	A.-1, D-2, C-3, B-4, E-5
163	A, B, D, E, C
164	1. D. Where there is the greatest opportunity 2. E. Investments focused on safety improvements 3. B. Access to recreation use 4. D. Where there is greatest opportunity for use 5. A. Access to transit, jobs, and pedestrian attractions
165	1. Access to recreation use; 2. Safety improvements; 3. Greatest opportunity for use; 4. Access to transit, jobs, pedestrian attractions; 5. Geographic distribution
166	D, a, b, e, c
167	A, B, D, C, E
168	E

Response ID	8. How important is providing enhanced bicycle/pedestrian opportunities in the Rural Areas of the county?		
1	Important	Q8: Summary Table	
2	Extremely important	Responses	Count
3	Neutral	Extremely Important	Percent
4	Important	24	15%
5	Somewhat important	Important	34
6	Neutral	Somewhat Important	22%
7	Somewhat important	35	22%
8	Neutral	Neutral	28
9	Somewhat important	Not Sure	18%
10	Neutral	13	8%
11	Not at all	Not at all	23
12	Important	blanks	15%
13	Somewhat important	11	
14	Extremely important		
15	Neutral	Total Responses	157
16	Important	93%	
17	Somewhat important	Total Possible Responses	168
18	Not at all		
19	Neutral		
20	Neutral		
21	Somewhat important		
22	Not at all		
23	Important		
24	Not at all		
25	Not sure		
26	Somewhat important		
27	Somewhat important		
28	Important		
29	Somewhat important		
30	Extremely important		
31	Extremely important		
32	Not at all		
33	Not sure		
34	Not sure		
35	Somewhat important		
36	Important		
37	Not at all		
38	Not sure		
39	Somewhat important		
40	Neutral		
41	Extremely important		
42	Not sure		
	Important		

*there were 168 people who took the survey, therefore, there are 168 total possible responses

Response ID	8. How important is providing enhanced bicycle/pedestrian opportunities in the Rural Areas of the county?
43	Extremely important
44	Important
45	Not at all
46	Not sure
47	Somewhat important
48	Not at all
49	Somewhat important
50	Extremely important
51	Somewhat important
52	Extremely important
53	
54	Extremely important
55	Not at all
56	Extremely important
57	Important
58	Neutral
59	Somewhat important
60	Important
61	Important
62	Important
63	Extremely important
64	Extremely important
65	Important
66	Not at all
67	Somewhat important
68	
69	Not at all
70	Not sure
71	Neutral
72	Not sure
73	Neutral
74	Extremely important
75	Not sure
76	Extremely important
77	Neutral
78	
79	Neutral
80	Not sure
81	Somewhat important
82	Somewhat important
83	Extremely important
84	Not at all
85	Important
86	

Response ID	8. How important is providing enhanced bicycle/pedestrian opportunities in the Rural Areas of the county?
87	Neutral
88	Neutral
89	Important
90	
91	Important
92	Somewhat important
93	
94	Important
95	Not at all
96	Somewhat important
97	Neutral
98	Neutral
99	Not sure
100	Neutral
101	Not sure
102	Important
103	Somewhat important
104	Extremely important
105	Not at all
106	Somewhat important
107	Somewhat important
108	Extremely important
109	Extremely important
110	Somewhat important
111	Not at all
112	Neutral
113	Not at all
114	Important
115	Neutral
116	Neutral
117	Not at all
118	Not at all
119	Not at all
120	Not at all
121	Extremely important
122	Somewhat important
123	Somewhat important
124	Important
125	Neutral
126	Neutral
127	Somewhat important
128	Not at all
129	Important
130	

Response ID	8. How important is providing enhanced bicycle/pedestrian opportunities in the Rural Areas of the county?
131	Important
132	
133	Somewhat important
134	Somewhat important
135	
136	Somewhat important
137	Neutral
138	Important
139	Somewhat important
140	Important
141	Important
142	Important
143	Neutral
144	Important
145	Somewhat important
146	
147	Important
148	Important
149	Not sure
150	Not at all
151	Somewhat important
152	Neutral
153	Extremely important
154	Extremely important
155	Important
156	Important
157	Extremely important
158	Extremely important
159	
160	Somewhat important
161	Neutral
162	Neutral
163	Somewhat important
164	Important
165	Extremely important
166	Not at all
167	Important
168	Neutral

Response ID	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?																																						
1	Extremely important	<table><tr><th colspan="3">Q9: Summary Table</th></tr><tr><th>Responses</th><th>Count</th><th>Percent</th></tr><tr><td>Extremely Important</td><td>60</td><td>38%</td></tr><tr><td>Important</td><td>32</td><td>20%</td></tr><tr><td>Somewhat Important</td><td>29</td><td>18%</td></tr><tr><td>Neutral</td><td>16</td><td>10%</td></tr><tr><td>Not Sure</td><td>6</td><td>4%</td></tr><tr><td>Not at all</td><td>14</td><td>9%</td></tr><tr><td>blanks</td><td>11</td><td>7%</td></tr><tr><td colspan="3"></td></tr><tr><td>Total Responses</td><td>157</td><td>93%</td></tr><tr><td>Total Possible Responses</td><td colspan="2">168</td></tr></table> <p>*there were 168 people who took the survey, therefore, there are 168 total</p>		Q9: Summary Table			Responses	Count	Percent	Extremely Important	60	38%	Important	32	20%	Somewhat Important	29	18%	Neutral	16	10%	Not Sure	6	4%	Not at all	14	9%	blanks	11	7%				Total Responses	157	93%	Total Possible Responses	168	
Q9: Summary Table																																							
Responses	Count			Percent																																			
Extremely Important	60			38%																																			
Important	32			20%																																			
Somewhat Important	29			18%																																			
Neutral	16			10%																																			
Not Sure	6			4%																																			
Not at all	14			9%																																			
blanks	11			7%																																			
Total Responses	157	93%																																					
Total Possible Responses	168																																						
2	Extremely important																																						
3	Somewhat important																																						
4	Somewhat important																																						
5	Somewhat important																																						
6	Neutral																																						
7	Extremely important																																						
8	Neutral																																						
9	Not at all																																						
10	Extremely important																																						
11	Extremely important																																						
12	Somewhat important																																						
13	Neutral																																						
14	Important																																						
15	Extremely important																																						
16	Not at all																																						
17	Not sure																																						
18	Extremely important																																						
19	Somewhat important																																						
20	Somewhat important																																						
21	Important																																						
22	Not at all																																						
23	Neutral																																						
24	Extremely important																																						
25	Extremely important																																						
26	Extremely important																																						
27	Somewhat important																																						
28	Extremely important																																						
29	Extremely important																																						
30																																							
31	Important																																						
32	Extremely important																																						
33	Extremely important																																						
34	Somewhat important																																						
35	Extremely important																																						
36	Not at all																																						
37	Important																																						
38	Important																																						
39	Somewhat important																																						
40	Extremely important																																						
41	Not sure																																						

Response ID	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?
42	Extremely important
43	Extremely important
44	Important
45	Somewhat important
46	Neutral
47	Somewhat important
48	Neutral
49	Extremely important
50	Extremely important
51	Extremely important
52	Extremely important
53	Extremely important
54	Extremely important
55	Somewhat important
56	Extremely important
57	Important
58	Neutral
59	Important
60	Important
61	Extremely important
62	Extremely important
63	Extremely important
64	Extremely important
65	Neutral
66	Important
67	Extremely important
68	
69	Not sure
70	Not sure
71	Neutral
72	Important
73	Somewhat important
74	Important
75	Extremely important
76	Extremely important
77	Neutral
78	
79	Neutral
80	Somewhat important
81	Extremely important
82	Somewhat important
83	Extremely important
84	Somewhat important
85	Important

Response ID	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?
86	Not at all
87	Somewhat important
88	Neutral
89	Important
90	
91	Extremely important
92	Important
93	
94	Important
95	Not at all
96	Important
97	Somewhat important
98	Not sure
99	Somewhat important
100	Important
101	Extremely important
102	Important
103	Neutral
104	Extremely important
105	Neutral
106	Extremely important
107	Important
108	Extremely important
109	Extremely important
110	Important
111	Not at all
112	Extremely important
113	Not at all
114	Extremely important
115	Important
116	Somewhat important
117	Not at all
118	Not at all
119	Not at all
120	Not at all
121	Extremely important
122	Neutral
123	Extremely important
124	Extremely important
125	Somewhat important
126	Extremely important
127	Important
128	Not at all
129	Important

Response ID	Q9: How important is providing enhanced bike/ped opportunities in Eastern Loudoun?
130	
131	Not sure
132	
133	Somewhat important
134	Somewhat important
135	
136	Important
137	Important
138	Somewhat important
139	Extremely important
140	Extremely important
141	Extremely important
142	Extremely important
143	Important
144	Somewhat important
145	Extremely important
146	
147	Extremely important
148	Extremely important
149	Extremely important
150	Not at all
151	Important
152	Extremely important
153	Extremely important
154	Extremely important
155	Somewhat important
156	Extremely important
157	Extremely important
158	Extremely important
159	
160	Somewhat important
161	Neutral
162	Somewhat important
163	Important
164	Important
165	
166	Important
167	Important
168	Somewhat important

Response ID	10. Which of the following considerations for bicycle/pedestrian facilities needs the most improvement? (select one)						
	First Response	Second Response	Third Response	Fourth Response	Fifth Response	Sixth Response	
1	Continuity of network						good
2	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic				void
3	Intersection safety	Separation from vehicular traffic					void
4	Intersection safety	Separation from vehicular traffic					void
5	Continuity of network	Separation from vehicular traffic					void
6	Continuity of network	Separation from vehicular traffic					void
7	Continuity of network	Access to destinations	Intersection safety	Separation from vehicular traffic			void
8	Continuity of network	Access to destinations	Separation from vehicular traffic				void
9	Intersection safety						good
10	Continuity of network						good
11							
12	Continuity of network	Access to destinations	Separation from vehicular traffic				void
13	Separation from vehicular traffic						good
14	Separation of bicycle and pedestrian traffic						good
15	Continuity of network						good
16	Separation from vehicular traffic						good
17	Continuity of network	Access to destinations	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic	Lighting and maintenance	void
18	Access to destinations						good
19	Continuity of network	Separation from vehicular traffic					void
20	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic					void
21	Continuity of network						good
22	Separation of bicycle and pedestrian traffic						good
23	Intersection safety						good
24	Continuity of network	Intersection safety	Separation from vehicular traffic				void
25	Continuity of network						good
26	Continuity of network	Access to destinations	Separation from vehicular traffic				void
27	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic					void
28	Continuity of network						good
29	Continuity of network	Access to destinations	Separation from vehicular traffic				void
30	Continuity of network	Separation from vehicular traffic					void
31	Continuity of network	Access to destinations	Separation from vehicular traffic				void
32	Continuity of network	Access to destinations	Intersection safety				void
33	Continuity of network						good
34	Separation from vehicular traffic						good
35	Continuity of network	Separation from vehicular traffic					void
36	Separation from vehicular traffic						good
37	Continuity of network	Intersection safety	Separation from vehicular traffic				void
38	Access to destinations						good
39	Continuity of network	Intersection safety	Separation from vehicular traffic	Lighting and maintenance			void
40	Separation of bicycle and pedestrian traffic						good
41	Intersection safety	Separation from vehicular traffic					void
42	Separation from vehicular traffic						good
43	Continuity of network						good
44	Access to destinations	Intersection safety	Separation from vehicular traffic	Lighting and maintenance			void
45	Separation of bicycle and pedestrian traffic						good
46	Separation from vehicular traffic						good
47	Separation from vehicular traffic						good
48	Intersection safety	Separation from vehicular traffic					void
49	Continuity of network						good
50	Continuity of network	Access to destinations	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic	Lighting and maintenance	void
51	Access to destinations	Intersection safety	Separation from vehicular traffic				void
52	Separation from vehicular traffic						good
53	Access to destinations	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic			void
54	Separation from vehicular traffic						good
55	Continuity of network						good
56	Separation of bicycle and pedestrian traffic						good
57	Separation from vehicular traffic						good
58	Separation of bicycle and pedestrian traffic						good
59	Continuity of network	Access to destinations					void
60	Continuity of network	Access to destinations	Separation from vehicular traffic				void
61	Continuity of network	Intersection safety	Lighting and maintenance				void
62	Continuity of network	Access to destinations	Intersection safety				void
63	Continuity of network	Intersection safety	Separation from vehicular traffic	Lighting and maintenance			void
64	Continuity of network	Separation from vehicular traffic	Lighting and maintenance				void
65	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic				void
66	Separation from vehicular traffic						good

Q10: Summary Table		
Responses	Count	Percent
Continuity of network	25	29%
Access to Destinations	11	13%
Intersection Safety	12	14%
Separation from vehicular traffic	27	31%
Separation of bicycle and pedestrian traffic	11	13%
Lighting and maintenance	0	0%
blanks	13	
Total	86	

*Deleted all the responses that selected more than one response (69 participants)

Response ID	10. Which of the following considerations for bicycle/pedestrian facilities needs the most improvement? (select one)					
	First Response	Second Response	Third Response	Fourth Response	Fifth Response	Sixth Response
67	Continuity of network	Intersection safety	Separation from vehicular traffic			void
68						good
69	Separation from vehicular traffic					good
70						good
71	Separation from vehicular traffic					good
72	Separation from vehicular traffic					good
73	Separation from vehicular traffic					good
74	Continuity of network					good
75	Intersection safety					good
76	Continuity of network	Separation of bicycle and pedestrian traffic				void
77	Access to destinations					good
78						good
79	Continuity of network					good
80	Separation of bicycle and pedestrian traffic					good
81	Access to destinations	Intersection safety	Separation from vehicular traffic	Lighting and maintenance		void
82	Continuity of network	Separation from vehicular traffic				void
83	Access to destinations					good
84	Separation of bicycle and pedestrian traffic					good
85	Continuity of network	Intersection safety	Separation from vehicular traffic			void
86	Separation of bicycle and pedestrian traffic					good
87	Separation from vehicular traffic					good
88	Intersection safety					good
89	Continuity of network	Intersection safety	Separation from vehicular traffic			void
90						good
91	Continuity of network	Access to destinations				void
92	Continuity of network					good
93						good
94	Intersection safety					good
95	Intersection safety					good
96	Access to destinations	Intersection safety	Separation from vehicular traffic			void
97	Continuity of network					good
98	Access to destinations					good
99	Separation of bicycle and pedestrian traffic					good
100	Continuity of network	Access to destinations	Separation from vehicular traffic			void
101	Continuity of network	Access to destinations	Separation from vehicular traffic			void
102	Separation from vehicular traffic					good
103	Intersection safety	Separation of bicycle and pedestrian traffic	Lighting and maintenance			void
104	Access to destinations					good
105	Continuity of network					good
106	Intersection safety					good
107	Separation from vehicular traffic					good
108	Intersection safety					good
109	Continuity of network					good
110	Continuity of network	Intersection safety				void
111	Separation from vehicular traffic					good
112	Separation from vehicular traffic					good
113	Separation from vehicular traffic					good
114	Continuity of network	Intersection safety	Separation from vehicular traffic			void
115	Continuity of network	Access to destinations				void
116	Intersection safety	Separation of bicycle and pedestrian traffic				void
117	Separation from vehicular traffic					good
118						good
119						good
120						good
121	Continuity of network					good
122	Continuity of network					good
123	Continuity of network	Access to destinations				void
124	Continuity of network	Access to destinations	Intersection safety	Separation from vehicular traffic	Lighting and maintenance	void
125	Continuity of network					good
126	Continuity of network					good
127	Separation of bicycle and pedestrian traffic					good
128	Separation from vehicular traffic					good
129	Continuity of network	Intersection safety	Separation of bicycle and pedestrian traffic			void
130						good
131	Separation of bicycle and pedestrian traffic	Lighting and maintenance				void
132						good
133	Access to destinations					good
134	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic	Lighting and maintenance			void
135						good
136	Continuity of network	Intersection safety	Separation from vehicular traffic	Lighting and maintenance		void
137	Access to destinations					good
138	Intersection safety					good
139	Access to destinations					good
140	Continuity of network	Access to destinations	Intersection safety			void
141	Continuity of network	Access to destinations	Separation from vehicular traffic			void
142	Separation from vehicular traffic					good

Response ID	10. Which of the following considerations for bicycle/pedestrian facilities needs the most improvement? (select one)					
	First Response	Second Response	Third Response	Fourth Response	Fifth Response	Sixth Response
143	Continuity of network	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic		void
144	Continuity of network					good
145	Continuity of network	Access to destinations	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic	void
146	Separation from vehicular traffic					good
147	Continuity of network	Separation from vehicular traffic				void
148	Separation from vehicular traffic	Lighting and maintenance				void
149	Intersection safety					good
150	Continuity of network					good
151	Continuity of network					good
152	Access to destinations					good
153	Continuity of network					good
154	Continuity of network	Access to destinations	Intersection safety			void
155	Separation from vehicular traffic					good
156	Continuity of network	Access to destinations	Separation from vehicular traffic			void
157	Continuity of network	Access to destinations	Intersection safety	Separation from vehicular traffic	Separation of bicycle and pedestrian traffic	void
158	Continuity of network	Separation from vehicular traffic				void
159						good
160	Continuity of network	Separation from vehicular traffic				void
161	Separation from vehicular traffic					good
162	Intersection safety					good
163	Continuity of network	Separation from vehicular traffic				void
164	Access to destinations	Separation from vehicular traffic				void
165	Access to destinations					good
166	Intersection safety					good
167	Separation from vehicular traffic					good

Response ID	Q11: If the county were to consider future investments to expand transit service which locations would benefit most? (select one)	
	First Response	Second Response
1	Town Centers and Activity Centers	good
2	Suburban places	good
3	Suburban places	good
4	We have plenty of transit service	good
5	Suburban places	Town Centers and Activity Centers
6	We have plenty of transit service	good
7	Suburban places	Town Centers and Activity Centers
8	We have plenty of transit service	good
9	Rural places	good
10	Suburban places	good
11	Suburban places	Town Centers and Activity Centers
12	Suburban places	good
13	Suburban places	good
14	Suburban places	good
15	Town Centers and Activity Centers	good
16	Town Centers and Activity Centers	We have plenty of transit service
17	Town Centers and Activity Centers	good
18	Town Centers and Activity Centers	good
19	Suburban places	good
20	Suburban places	Town Centers and Activity Centers
21	Town Centers and Activity Centers	good
22	Rural places	good
23	We have plenty of transit service	good
24	Suburban places	Town Centers and Activity Centers
25	Town Centers and Activity Centers	good
26	Town Centers and Activity Centers	good
27		good
28	We have plenty of transit service	good
29	Town Centers and Activity Centers	good
30		good
31	Suburban places	Town Centers and Activity Centers
32	Suburban places	Town Centers and Activity Centers
33	Rural places	good
34		good
35	Town Centers and Activity Centers	good
36	We have plenty of transit service	good
37	Suburban places	Town Centers and Activity Centers
38	Town Centers and Activity Centers	good
39	We have plenty of transit service	good
40	Rural places	Suburban places
41	We have plenty of transit service	good

Q11: Summary Table		
Responses	Count	Percent
Rural places	12	10%
Suburban places	31	25%
Town Centers and Activity Centers	55	44%
We have plenty of transit service	27	22%
blanks	18	
Total	125	

*Deleted all the responses that selected more than one response (25 participants)

Response ID	Q11: If the county were to consider future investments to expand transit service which locations would benefit most? (select one)		
	First Response	Second Response	
42	Town Centers and Activity Centers		good
43			good
44	Rural places		good
45	Town Centers and Activity Centers		good
46			good
47	Town Centers and Activity Centers		good
48	Town Centers and Activity Centers		good
49	Town Centers and Activity Centers		good
50	Suburban places	Town Centers and Activity Centers	void
51	Town Centers and Activity Centers		good
52	Rural places		good
53	Town Centers and Activity Centers		good
54	Town Centers and Activity Centers		good
55	We have plenty of transit service		good
56	Town Centers and Activity Centers		good
57	We have plenty of transit service		good
58	Town Centers and Activity Centers		good
59	Rural places	Suburban places	void
60	Town Centers and Activity Centers		good
61	We have plenty of transit service		good
62	We have plenty of transit service		good
63	Suburban places	Town Centers and Activity Centers	void
64	Suburban places	Town Centers and Activity Centers	void
65	Town Centers and Activity Centers		good
66	Suburban places		good
67	Rural places		good
68			good
69	Suburban places		good
70			good
71	Suburban places		good
72	Town Centers and Activity Centers		good
73	Suburban places	Town Centers and Activity Centers	void
74	Town Centers and Activity Centers		good
75			good
76	Town Centers and Activity Centers		good
77	Suburban places		good
78			good
79	Suburban places		good
80	We have plenty of transit service		good
81	Suburban places	Town Centers and Activity Centers	void

Response ID	Q11: If the county were to consider future investments to expand transit service which locations would benefit most? (select one)	
	First Response	Second Response
82	Town Centers and Activity Centers	
83	Suburban places	
84	Town Centers and Activity Centers	
85	We have plenty of transit service	
86	Town Centers and Activity Centers	
87	We have plenty of transit service	
88	We have plenty of transit service	
89		
90		
91	Suburban places	
92	Suburban places	
93		
94	Suburban places	
95	We have plenty of transit service	
96	Suburban places	Town Centers and Activity Centers
97	Town Centers and Activity Centers	
98	Rural places	
99	We have plenty of transit service	
100	Town Centers and Activity Centers	
101	Suburban places	Town Centers and Activity Centers
102	Town Centers and Activity Centers	
103	We have plenty of transit service	
104	Suburban places	
105	We have plenty of transit service	
106	We have plenty of transit service	
107	Suburban places	
108	We have plenty of transit service	
109		
110	Town Centers and Activity Centers	
111	Suburban places	
112	Town Centers and Activity Centers	
113	Suburban places	
114	Suburban places	
115	Town Centers and Activity Centers	
116	Suburban places	Town Centers and Activity Centers
117	Town Centers and Activity Centers	
118	Town Centers and Activity Centers	
119	We have plenty of transit service	
120	We have plenty of transit service	
121	Town Centers and Activity Centers	
122	Town Centers and Activity Centers	
123	Suburban places	
124		
125	Town Centers and Activity Centers	

Response ID	Q11: If the county were to consider future investments to expand transit service which locations would benefit most? (select one)	
	First Response	Second Response
126	Town Centers and Activity Centers	
127	Town Centers and Activity Centers	
128	Rural places	
129	Town Centers and Activity Centers	
130		
131	Suburban places	
132		
133	Town Centers and Activity Centers	
134	We have plenty of transit service	
135	Town Centers and Activity Centers	
136	Suburban places	
137	Suburban places	
138	Town Centers and Activity Centers	
139	Suburban places	
140	Suburban places	
141	Suburban places	Town Centers and Activity Centers
142	Town Centers and Activity Centers	
143	Suburban places	Town Centers and Activity Centers
144	Rural places	
145	Town Centers and Activity Centers	
146		
147	Town Centers and Activity Centers	
148	Rural places	
149	Town Centers and Activity Centers	
150	Town Centers and Activity Centers	
151	Rural places	
152	Suburban places	
153	Town Centers and Activity Centers	
154	Suburban places	Town Centers and Activity Centers
155	Suburban places	
156	Town Centers and Activity Centers	
157	Rural places	Suburban places
158	Suburban places	Town Centers and Activity Centers
159		
160	We have plenty of transit service	
161	We have plenty of transit service	
162	Rural places	
163	Suburban places	
164	Town Centers and Activity Centers	
165	Town Centers and Activity Centers	
166	Suburban places	

Response ID	Q11: If the county were to consider future investments to expand transit service which locations would benefit most? (select one)		
	First Response	Second Response	
167	Town Centers and Activity Centers		good
168	Suburban places	Town Centers and Activity Centers	void

Response ID	12. Check the locations where you support roadside lighting. (select one)				
	First Response	Second Response	Third Response	Fourth Response	Fifth Response
1	High speed/high volume	Where there are safety	Activity centers	Eastern Loudoun	void
2	Where there are safety				good
3	High speed/high volume	Where there are safety	Activity centers	Eastern Loudoun	void
4	Where there are safety				good
5	Eastern Loudoun				good
6	High speed/high volume	Where there are safety	Eastern Loudoun		void
7	Where there are safety				good
8	High speed/high volume	Where there are safety			void
9	High speed/high volume				good
10	Eastern Loudoun				good
11	High speed/high volume	Where there are safety	Activity centers	Eastern Loudoun	void
12	Where there are safety				good
13	High speed/high volume	Where there are safety			void
14	High speed/high volume	Where there are safety	Activity centers	Eastern Loudoun	void
15	Where there are safety	Activity centers			void
16	High speed/high volume corridors	Where there are safety concerns	Eastern Loudoun		void
17	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
18	Where there are safety concerns				good
19	Where there are safety concerns				good
20	High speed/high volume corridors	Activity centers			void
21	Where there are safety concerns				good
22	High speed/high volume corridors	Eastern Loudoun			void
23	Where there are safety concerns				good
24	High speed/high volume corridors	Eastern Loudoun			void
25	Where there are safety concerns				good
26	Where there are safety concerns	Rural places			void
27	Where there are safety	Eastern Loudoun			void
28	Eastern Loudoun				good
29	High speed/high volume	Activity centers			void
30	Where there are safety				good
31	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
32	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
33	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	void
34	Activity centers				good
35	Where there are safety	Activity centers			void
36	Where there are safety	Activity centers			void
37	Where there are safety				good
38	Where there are safety				good
39	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
40	Where there are safety				good
41	Eastern Loudoun				good
42	Where there are safety				good
43	Where there are safety				good
44	High speed/high volume	Activity centers			void
45	Activity centers				good
46	High speed/high volume				good
47	Where there are safety				good
48	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
49	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	void
50	High speed/high volume corridors	Where there are safety concerns	Eastern Loudoun		void
51	Where there are safety				good
52	High speed/high volume corridors	Where there are safety concerns			void
53	High speed/high volume	Activity centers			void
54	Where there are safety				good
55	Where there are safety				good
56	Where there are safety				good
57	Where there are safety				good
58	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
59	Where there are safety				good
60	Where there are safety	Activity centers			void
61	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	void
62	Where there are safety				good
63	Where there are safety				good

Q12: Summary Table		
Responses	Count	Percent
High speed/high volume	5	6%
Where there are safety	72	80%
Activity centers	7	8%
Eastern Loudoun	6	7%
Rural places	0	0%
blanks	0	
Total	90	

*Deleted all the responses that selected more than one response (78 participants)

Response ID	12. Check the locations where you support roadside lighting. (select one)				
	First Response	Second Response	Third Response	Fourth Response	Fifth Response
64	Where there are safety	Activity centers	Eastern Loudoun		void
65	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
66	High speed/high volume corridors	Where there are safety concerns			void
67	Where there are safety	Eastern Loudoun			void
68	Where there are safety				good
69	High speed/high volume corridors	Where there are safety concerns	Eastern Loudoun		void
70	Where there are safety				good
71	Where there are safety				good
72	Where there are safety				good
73	High speed/high volume corridors	Where there are safety concerns			void
74	Where there are safety	Activity centers			void
75	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
76	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	void
77	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
78	Where there are safety				good
79	Where there are safety				good
80	Where there are safety	Activity centers			void
81	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
82	Where there are safety				good
83	Where there are safety				good
84	Where there are safety	Eastern Loudoun			void
85	High speed/high volume corridors	Where there are safety concerns	Rural places		void
86	High speed/high volume				good
87	Where there are safety				good
88	Where there are safety				good
89	Activity centers				good
90	Where there are safety				good
91	Where there are safety				good
92	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
93	Where there are safety				good
94	Where there are safety				good
95	Where there are safety				good
96	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	void
97	High speed/high volume corridors	Where there are safety concerns			void
98	Where there are safety				good
99	Where there are safety	Activity centers			void
100	Where there are safety				good
101	High speed/high volume corridors	Where there are safety concerns			void
102	Where there are safety				good
103	Where there are safety				good
104	High speed/high volume corridors	Where there are safety concerns			void
105	High speed/high volume	Eastern Loudoun			void
106	Where there are safety	Eastern Loudoun			void
107	Where there are safety				good
108	Eastern Loudoun				good
109	High speed/high volume				good
110	Where there are safety	Activity centers			void
111	High speed/high volume corridors	Where there are safety concerns	Activity centers		void
112	High speed/high volume	Eastern Loudoun			void
113	Where there are safety				good
114	Where there are safety				good
115	High speed/high volume corridors	Where there are safety concerns			void
116	Where there are safety				good
117	High speed/high volume				good
118	Where there are safety				good
119	Where there are safety				good
120	Where there are safety				good
121	Activity centers				good
122	Where there are safety	Eastern Loudoun			void
123	Where there are safety				good
124	Where there are safety	Activity centers			void
125	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural places
126	Where there are safety				good
127	Where there are safety				good
128	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural places
129	Where there are safety				good

Response ID	12. Check the locations where you support roadside lighting. (select one)					
	First Response	Second Response	Third Response	Fourth Response	Fifth Response	
130	Where there are safety					good
131	Where there are safety	Rural places				void
132	Where there are safety					good
133	Where there are safety					good
134	Where there are safety					good
135	High speed/high volume corridors	Where there are safety concerns				void
136	Where there are safety					good
137	Where there are safety					good
138	High speed/high volume corridors	Where there are safety concerns				void
139	High speed/high volume corridors	Where there are safety concerns	Activity centers			void
140	Where there are safety					good
141	High speed/high volume corridors	Where there are safety concerns	Activity centers			void
142	High speed/high volume corridors	Where there are safety concerns	Activity centers			void
143	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun		void
144	Where there are safety					good
145	Where there are safety					good
146	Where there are safety					good
147	Where there are safety					good
148	High speed/high volume corridors	Where there are safety concerns				void
149	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun	Rural places	void
150	Where there are safety					good
151	Where there are safety					good
152	Eastern Loudoun					good
153	Where there are safety					good
154	High speed/high volume corridors	Where there are safety concerns	Activity centers			void
155	High speed/high volume corridors	Where there are safety concerns	Activity centers			void
156	Activity centers					good
157	Where there are safety	Eastern Loudoun	Rural places			void
158	High speed/high volume corridors	Where there are safety concerns				void
159	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun		void
160	Where there are safety					good
161	Activity centers					good
162	Where there are safety					good
163	High speed/high volume corridors	Where there are safety concerns				void
164	Where there are safety					good
165	Where there are safety					good
166	High speed/high volume corridors	Where there are safety concerns	Activity centers			void
167	Activity centers					good
168	High speed/high volume corridors	Where there are safety concerns	Activity centers	Eastern Loudoun		void

Build-a-Street: June 5, 2017 Meeting













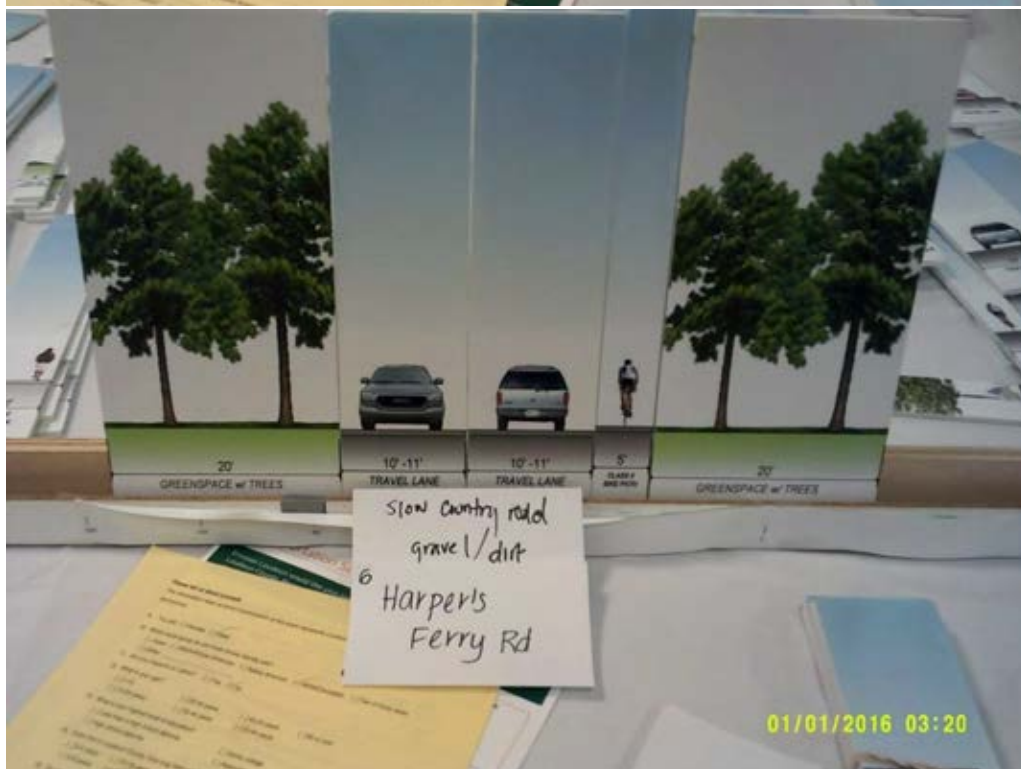
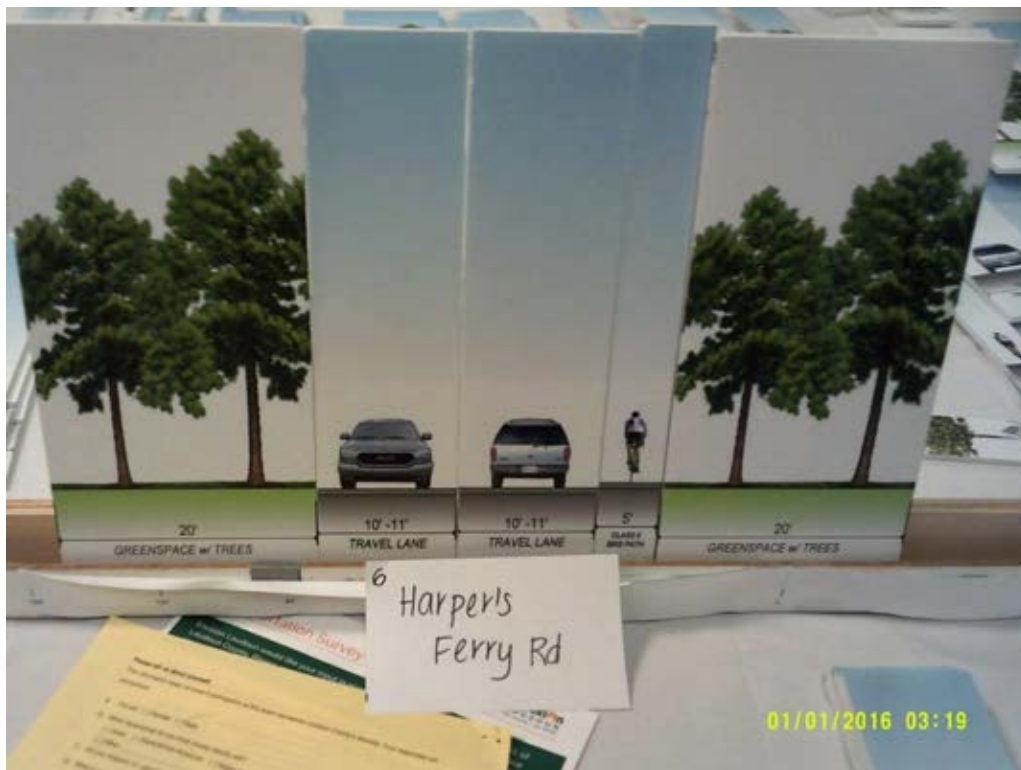




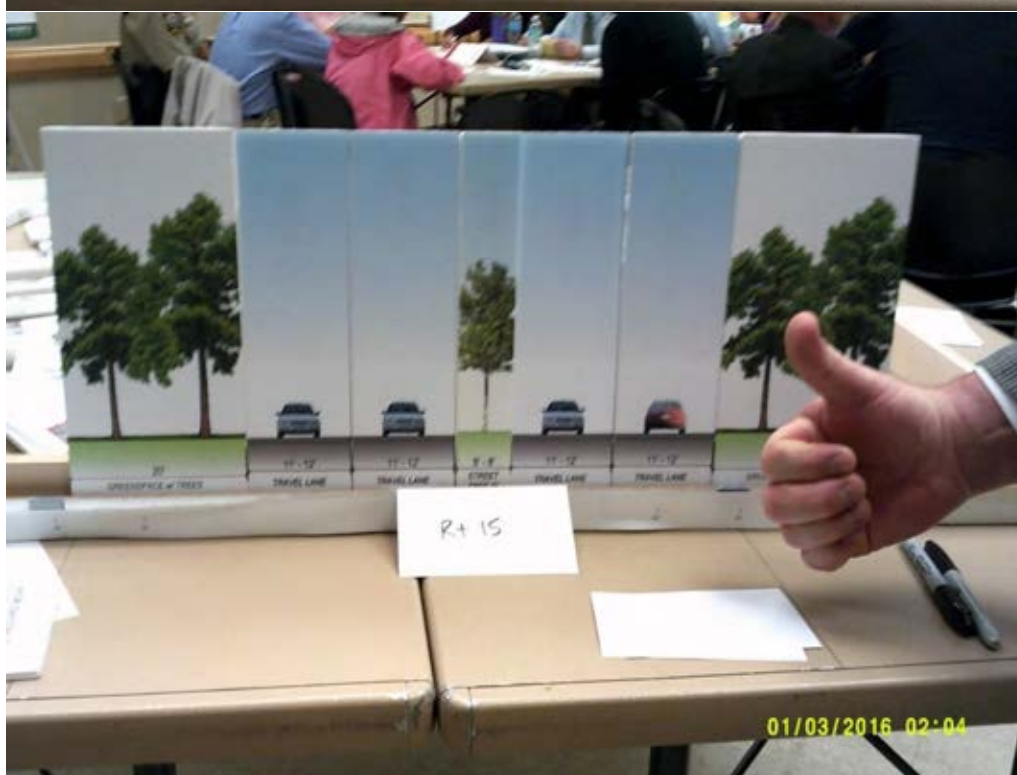
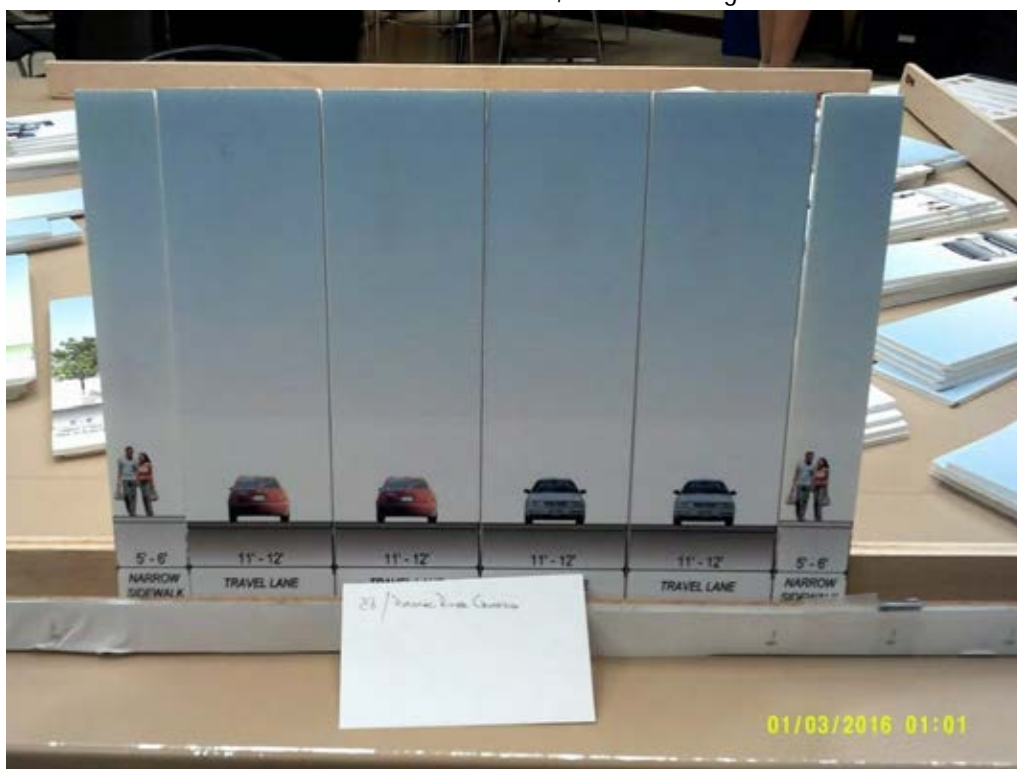








Build-a-Street: June 7, 2017 Meeting







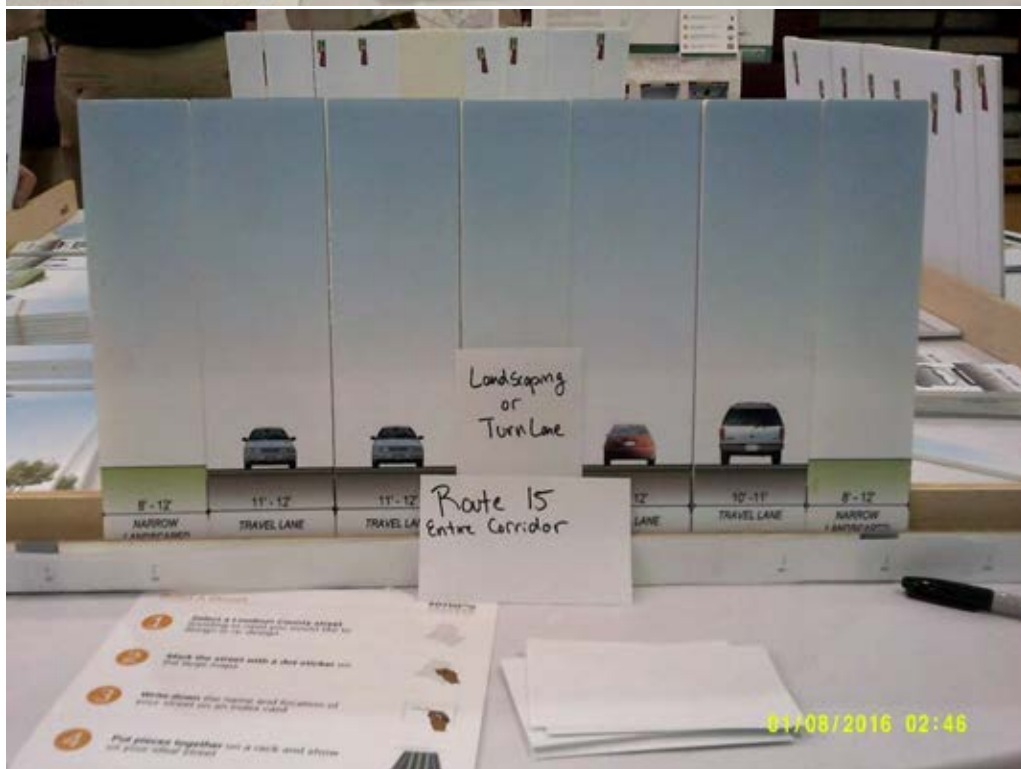






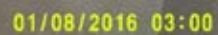
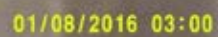
Build-a-Street: June 12, 2017 Meeting















Build-a-Street: June 13, 2017 Meeting









Build-a-Street: June 15, 2017 Meeting





Build-a-Street Documentation

Date	Suburban Area		
	Road	Transportation Element	Cross-section #
12-Jun	Loudoun County Parkway	Medium Sidewalk	2
		Class 1 Bike Path	2
		Travel Lane	4
		Median with Tree	1
12-Jun	Loudoun County Parkway	Median with Tree	2
		1-Way Bike Facility	2
		Narrow Sidewalk	2
		Travel Lane	4
		Bioswale Median	1
12-Jun	Loudoun County Parkway	Narrow Sidewalk	2
		1-Way Bike Facility	2
		Travel Lane	4
		Street Tree	1
12-Jun	Loudoun County Parkway	Multi-Use Path	2
		Street Tree	2
		Bus Only Lane	2
		Travel Lane	4
		Median	1
7-Jun	Sterling Boulevard	Multi-Use Path	1
		Street Tree	2
		Travel Lane	4
		Large Tree Median	1
		Transit Shelter	1
		Narrow Sidewalk	1
7-Jun	Sterling Boulevard	Parallel Parking	2
		Street Tree	3
		Class 2 Bike Path	2
		Travel Lane	4
		Curb and Gutter	2
		Multi-Use Path	1
12-Jun	Riverside Parkway new section from GWU	Bioswale	2
		Multi-Use Path	1
		Street Tree	2
		Bus Only Lane	1
		Bioswale Median	1
		Travel Lane	2
		Wide Sidewalk	1
12-Jun	Ashburn Village Boulevard Entry	Large Front Yard	2
		2-Way Bike Facility	2
		Narrow Landscape	2
		Travel Lane	4
		Bioswale Median	1
12-Jun	Harrison Street, Leesburg	Bioswale	1
		Transit Shelter	1
		Travel Lane	2
		Wide Sidewalk	1
		Street Tree	2
7-Jun	606	Travel Lane	8

Date	Transition Area		
	Road	Transportation Element	Cross-section #
7-Jun	Belmont Ridge Road	Narrow Sidewalk	2
		Street Tree	3
		1-Way Bike Facility	2
		Travel Lane	2
		Curb and Gutter	2
13-Jun	Evergreen Mill road from Shreve Mill Road to Route 15	Travel Lane	4
		Bioswale Median	1
		2-Way Bike Facility	1
15-Jun	East-West Connection Road and Trail	Greenspace with Trees	2
		Multi-Use Path	2
		Bioswale	2
		Travel Lane	2
		Median with Tree	1
Date	Rural Area		
	Road	Transportation Element	Cross-section #
7-Jun	Potomac River Bridge	Travel Lane	6
		Median	1
12-Jun	Route 15	Narrow Landscape	3
		Travel Lane	4
15-Jun	Route 15	Street Tree	2
		Bioswale	2
		2-Way Bike Facility	2
		Traffic Barrier Posts	2
		Travel Lane	4
		Medium Trees	1
13-Jun	Route 9 Hillsboro -Charles Town Pike	Narrow Sidewalk	2
		Curb and Gutter	2
		Travel Lane	2
		Alternating Parking	1
13-Jun	Route 9 NW of Hillsboro	Travel Lane	4
		Class 1 Bike Path	1
12-Jun	Route 15 - White Ferry to Md	Median Tree	3
		Two-Way Bike Facility	1
		Travel Lane	2
		Bioswale Median	1
7-Jun	Route 15	Greenspace with Trees	1
		Curb and Gutter	2
		Travel Lane	4
		Bioswale	2
		Multi-Use Path	1
		Large Front Yard	1
12-Jun	Route 15 - White Ferry to Md	Median Tree	2
		2-Way Bike Facility	1
		Travel Lane	2
		Bioswale Median	1
12-Jun	Route 15	Greenspace with Trees	2
		Travel Lane	4
		Street Tree	1

Date	Rural Area (Continued)		
	Road	Transportation Element	Cross-section #
12-Jun	Lenah Farm La. Fleetwood	Street Tree	2
		Travel Lane	2
		Boulevard Landscape Median	1
		1-Way Bike Facility	1
7-Jun	Jennings Farm Road	Greenspace with Trees	1
		Travel Lane	2
		Class 2 Bike Path	1
		Urban Street Tree in Planter	1
12-Jun	Harpers Ferry Road - No commercial gravel	Large Front Yard	2
		Travel Lane	2
		Class 2 Bike Path	1
13-Jun	Harmony Church Road	Greenspace with Trees	2
		Class 2 Bike Path	2
		Bioswale	2
		Travel Lane	2
13-Jun	Lincoln Road through Village	Narrow Sidewalk	2
		Bioswale	2
		Travel Lane	2
13-Jun	Snickersville Turnpike	Greenspace with Trees	2
		Class 2 Bike Path	2
		Bioswale	2
		Travel Lane	2
13-Jun	Route 7	Medium Sidewalk	1
		Transit Shelter	2
		Bus Only Lane	2
		Travel Lane	4
		Bioswale Median	2
		Street Tree	2
		Class 1 Bike Path	1

Visual Preference Survey Summary							
VISUAL ID		Suburban Residential		Suburban Commercial / Activity Center		Rural	
		Public Meeting	Online	Public Meeting	Online	Public Meeting	Online
1	A	37	76	47	45	10	25
2	B	4	17	27	30	7	33
3	C	59	76	14	25	32	56
4	D	56	78	37	32	58	83
5	E	40	46	13	22	40	41
6	F	6	10	30	57	34	43
7	G	27	29	59	76	30	58
8	H	36	46	34	35	28	32
9	I	33	50	41	45	53	42
10	J	17	31	21	61	15	21
11	K	29	34	7	27	42	35
Total		344	493	330	455	349	469

Rural Visual Preference Survey Results									
Image #*	Description	06/05/2017 Votes	06/07/2017 Votes	06/12/2017 Votes	06/13/2017 Votes	06/15/2017 Votes		Total	Percent
1	Shared Used Asphalt Walkway	4	0	0	3	3		10	3%
2	Bridge Overpass	2	4	0	1	0		7	2%
3	Wide Shoulders	9	5	3	7	8		32	9%
4	Bike/Ped Trail Divided by Yellow Dotted Lines	17	8	3	14	16		58	17%
5	Roundabout	11	3	1	18	7		40	11%
6	Street with no Bike Lane and with Parallel Parking	11	9	2	9	3		34	10%
7	Shared Use Park Trail	7	4	3	7	9		30	9%
8	Road with No Shoulder	5	10	3	5	5		28	8%
9	Gravel/Dirt Road	22	15	1	4	11		53	15%
10	Road with Shoulder and Ped Crossing Flashing Signs	6	4	2	0	3		15	4%
11	Bike/Ped Trail with Bike/Ped Crossing Sign and Stop Sign	13	9	5	13	2		42	12%

*Numbered Left-to-right, then down the rows, see following image

QC Total

107

71

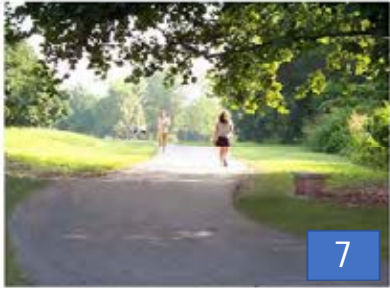
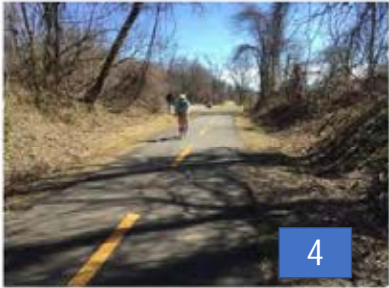
23

81

67

349

RURAL



Commercial/Activity Center Visual Preference Survey Results								
Image #*	Description	06/05/2017 Votes	06/07/2017 Votes	06/12/2017 Votes	06/13/2017 Votes	06/15/2017 Votes		Total Percent
1	Designated Bike Lane with Buffer	19	4	2	12	10		47 28%
2	Designated Bike Lane with Best Buy	9	3	1	11	3		27 16%
3	Sharrow	6	1	2	4	1		14 8%
4	Narrow road (without striping) & Parallel Parking, near storefronts	14	12	2	1	8		37 22%
5	Road with Parallel Parking	2	1	0	3	7		13 8%
6	Wide City Brick Crosswalk/Sidewalk, Adjacent to park with Trees	13	6	3	6	2		30 18%
7	Shared Use Sidewalk in Commerical Area	13	13	5	18	10		59 36%
8	Bus & Bus Only Lane	15	5	1	11	2		34 21%
9	Roundabout	10	4	5	15	7		41 25%
10	Striped Pedestrian Crosswalk & Cross Button	9	5	2	2	3		21 13%
11	Bus Stop Pull-Off Area	2	1	1	0	3		7 4%

*Numbered Left-to-right, then down the rows, see following image

QC Total

112

55

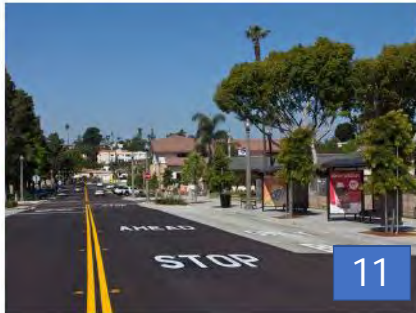
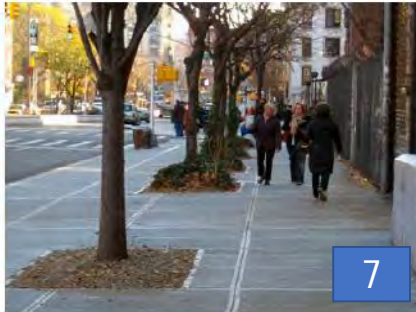
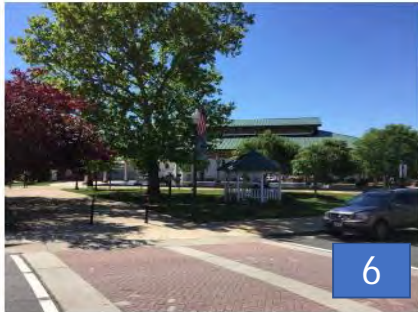
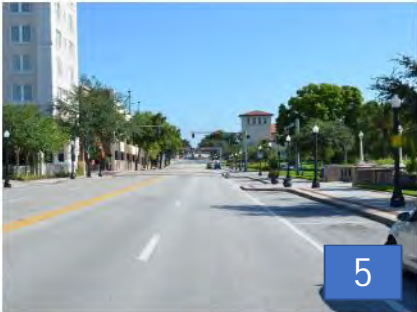
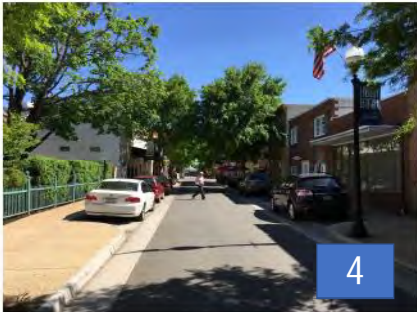
24

83

56

330

SUBURBAN
COMMERCIAL/
ACTIVITY CENTER

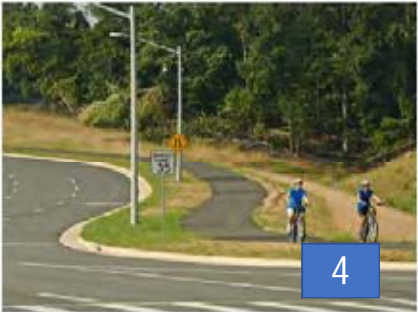
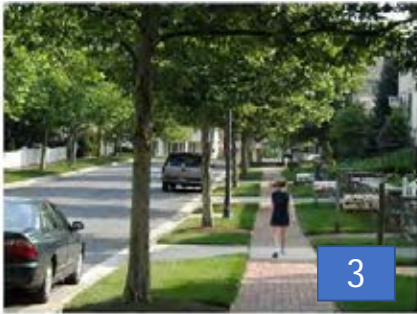


Suburban Residential Visual Preference Survey Results								
Image #*	Description	06/05/2017 Votes	06/07/2017 Votes	06/12/2017 Votes	06/13/2017 Votes	06/15/2017 Votes		Total Percent
1	Roadway (no Parking), Trees, Sidewalk, Yard (no Mailbox)	13	15	3	4	2		37 22%
2	Signalized Crosswalk with Grass/Tree Median, Trees outside roadway	2	0	0	1	1		4 2%
3	Roadway (on-street Parking), Trees, Sidewalk, Yard (w/ Mailbox)	22	13	4	12	8		59 34%
4	Grass-Median Separated Bike Lane/Trail	17	5	3	17	14		56 33%
5	Roundabout	9	3	1	14	13		40 23%
6	Bush/Tree Median	1	1	2	0	2		6 3%
7	Wide tiled sidewalk with Lampposts	9	4	2	11	1		27 16%
8	Carolina Thread Trail	15	8	2	4	7		36 21%
9	Park Walkway with Benches	8	11	1	8	5		33 19%
10	Center b-i-directional Turn Lane & right-side bike lane	7	0	1	4	5		17 10%
11	Pedestrian Overpass	10	1	4	5	9		29 17%

*Numbered Left-to-right, then down the rows, see following image

QC Total	113	61	23	80	67	344
----------	-----	----	----	----	----	-----

SUBURBAN
RESIDENTIAL



Appendix C:

Exit Questionnaire Results

Envision LOUDOUN Choices for the Future

Exit Questionnaire Statistics

1	How did you hear about the Listening and Learning Workshops?	Responses	Percent	
	Word of Mouth	109	19.5%	
	Newspaper Article	66	11.8%	
	Ad	22	3.9%	
	Poster/flyer	18	3.2%	
	Radio/TV	1	0.2%	
	Loudoun County Government Website	57	10.2%	
	Envision Loudoun website	39	7.0%	
	Envision Loudoun Facebook	31	5.5%	
	Other Facebook Page	22	3.9%	
	Twitter	1	0.2%	
	Community Event	16	2.9%	
	Online News	13	2.3%	
	Email	107	19.1%	
	Pachjar Newsletter	4	0.7%	
	Organization	36	6.4%	
	Homeowner's Association	15	2.7%	
	Other	3	0.5%	
	Total	560	100.0%	
2	Why did you choose to attend the Listening & Learning Workshop?			
	Because these are critical issues			
	To be a voice of the future			
	Concerned about preservation of rural areas			
	Concerned about too much development			
	Eliminate transition policy and make it suburban policy			
	Concern about W. Loudoun rural character, traffic & sprawl			
	To hear what has been accomplished being under consideration			
	Would like to change our land from rural to suburb			
	Because I want our property to be moved to suburban			
	To give input into the policy areas and future development in Loudoun county			
	Future of my land and home			
	To ensure that the transition area stays as such			
	To prevent overdevelopment			
	Make an impact & contribute to county development			
	To be sure my voice is heard			

	My family is new to Loudoun county (4 years), we have grown to love it, but the rapid growth threatens to change its character
	Civic duty
	Our rural policy area just south of heritage high school is no longer rural & needs to be rezoned
	I like to be involved - trying to make a sensible difference! County has been too much for increasing number of people - homes.
	Protect the transition area from more housing development
	I have concern regarding zoning
	Share thoughts on the transition area
	Zoning concerns
	To make Loudoun more balanced and more public nature areas
	I want to play an active role in shaping the future of the greatest county in America
	Im interested in the environment and Loudoun as well and I was interested in how Loudoun conserves the environment
	Business owner in community
	I care about how our county evolves and I feel like the stakeholders committee is overweighted in representing aggressive development interests
	I live & work in Loudoun. I also play cricket here. I would love to see Loudoun build more cricket fields.
	Have lived here many years observed change, some good, some not so
	I was at the initial meeting
	Interested in the growth of Loudoun
	I attended the first meeting and want to be informed as well as have input
	Listen to participants & what they have to say about residential growth
	Important part of citizenship & planning
	Protect the environment - become a resilient & self sufficient community in harmony with nature
	I want Loudoun county to lead in renewable energy in new developments - solar panels
	I care about my community
	Ensure my opinions are a part of the process - if I don't speak up it might not be a part
	Closest to my work
	To provide insight and input into the future of Loudoun county
	Give input & improve safety
	Because I care about the sustainability & resiliency of the county
	Resident of Loudoun county for 19 years. Growth in county is good but housing scares me
	Interest in Loudoun
	To represent my business needs
	To participate in Loudoun's future
	I would like to offer input to the future of the county. I live in the county.
	Have a say in the process, to make certain the voice of business is heard
	Future investment planned & being a resident for over 25 years
	Interested in providing feedback & input
	Concerned about development that's approved before transportation schools, public safety in place & preservation of transition policy area
	Live in Loudoun and conduct business in Loudoun
	Resident /involved in land use as occupation

	Citizens should
	Wanted to help shape the future direction of the county
	To ensure issues related to jobs, housing and economic activity are adequately addressed
	Because I want to make sure business voices are heard and the plan reflects growth & expansion
	Personally very active in future planning & preservation
	To participate & voice my opinions
	Curiosity
	Great idea, well-executed
	Get a sense of community goals and vision
	Community involvement
	Influence the process
	Want the county to continue to be great
	Want to advocate for bike/ped/bus improvements, since these would vastly improve my life.
	I am concerned with the proposed high density land developemt without corresponding developer impact fees. I have a miserable commute & wanted to know options/direction
	Have direct input into traffic on Rt 15
	To learn more about Loudoun county
	Developer wanting to voice a better way of change
	To be an active citizen
	Wanted to get update on the planning process. Wanted to be part of discussion related to diverse workforce housing.
	I belive in being involved in my community & actively advocating for a way of life
	I learned to provide input
	Citizen responsibility
	Get involved with community
	Add my voice & concerns
	To input my feeling about past development and concerns about future
	I care about what becomes of our county & belive this rewrite of the comprehensive plan is essentially an effort to increase density & ruin our lifestyle
	Because of our very concerned about the too-quick development through county
	Concern about western Loudoun - protective & preservation of our environment (creeks, ridges)
	Hoping to see some results not only ideas
	To express concern about the rural policy area designation on evergreen Mills road, which should be suburban policy area from heritage high school to Loudoun county day school on east side of evergreen mills road.
	To give input on suburban area when roads are present to support - ex: 621 S of heritage HS - has both battlefield and Short Mill as access
	Extremely concerned with the preservation of historic villages, rural roads, & rural western Loudoun
	Provide input to planning process
	Concern over present and future development in my neighborhood
	To insure that the unrepresented citizens who live in group home or are under consideration for such living, have their housing needs met.
	To give our concerns about our property
	To influence changes to comp plan

	Because we are growing fast. We need to stop developing
	To insure that the unrepresented citizens who live in group home or are under consideration for such living, have their housing needs met.
	Active participant and landowner
	I think its extremely important to get in front of potential over-development before it happens to keep Loudoun green spaces green for all to enjoy.
	Work with buyers and sellers - real estate
	To get involved in the planning process
	To help shape Loudoun's future and to slow growth
	Want to provide my insight of what I would like to see in the county
	Want to have a voice in our county's development
	I attended phase 1. I am vested in helping to shape our future
	I care about Loudoun county from growing up her half my life
	To give input from the millennial generation. To hear others ideas for the county.
	Because I care
	Interested in development, especially in W Loudoun
	Loudoun is my home town. I care about it and want it to be the best it can be
	I have a lot of opinions & I love to share. I am committed to living in Loudoun, I care about its future
	Recently chaired and completed Lansdowne Woods of VA. Strategic plan, and so many interested in the topic
	To make sure Loudoun county will be a great place for my children to grow up
	Concern about planning for current & future development, redevelopment
	Wanted to find out more
	I am interested in the future of Loudoun county
	Live and work here
	Interested in seeing east Loudoun represented
	I care about the future of the county
	Self -advocate for people with disability. Advocate for environmental conservation
	To have input regarding renewable energy and sustainable living. i.e. solar and healthy livable spaces
	I am very concerned about the amount of development & the planning has been poor
	To hear about the vision for Loudoun county and be able to give input
	In the faint hope to help make a difference for the future for Loudoun
	Interest & concern about future direction of county
	Concerned about unplanned uncontrolled growth
	To input for the future
	Interested in where the county is headed
	Hear about the future development of Loudoun.
	Very interested in transportation & greenspace issues, bicycling. Also, as a 30 year county resident, I'm interested in Loudoun's future.
	Hear what's going on
	I have a lot to say about sustainability in Loudoun. We need more renewables & preservation of our green spaces
	I am worried about the lack of affordable housing
	Board of supervisors aide (sterling)

	Pedestrian transportation (biking/walking)
	After reading the comments and feedback from last meeting, it seems that western Loudoun is getting all the focus and I don't want eastern Loudoun to be forgotten
	Get involved, give ideas
	Interest in seeing proper redevelopment and consideration of the needs of faster Loudoun
	I care about my community
	Help to improve the county
	To help the county with smart growth
	Important to voice opinion for the right change
	Wanted to know the future
	Responsible citizenship, would like to be able to stay in county through all phases of life
	Attended previous workshops & felt worthwhile to input
	Community participation is not optional
	To understand how the planning committee will use the input
	I would like to think that my thoughts & ideas are heard
	Decisions are made by those who show up
	Concern that goals & objectives be specific, measurable & include time frames
	Because I want Loudoun to continue to be a leader
	To talk about adding more infrastructure for recharging electric vehicles on the road and at retail & work locations at townhouse/condo communities
	Learn about envision & help by giving input on the success of Loudoun
	Want to have a voice in the community
	I live here & will in future. Raise family here. Volunteer.
	To improve my community
	I want to have input in how fast and out of control Loudoun is heading
	Concerned about the future of LoCo with regards to growth!
	Understand vision of Loudoun and provide input based on being a resident for 30 years
	To provide input and share my ideas
	To be involved in Loudoun's future
	Love to support a great plan
	It is where I live and expect to live in the future
	To see what the plan was
	To help shape the future of Loudoun
	To see how Loudoun county is developing
	Just to see how the process works
	Provide opinions on transportation
	Concern for the future of the county and community
	Understand the direction of our community
	See what's in store for Loudoun County. Is there talk about bridge from Maryland?
	Follow up from last round of session
	Provide my input because I think voices supporting growth and increased capacity and drowned out or marginalized
	Sustainable development and connected commitments are important to me. I want to live in one.
	To share thoughts about what I feel Loudoun needs to hear about the vision

	I want to be able to bike to work! Bike paths separate from traffic with continuity.
	Concern about uncontrolled development. Would like a completed scenic route for potomac heritage trail. Ensure trail and open space connectivity.
	Email / bike paths
	To engage in the future of the county
	Concern about natural areas being preserved + population density
	Future for where we live
	I choose to attend Envision the future workshop because I want to be more involved in my community
	My daughter wanted to volunteer for anything related to PECVA. Ms. Bingol gave her a flyer to attend.
	Interest in planned land usage
	Commissioner on Loudoun County Heritage commission
	Important to express my views
	Improve my community; advocate for issues I care about
	To make sure the needs of business are considered
	To better understand issues considered in CP
	My wife suggested it
	Wanted a forum to be educated about what was happening and a forum to express my opinions
	To see what changes may be implemented on future development as well as the communities concerns
	Wanted to keep up with the vision + goals of the development of the area & give feedback on what is happening
	Invested in as a resident and quality of life needs to be a priority
	I live here
	My association asked me to. Plus I live in Ashburn.
	Care about Loudoun's future.
	Want to be a part of our community vision
	Concern overbuilding
	I was involved with "save old Ashburn" and was encouraged to come and put thoughts forward
	To help preserve the community and make Loudoun a safe place
	Learn + contribute to plan
	Want to share + voice opinion for my neighborhood
	Would like to know the plans for Loudoun's future
	Just moved my family here, plan to raise kids in this area
	Learn about the direction of the process and provide input
	Provide input for Loudoun's future
	As a realtor in Loudoun, I found it important to know the plans for the community & practice my input
	Interested in following the direction of development and wishing to provide opinions
	I live here and will in the future
	To contribute & find out what future plans are for the county
	I want to help set direction for the county change it more to my liking
	Because I have a passion for community planning and this area
	Moved here 3 years ago + invested in my kids future. More connectivity for pedestrians/bike paths please
	Care about where I live & work.
	To help contribute to enhancing our community

	Inquire+discuss priorities for the county
	Community involvement : plus , I would like bike paths, Saturday buses and sidewalks from Loudoun station to one Loudoun & to Leesburg/on Saturday bus
	Loudoun resident
	I want to ensure the county remains a great place to live
	Concern over the rural area.
	Curious
	To have a vested interest in protecting and shaping our future county
	To add my input for future growth
	I believe in planning for the future. To do that you need to have a vision or envision what we should be
	I feel I need to keep informed and provide input as a citizen of Loudoun
	Because I live here & feel I should have input to comp plan a sa good citizen
	Interested in future of the county
	Concern about direction
	Live in Loudoun
	Wanted to participate in setting future plan for county
	To assist in improving the TPA
	Lived here entire life
	To have my voice heard for the future plans in LC especially as a young working professional & new home owner
	Interested in future development of the county
	Because I want change for LC
	I live in LC and wish to be more involved in the community.
	Interested in future of county
	A good opportunity for positive input
	Want input into the comp plan
	Learn and contribute
	Provide input from business perspective
	It is critical to our community & future
	Want to understand future development
	The comp plan will shape the future of our community and I would like my input included
	Lived here all my life & want to see it done right
	Transportation/housing
	Friend asked me to
	Want to have input into the comp plan
	Concern over maintaining direct-access to stone springs. Hospital center from Rt 50 with future road plans
	To see & have input into future
	Concerns about allowing more development in the transition area
	Concerned about future plans
	To voice concerns & provide input regarding the pace of development specifically, slow it down to keep pace with resources & reduce congestion
	To have my voice heard on future development. We cant develop without thinking about the environment & renewable energy

	Scared of developers doing more harm
	Sustaining transition zone as is & preserving as much nature/environmental quality as possible = both very important to me
	I care about maintaining the transition zone as rural as possible
	Want to help shape the future of the county
	Im concerned about the future of where I live.
	To protect rural Loudoun
	I believe it is important to provide my input so that my concerns can be addressed
	Citizens must stay involved to hold the line against uncontrolled residential development
	To make sure there is not too much development & Loudouns character is preserved
	Care about the future of Loudoun county
	Concerns regarding rampant development in Loudoun county, including the transition area
	Influence comp plan. Preserve transition area.
	Continuity
	Exercise my responsibility for my community
	South riding
	To make the future of Loudoun county citizen friendly
	Concern about transition zoning in which leaves us stuck on an island surrounded by Willowsford
	I live in transition area for 12 years. There is a lot of development - I am interested in getting, our area rezoned.
	What to be done in the transition area - need it to be lifted
	Make my neighborhood easier to get to & internet in rural N15 off montessor. Need FIOS.
	Concern for future of LC.
	Concerned about TPA. Also plans for transportation in the future
	To see if the rural/agriculture will remain
	To affect the strategic planning process in LC
	Worried about development
	Connected to industry
	Curiosity on transportation and development of the green space area
	Concern about Loudouns future
	Important to preserve Loudouns historic sites, water resources, bird & wildlife habitat & natural beauty
	Provide suggestions
	My concerns for development with high school next to my farm. This schools forced on me.
	To get more information, to hears peoples opinions
	I care about maintaining the quality of life. Please don't allow more rampant development.
	Because I believe locally and globally it is important not to scarifice our resources (people, land, water, etc), for unnecessary projects and growth in building & infrastructure
	To try & protect LoCo from overdevelopment
	Concerns about development - too much!
	Im concerned about congestion, too much development & lack of parks and recreation.
	Concern over massive development & loss of green spaces
	Get information about transition options
	To protect the open, green spaces and history of the transition zone to decrease development of commercial spaces

	Im concerned about the future of western Loudoun & transition area
	As a resident, I felt my voice is being drowned out by the development community
	Keep rural area
	BOD of south riding
	To speak for a vision statement that addresses resiliency for the future
	Life long Loudoun resident. Prior boards have screwed up the growth, poorly planned and executed
	To understand and be a part of the community's growth
	Learn how and why Loudoun is growing
	Now that my husband and I own a home, we want to be a part of planning for the future of our county
	to learn about the vision of the county planning committee
	find out the plans for loudouns future
	I care about what happens in county
	I like loudoun, also to say some things important to cofcom.
	I wanted to get an understanding of whats being discussed and to weigh in where appropriate
	I may move to Loudoun if there is opportunity to convert my dream to reality
	To invest in Loudoun's future
	I feel it is important as a resident and a representative of my community
	Help to state my position that growth is out of control and to not increase density of TPA
	To learn about the direction loudoun County is headed
	Interested land owner
	Interested in R/E development
	We live here so its important - we are concerned about growth in western Loudoun and traffic burden
	To have an idea of what will be developed around us
	I am concerned about over development and loss at all rural areas
	Want to take part in the process which will affect my living area in the long run
	Helping to preserve the west
	Concerned about keeping western Loudoun rural
	In hopes to express my perspective on development trends and options for rural & transitional areas
	Discuss rural Loudoun priorities
	Participate in shaping Loudoun's future
	Because it will limit growth
	Protect rural western Loudoun
	First hand feel of peoples opinion
	To get involved in the planning process
	Networking, learning, making a difference.
	Just moved to a farm in the area & plan to stay for a while. I want to be involved in the future of Loudoun's natural & cultural resources
	Concern about preserving natural viewshed, historical assets, agricultural endeavors (small farms)
	To limit growth in Western Loudoun
	Keep Loudoun from growing more.
	Because I am concerned that Loudoun will lose the very features that make it great if we do not carefully manage development
	To provide my opinion to stop growth, stop economic development, preserve the TPA (in its entirety) + retain the rural, historic culture of western Loudoun.

	I care about the future of Loudoun + don't want it to turn into Fairfax
	How important preserving & managing open and agricultural zoning & land use is
	Care about the outcome
	Because Loudoun needs to stay weird. Loudoun needs to stay small, unique
	Concerned about continued development. Small schools need to be protected.
	To stop growth & sprawl west of Rt 15
	To know about the future of Loudoun
	Maintain awareness of changes and plans
	Preserve the TPA - no changes
	Interested - maintain TPA
	Concerned to keep the TPA where it is, and protect rural western Loudoun.
	Vital interest in transition area
	My new boss Peter Kopf assigned me to come
	To gain info on the new comp plan & input
	Voice my desire to protect the transition policy area and prevent infinite urban sprawl
	Participate in planning the future
	Been here 50 years and Rt 9 sucks
	My duty as a voting, tax-paying citizen
	Contribute to the county plan
	I care about the future of the county and want to help determine our plan
	Concern for the county's future and my grandchildren
	I think its important to have a voice in the future of the county
	To promote goals of renewable energy & mass transit, and sustainable economy
	A citizens duty
	Wanted to be an involved citizen
	My job - director of community outreach for congresswoman Comstock
	Have an opportunity to share my thoughts on the direction Loudoun county is going
	Trail & greenway connectivity. Access to our waterways.
	My family feels we have stake in Loudoun's future
	To learn more about the direction the county is going as far as commercial development
	Im hopeful we will be interested to
	Small (independent) business owner and resident looking to improve quality of life & tourism
	Concern that goals & objectives are too vague, not measurable.
	Concerned about green infrastructure
	I wanted to be able to share my concerns and ideas about maintaining Loudoun's natural beauty
	To make Loudoun great again! Ok, its already great. Want to make sure we fulfill out potential to be the best county in the US
	To voice my priorities
	Hope for the future
	Work
	Care deeply about county, preservation of its unique assets - scenic, historic, agricultural - which under pin its vitality
	I work so hard to make Lovettsville a better place that I feel I should help make the whole county a better place.

	Hear the latest progress. Voice opinions - specifically as to trails, ped/bike
	To give input into the planning for the future of Loudoun county.
	Vocalize unseen over encroachment of eastern Loudoun & habitat preservation
	Not sure that environmental + rural concerns will be prioritized over development
	I work with Loudoun history and preservation and I live with/in it
	I care about the future of my county + I want it to be a place I want to live
	Finding out what this is about - chamber made a push for this
	Concerned about Loudoun's environmentally sustainable, traffic controlled, development managed
	To urge the prosecution of the rural aspects of western Loudoun
	Voice support of maintaining rural western Loudoun
	Professional representing a client landowner
	Input into comp plan; prepare LC's rural character & historic heritage; slow residential development.
	Affects future prosperity
	The future of Loudoun county is important to me
	To inject some common sense into out of control development - enough is enough
	Finish up from last meeting
	Felt public input was important since stakeholders committee is dominated by development interests
	To provide input to hope to protect rural Loudoun
	Because I care about my rural lifestyle in western Loudoun and want to see it preserved
	Concerned about future of rural Loudoun
	To contribute input
	To try to prevent developers from overrunning western Loudoun and dominating envision Loudoun
	To help protect the rural character of western Loudoun
	To hear what is going on and to contribute our opinions
	To hear what is going on and contribute our opinions to the process
	To have a voice in Loudoun's future
	Protect Loudoun county from development
	Want to contribute to the future of Loudoun.
	Preserve Loudoun
	I have lived in Loudoun for 30 years and this opportunity doesn't come up very often (twice so far)
	To hear more of the comprehensive plan process and what impact there will be on Western Loudoun
	Interested in Loudoun's future.
	I am a home/landowner. Concern on where the county is going. Hope to maintain rural flavor.
	Western Loudoun native.
	To understand the planning process
	To listen to and voice concerns about growth, transportation, and infrastructure current and emerging needs.
	Interested in Loudoun's development future
	Interest in retaining rural character of western Loudoun
	Input and years of experience with ATT and ShortHill
	Wanted to hear first hand about trends and input are western Loudoun; passionate about maintaining rural character.
	I am concerned about and interested in the future of Loudoun county. My children and grandchildren live here and I plan to live here for the rest of my life.

	To keep Western Loudoun rural and to preserve the transition zone			
	To learn more about plans for the future of Loudoun Co.			
	Because I care			
	Update on where the vision is directed			
	Concern for western Loudoun			
	To participate and provide input on future county growth and contribute my skills as land planner.			
	Interest in protecting what remains of Loudoun co's rural environment			
3	Were you comfortable working in today's small group? If not, explain why.	Respondents	Percent	
	Yes	401	97%	
	No	11	3%	
	Total	412	100%	
	I was the only rural resident at the table. All others were transition area.			
	I didn't research ahead of time & choose an appropriate group. One person dominated my group.			
	Sure - but too much noise in close area			
	It was nice to hear everyone's opinions about how this county is structured			
	Yes. Very good group of people. The table lead Joe did a great job making sure all views were heard.			
	Everyone contributed & listened			
	Made for better discussions			
	Left early. Last time felt like group work was too long			
	Spirited discussion, learned a lot			
	I found it difficult to hear			
	Everyone was pleasant & open to all comments			
	Good people, good facilitators			
	great discussion			
	Always - the best format			
	Dominated by one individual			
	But I don't really see the inputs from last fall at our table or here tonight in the goals			
	groups have different objectives in different areas. We wanted to talk with people who have like issues.			
	It was difficult to hear			
	50-50 people strong on their views			
	Kate was very good at the table			
	Jow from planning was a good leader and the group was compatible			
	I felt a little outnumbered as a land development engineer but was always respected			
	Good people			
	Yes. I felt everyone had the opportunity to speak & be heard			
	Nice, good discussion			
	But voice volumes had it difficult			

Very good
It was great
But it was noisy
Well moderated + attendees very engaged
Although 2 people were allowed to document the conversation
Advocates from outside the county dominated our table
The geographic area my group focused on was not the area I was most interested in contributing to
Yes, our conversation was well facilitated
Nice format
Yes, nice having everyones thoughts
Facilitators maintained order and fairness
Yes! Table monitor was a bit rigid
Yes. Aaron Gilman did a great job with our group.
Maybe - LCPC has a drilldown on responses on their website
Survey ended by some bitter, pissed off people who could only complain about how they got brewed by the transition area.
Yes, a lot of familiar comments were made
Great facilitators - however, horrible uncomfortable chairs. Too low for table.
Excellent facilitator
Excellent facilitator and recorder
No 5/9 people were from the development community
Yes - very comfortable. We all seemed to be on same page (growth along with social development)
Good conversation and played off of each others ideas
Somewhat - didn't know forum
Poor discipline/facilitation as people got tired
Intimidating as a new resident - lots of opinionated and passionate folks
Some commenters were _____ to bikes
Diverse group of people. Good facilitator.
Great like minded people
Yes, very open and inclusive
Good, respectful dialogue
Great group of thoughtful people
Great group, facilitator
I was much younger than the other people at my table, and I did feel a little awkward but I was respected overall.
Wish I was more prepared
Great moderation
Trouble not having enough time
But the questions as framed were not really conducive for a discussion of my priorities/concerns
Really wanted to address western Loudoun
Some participants were intentionally disruptive. Wont want developers to pay for bike trails, but against one new house.
Well facilitated - thanks, Lisa!
Kate (facilitator) was very good

4	Did you feel your input was heard and recorded accurately? If not, explain why.			
		Respondents	Percent	
	Yes	387	97%	
	No	14	3%	
	Total	401	100%	
	Im not sure input was captured accurately, but it was a tough job			
	I attended the round 1 meeting with my neighbor and the "areas for potential change" do not appear to effect our comments			
	Yes recorder did a good job			
	Perhaps			
	The question 3... will the county listen?			
	Even though I was the youngest in my group, I felt it was important that everyone heard my opinions as well			
	Don't know if it is recorded accurately but certainly heard			
	I felt like I was heard - ensure how it was recorded			
	Lee & Todd did great			
	Everyone had opportunities to be heard and participate			
	Made sure everyone spoke - josh			
	Yes, but discussion was way to general			
	This is clearly a pro-development set of goals with no real approach to sustainability.			
	I hope so			
	Not sure			
	It was difficult for one person to read			
	But I would like to know how these comments will be implemented since most were not pro-development			
	But it wasn't heard before			
	Yes, great facilitators			
	Thank you for allowing input from locals			
	Absolutely			
	Pat did a great job with a chaotic group (at times)			
	Table moderator did awesome job! (Pat)			
	Leader did great job involving whole group (Lars)			
	Heard yes - not sure about being recorded			
	We had outspoken folks @ our table and although others were asked, not confident they were heard			
	I wrote it down & handed it over			
	Seems like there was a lot already decided. I did not like that there was already areas shown as "most likely to change" as some were active rezoning.			
	Yes, I was able to express my opinion. No - note taker seemed adversarial to positions not in favor of development. Not sure my comments were throughly recorded.			
	Yes, wrote down everything			

	Hopefully
	Lou did a good job
	Seemed the facilitator was more interested in recording ideas he favored
	I hope so :) I'll send an email too - please maintain rural/environmental character & the current transition policy area
	Assume record/transcription of comments are accurate
	This time - yes
	Not sure - I feel the "plans" are already in place and it doesn't matter what the people want
	I will know when I see the public comments
	somewhat, it is not easy to pull what is important from short conversations and pull it together.
	I was heard but uncertain what was recorded
	Somewhat - large topic area
	Would rather it be typed so it can be recorded faster
	Discussion was pretty heated & not reigned in by the facilitator. Only a few loud opinions were heard - but it was an interesting discussion
	but I'll make more comments online
	Acoustics in cafeteria poor
	I felt things were a bit over summarized without much chance to check + edit
	Way too much "introductory remarks" not enough for input & discussion
	Nuances are easily missed. Easier to record black and white then shades of gray
	Was good today, but at the input session months ago the fellow from the NOVA building council asked a lot of leading questions about the Transition Area. Like, so where should the East/West line be, Rt 15?
	Good facilitator (Lisa)
	Nice group
	No more development

5 Was the meeting...

	Respondents	Percent	
Too long	29	8%	
Too short	20	5%	
About right	318	87%	
Total	367	100%	
Could have been a 3rd session			
About right but participants did not reflect the entire community			
Kind of long but not really bad			
The discussion time should have been longer			
A little too long (30min too long) given it started at 7pm (+people usually had a long day)			
Prologue: way too long			
Too much background lecture... staff should speak less			

6	Will you continue to participate in the planning process? If not, explain why.			
		Respondents	Percent	
	Yes	393	98%	
	No	7	2%	
	Total	400	100%	
	Getting feedback on the vision and goals is a waste of time. They are too general and wont mean anything to the individual citizen.			
	It was very interactive			
	I want to invest in my community			
	Yes- have encouraged co-workers to participate			
	It time allows			
	Not sure			
	But Im frustrated that the pro-development stakeholders are driving this process			
	Continued concern about over development not in keeping with			
	Seemed fruitless			
	To make sure that our ideas are implemented			
	Don't know - prefer daytime weekend meeting			
	Wanted to see more focus on school/parks + rec + health			
	Possibly if schedule permits			
	It is not optional			
	I feel like I was able to convey all my ideas, and I don't need to come to any more meetings			
	Time + purpose			
	I like the fall/spring farm tours, seeing (or having the ability to see) farm animals & creeks/water daily			
	Probably not, I did my time			
	If I can! I want to make sure my concerns & needs & hopes are taken into consideration.			
	I live and work in LC			
	Residents need to speak up			
	depending on schedule			
	Maybe. Found it interesting.			
	If time/schedule permits - yes			
	I plan to stay involved			
	Im very concerned about the vagueness of the vision/goals, a backword not visionary look to the future (self-driving cars? Automation? Different housing preferences) and a focus on housing needs by the hood of planning, without adequate consideration of constraints or citizens desires			
	Limited time			
	I live hear + care deeply about the environment			
	Work schedule			
	Maybe. If I can find sessions/vehicles that focus on my areas of concern			
	Meetings can be difficult to attend due to other commitments			
	Insructiions confusing			
	And I hope to see the public input taken into account more			
	Vested			
	Probably			

7	Where do you live?			
		Respondents	Percent	
	Aldie	42	10%	
	Ashburn	55	14%	
	Brambleton	3	1%	
	Broadlands	4	1%	
	Lansdowne	11	3%	
	Leesburg	87	21%	
	Lovettsville	20	5%	
	Middleburg	5	1%	
	Potomac Falls	14	3%	
	Purcellville	32	8%	
	Round Hill	11	3%	
	South Riding	9	2%	
	Sterling	38	9%	
	Waterford	16	4%	
	Elsewhere in E. Loudoun	7	2%	
	Elsewhere in W. Loudoun	35	9%	
	Other	17	4%	
	Total	406	100%	
8	Where do you work?			
		Respondents	Percent	
	Loudoun County, VA	259	71%	
	Fairfax County, VA	69	19%	
	Washington DC	17	5%	
	Arlington County, VA	5	1%	
	Prince William County, VA	0	0%	
	Montgomery County, MD	5	1%	
	Frederick County, MD	1	0%	
	City of Alexandria	4	1%	
	Other City or County in Metro DC Area:	1	0%	
	Other City or County outside Metro DC Area	4	1%	
	Total	365	100%	
9	Gender			
		Respondents	Percent	2014 ACS
	Female	224	53.8%	50.5%
	Male	192	46.2%	49.5%
	Total	416	100%	

10	Which racial group do you most closely identify with?			
		Respondents	Percent	2014 ACS
	Asian	12	3.0%	15.6%
	Black/ African- American	15	3.7%	7.3%
	Native American	0	0.0%	0.1%
	White / Caucasian	359	89.1%	68.5%
	Two or more races	11	2.7%	4.3%
	Other:	6	1.5%	4.0%
	Total	403	100%	100%
11	Are you Hispanic or latino?			
		Respondents	Percent	2014 ACS
	Yes	10	2.8%	13.0%
	No	350	97.2%	87.0%
	Total	360	100%	
12	What is your age?			
		Respondents	Percent	*2014 ACS
	Under 15	2	0%	25.5% of total
	15-24	9	2%	14.7%
	25-34	42	10%	17.9%
	35-44	50	12%	24.4%
	45-54	92	22%	21.2%
	55-64	116	28%	12.1%
	65 or over	103	25%	9.8%
	Total	414	100%	100%
	* percentages represent the population over 15			
13	What is your highest level of education?			
		Respondents	Percent	2014 ACS
	Less than a high school diploma	3	0.7%	6.5%
	High school diploma	13	3.1%	13.8%
	Some college	43	10.4%	15.6%
	Associate or Bachelor's Degree	9	2.2%	41.1%
	Masters Degree / Ph.D.	172	41.6%	23.0%
	Total	240	58%	100%
				population 25+

14	If you live in Loudoun County, how long have you lived here?			
		Respondents	Percent	
	0-4 years	60	15%	
	5-9 years	48	12%	
	10-19 years	126	31%	
	20-29 years	59	15%	
	30-39 years	54	13%	
	40-49 years	33	8%	
	50+ years	14	3%	
	Live outside the city	9	2%	
	Total	403	100%	
15	Do you own a business within Loudoun County?			
		Respondents	Percent	
	Yes	130	31%	
	No	287	69%	
	Total	417	100%	
16	Do you own property within Loudoun County?			
		Respondents	Percent	
	Yes	364	87%	
	No	53	13%	
	Total	417	100%	
17	Please tell us about your annual household income:			
		Respondents	Percent	2014 ACS
	Less than \$10,000	2	0.6%	1.5%
	\$10,000 to \$24,999	1	0.3%	3.7%
	\$25,000 to \$49,999	17	5.1%	9.5%
	\$50,000 to \$74,999	28	8.3%	11.2%
	\$75,000 to \$99,999	40	11.9%	11.7%
	\$100,000 to \$124,999	57	17.0%	24.6%
	\$125,000 to \$199,999	102	30.4%	17.0%
	\$200,000+	89	26.5%	20.9%
	Total	336	100%	100%

Additional Comments (Optional):

- Based on Arnstein's ladder of citizen participation, this mechanism for soliciting feedback from the public together with the support of a stakeholder committee would be categorized as level 5 placation, a form of tokenism: <http://www.citizenshandbook.org/arnsteinsladder.html>.
 - To move up the ladder (level 6 partnership), power in the planning and decision-making process itself would be shared through joint committees, requiring a more flexible organizational arrangement assuming the Planning Commission is authorized (and amenable) to sharing its leadership role.

I am highly concerned with all the destruction of forest/farm areas recently, especially in Leesburg.

This is a great idea! Unfortunately I was unable to attend the envision the future workshops but appreciate the opportunity to contribute my thoughts via the web site. While I don't work in Urban Planning today I do have a Masters Degree in Urban Planning from UVA where I worked with the Negotiation Institute on similar projects. We would have really liked to have a tool like this back then to gather feed back from the public. Please keep it up! Loudoun really is a great place to live. Thanks!

This survey is rather disappointing and biased. It does little to address the two biggest concerns in the county, Growth and Transportation. If development occurs, what do we want more of? How about asking if we want more, the same, or less growth. We would like growth to be better managed to match infrastructure, schools, and roads. Builders and developer efficiencies have far exceeded the counties ability to keep pace. How does the Envision Comprehensive Plan address rapid growth?

When a paid staff from a developer, who only builds in Loudoun but the staff and the owners of the company doesn't live in Loudoun participates at the workshops, their priority is to make money, which is done by building homes. How can a resident who can't get off from work to participate compete with that? Most of these workshops should have been open only to the verified residents to the county.

It seems like all concern is for eastern loudoun. Don't forget improvements in western loudoun too!

I have an infant and a toddler, night meetings are difficult, please consider having child care available next time if you really want parents to participate.

I have friends that attended. One sat with a table of developers, whom, she said, were very self-interested and showed no real regard for what this county is or the rich history and agricultural roots. Money seemed to be the motivation for everything done here. Schools are getting too crowded too soon. Sterling Middle and Seneca Ridge need the same kind of overhaul as Broad Run. The halls and cafeterias are overcrowded and the building smells of mold. Just because these areas are not in the well-to-do parts of Loudoun does not mean that their amenities should be shorted out. Services can barely keep up with growth. SLOW DOWN!

	Please don't turn Loudoun into "Fairfax". No more sprawl development. To make Loudoun future ready, focus on the Silverline metro area, connect suburbs to the metro, get the cars off the road by making Loudoun more walkable. Creating highly desirable lifestyle will make Loudoun attractive - this will bring more businesses too.
	Maintain the greenspace in transition area - please don't create another sprawl. One of the reason living in loudoun is to have the nature close to our home.
	Pay the teachers a living wage. Fire Williams.
	In my opinion, the biggest need in western/northern Loudoun County is the poor unmaintained gravel roads. For instance VDOT admits that it cannot maintain many of these roads do to too high of traffic volume. Such roads need to be paved or at least should be tar and chipped. A good example of a poorly maintained road is Georges Mill Road near Lovettsville. VDOT told the residents years ago that there is too much traffic on Georges Mill Road for it to be maintained and remain safe. This road urgently needs to be tar and chipped so that residents can safely drive on the road.
	Thanks for doing this - Loudoun is a great place to live!
	PLEASE do something about the festering impression that this is not a place to raise a family because our school system is backwards when it comes to helping kids with disabilities, embracing telepresence technology into the schools, and supporting kids who they have been informed are at risk for suicide. We will never be the thriving tech corridor that we have the potential to be if our high schools continue to be seen as pressure chambers with backward-looking principals and teachers who call the shots.
	Keep up the good work - I really like online engagement.
	If the fulfillment matches the comprehensiveness and wholistic quality of the vision, Loudoun County is in good shape. Obviously the crafters worked diligently and thoughtfully and with much inspiration.
	<p>I am against the building of a new Bridge over the Potomac River into Loudoun county east of Goose Creek. I am also against how this will increase traffic, pollution and noise into an already heavily driven area. I have great concerns that it will only bring greatly increased traffic congestion into the region, and shortly after opening, Loudoun will be experiencing more gridlock and traffic problems , not less!</p> <p>It will totally destroy neighborhoods in its path, not to mention the devastating effect on individual homeowners. It will destroy some of our natural and historic assests!</p> <p>All these things point to the fact that it goes against many things offered in VISIONS, GOALS AND OBJECTIVES: namely : Sustain: strengthen natural and historic assets; Support: enhance quality of life.</p> <p>It is therefore a HUGE unnecessary and wasteful expense.</p>
	I am against any new bridge across the Potomac River.
	<p>This online survey was not easy to use. I don't know that my feedback will be received.</p> <p>So basically the message I want to get across is that the current hyper development trend is way too much. Growth should be slow and gradual and focus on the needs of current and future residents, not developers. Quality of life is what sets Loudoun apart. This hyper growth will destroy schools, make traffic even worse, and result in higher taxes, all of which will reduce the quality of life and make Loudoun a worse place.</p>

	Obviously developers will be more vocal than the average resident. Care must be taken to put comments into perspective. The people who already live there recognize the pros and cons of development, developers mostly see the benefit for themselves (yes, it is their livelihood). Yes some development can and should take place but development should not be the goal!!!
	I oppose any Potomac River bridge crossing.
	Do not waste the already approved study done for a Franklin Park Park and Ride by funding another \$350,000 study elsewhere; it is perfectly situated for this purpose and provides traffic safety the current Park and Ride, St. Andrew's does not have. One merely has to sit at the church picnic table to observe the accident prone chaos that occurs there. Move the Park and Ride before someone is killed or injured by traffic. Not to mention the up to 20 minutes getting out of the parking lot.
	Thanks for the opportunity for feedback. It's greatly appreciated. Once the process is done and all inputs are read and analyzed, I'd encourage the county to release the results... transparency is a great tool for public education, and if the county later performs actions as a results of and that conform to the survey results, it's harder for people to criticize and get riled up if they can see what's happening is what a majority of their neighbors wanted done.
	Flexibility is key to planning and design and it is important that the zoning or guidelines that are being amended as well are flexible as well. If things are too rigid then areas will wither and die in the future, just like we see in shopping malls now. The future is technology based and a great spot to infuse this is sandwiched near a residential community like on the map that I picked. It would have the best of both worlds together and yet not a totally mixed use like you see in so many other designs. Also, the community in the south is desperate for places to go and do things, so why not combine commercial areas with more flexibility in what can be done. Thank you for providing this outlet so that we residents can voice our opinion on needs and wants.
	The County is currently paying lip service to the whole "Rural Economy" idea. Two things that show that the County really has no interest, other than political support, are the following: 1) The Economic Development team at the County has no idea on how to raise money through funding, grants, loans etc for rural projects. They will not even give large landowners the contact information for people who want to establish rural businesses and have come to the County for possible locations. 2) The County is beginning to tax barns and chicken coops. Farming is a very slim business already. How can taxing the needed structures help the Rural Economy in any possible way? As I said before, it's all lip service and no real benefits.
	Thanks for the opportunity to express an opinion. Flexibility is key to thrive and technology is the future. Both are needed and with an international airport in the backyard, then it is imperative that the county fosters this vision moving forward and in a truly progressive way.
	I realize that planning the future of Loudoun County is not an easy task but please keep your constituent's wishes in mind more so than the developers. Loudoun County is different from other counties. Please don't over-develop us and turn us into a Fairfax-type county.
	I appreciate the opportunity to comment. The public sessions were impossible to get to with my commute, so this was a nice way to gather feedback from the missing folks.
	I am very much opposed to a VA MD Bridge Crossing
	Planning is the key along with flexibility in zoning restrictions. Any loosening of zoning could be offset with aesthetic requirements within reason of costs.

	To address traffic again, I think the current projects underway on Rte 7 will fix congestion based on current population levels. I'm concerned about what will happen once new neighborhoods are completed near Leesburg Village and elsewhere. It seems developers' greed and the county's salivating for tax revenue are taking precedence over quality of life for those of us who live here now, which I find unfortunate and offensive. There should be more opportunities for residents to let officials know our concerns. This forum is great, but I only ran across it in a letter in Leesburg Now. If they really care about our concerns, they should have a much larger marketing campaign to ensure everyone knows the changes they're considering and the platforms available to share our thoughts before it's too late.
	I don't believe the stakeholders are reflecting the comments given in the two feedback sessions I attended. I think the transition area and western Loudoun are under represented among the stakeholders. So people who don't live in Western Loudoun or the Transition Area are dominating the process which will lead continuing runaway development instead of stopping it which is what the people at the table I sat at wanted. Our leaders say the right words, but their actions don't support their words.
	This has been a great process. I hope there has been additional effort to get input from the younger generation (not meaning high schools but NOVA and other college campuses) as these folks represent our future residents.
	Quit ruining the county with all the cookie cutter wretched ugly subdivisions and development. Horse owners have been leaving Loudoun county by the droves since it's a horrible place to own horses. Try having horses when it's July 4 and all the people moving out here do fireworks and could care less about sending your horses through the fence line. Try riding down the road with the maniacs who drive 50 mph on the gravel roads and don't care about spooking your horse. Try driving a horse trailer with the throngs of bicycle riders who clog the roads between Middleburg and Purcellville. Thanks for ruining what was once a nice place to live. The questionnaire is a nice after thought.
	I want Public Transit in Loudoun County. We don't have a transportation system that includes everyone. I don't have a car and I don't want a car. Why am I excluded from society when I am a taxpayer. I deserve to have more services because I pay more taxes. We need affordable housing for millennials and seniors.
	The only tab in Step two that worked was Countywide Transportation
	I don't support this project because it is unnecessary and if approved the environmental impact on the Potomac River will be terrible.
	Thank you for this opportunity to contribute online. With life demands and my commute the workshops were very difficult for me to attend.
	If you take away nothing else from my inputs, please consider this. I will be content if you keep the development zones as you did when I made the healthy investment to live here, and develop the infrastructure to support those zones. Changing the zoning because more people want to live / work here does a disservice to people who have invested here already. There is still plenty of room to develop according to plan, and to keep the infrastructure appropriately sized. Thank you for your time.
	How very disappointing in the decision makers of our beautiful and historical county

	As a 57-year resident of Loudoun county and broad run farms specifically, i am opposed to any bridge across the Potomac to MD. A new river bridge would bring more development and congestion; therefore, no bridge across the Potomac aligned with Rt. 28 or anywhere in Loudoun. Specifically, a broad run farm is a unique residential oasis. To destroy with a bridge for the purpose of 'relieving congestion' is ludicrous.
	I wish this had somehow reached a wider group of stakeholders. Perhaps a greater effort through social media groups, and a deeper effort to eliminate jargon from the products, would have helped.
	Keep government small and let private sector take the rest. School system should not do full day kindergarten.
	The developers are over represented in your deliberations. After all many are being paid while they participate whereas regular citizens have to do this in their spare time. Do not destroy the Transition Area for more subdivisions.
	Sustainable development is essential. Thank you for this opportunity to give feedback.
	I share the widespread concern that the Envision Loudoun outreach program may be manipulated to justify pre-existing pro-development policies and not as a tool for building citizens' interests and concerns into better policies.
	Loudoun County is in the 1950s, when it could be an environmentally friendly leader. Please make changes that will vastly improve the health of the county, rather than bowing to developers. And, end pesticide use at the vineyards! It's giving people cancer. Please say yes to solar, wind power, triple public transportation, etc.
	I was too busy working
	I have an old farmhouse with two acres about three quarters of mile from the village of Lincoln. I am in a historic district and I love the area. I would hate to see it change too much.
	Thank you for the opportunity to give input! It is greatly appreciated. I'd just like to reiterate a point I made in an earlier response: Our community is rich in both opportunity and history. Part of what makes us so special here in Loudoun is our beautiful, rolling rural landscape, as well as our historic villages, and it is these things differentiate us from other DC suburbs. In any plan for the future, I'd like to see preservation always remain a top priority. Once those historic villages, rolling hills, and idyllic forests are gone, we can't ever get them back. Again, thank you for the opportunity to share my thoughts!
	If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.
	To preserve now costs less and is more effective than to restore later, when attempts to recreate that which was altered or lost might never be truly successful.
	I would like this added with regard to question 2: If development or redevelopment occurs, we want forests, streams, meadows and wetlands protected and connected in perpetuity to ensure sufficient and high quality habitats, water quality, flood and drought mitigation and energy conservation.
	Thank you for providing this additional opportunity for input!

	<p>I am Strongly against a new bridge crossing over the Potomac (aka the Zombie Bridge, as MD puts it), for the following reasons.</p> <ul style="list-style-type: none"> - a new bridge will only benefit developers looking to expand their operations in Maryland and some larger businesses, like Dulles Airport, but these benefits will be at the expense of Loudoun residents. - a new bridge will cause more traffic problems than it solves, and will divert resources from needed east-west commuter route improvements. - a new bridge will negatively impact eastern Loudoun home values (as soon as it goes onto the plan!). - a new bridge could interfere with an EPA Superfund site. - a new bridge will dump tens of thousands of daily trips onto Routes 28 and 7 that would never touch Loudoun County if the bridge isn't built. We will become a cut-through county between Montgomery and Fairfax, but Loudoun will bear the cost and adverse effects of that traffic for generations to come. <p>Better ideas: Reduce local congestion in Loudoun by improving intersections and local connector roads; create good access to metro stations including bike/pedestrian trails and walkways as well as parking and transit connections; help neighborhoods remain liveable by implementing proposed traffic calming options, improve east-west routes.</p>
	<p>Unfortunately, work did not allow my attendance at these meetings, however I have been following the planning closely and appreciate the opportunity to express my thoughts. Loudoun has a chance to do something unique in this vision. We can become like every other congested metropolitan area and build out willy-nilly or we can become tenants of the land and honor this space by being thoughtful in our planning and ensuring that we protect necessary areas as well as expand responsibly.</p>
	<p>Fix existing infrastructure. Protect Eastern Loudoun. No Potomac River crossing in Loudoun County</p>
	<p>I love our Broad Run Farms community...it is unique in the Northern Virginia area.</p>
	<p>Western Loudoun (west of Route 15) is a very valuable County asset which must be recognized and preserved to the maximum extent possible!</p>
	<p>My views are completely concurrent with those of the Loudoun Wildlife Conservancy!</p>
	<p>I've lived in Loudoun County for 45 years. In that time, I've seen lovely, bucolic countryside become suburban sprawl. In the past few years in Ashburn, I've seen development go unchecked, creating eyesores like We Fly and the golf driving range on Route 7, and corridors of data centers where there once were trees or meadows and wildlife. If this rampant development continues our meadows and wetlands are at risk of being lost forever.</p>
	<p>I do NOT want another bridge across the Potomac from Loudoun County</p>
	<p>Do NOT build a new bridge across the Potomac River.</p>
	<p>I wish I had known about the workshops, as I would have attended. This is an important exercise in gaining citizen input into a critical planning process for the county, and I'm glad I have at least had the opportunity to provide input through this survey!</p>
	<p>Thank you for considering the input of Loudoun County's residents!</p>

	I'm very concerned that while a Rt 28 bridge crossing alignment would be a convenience for some people and businesses it would only serve to replace a small number of U commutes with the same or even larger volume of what I'd call an X commute with people overloading all of Loudouns roads and not eliminating any of the existing problems by merely shifting routes patterns and eliminating any all while adding additional traffic that has no intention of living, working or even stopping in Loudoun at all. Doubling or tripling traffic on our road system just to service expanding business while overburdening it's residents in every manner and reducing their quality of life and resources is not the answer.
	Need to make the bikers use the bike trails - not on the main highways
	Our neighbors and we have property in the Agriculture policy but it no longer makes sense. The "agriculture" policy from Rt 15 east to Evergreen Mills Road is a suburban landscape and "lower density" agriculture policy should be changed to higher density "transition" or "urban policy"
	I don't think we need any more growth at all in this county
	Thanks - Kelly did a good job
	Please protect our rural heritage. Please protect our wildlife. Please protect our animals. Please do not get swung by the developers money. Please stand for the individual citizens.
	Keep at it, but make vision more value based and more aspirational
	I would like more information on the makeup of the stakeholders (demographics, socio-economics, professional backgrounds, etc). Not person-by-person details but general tendencies. Stakeholders seem to have a really important role, but they are like a black box as far as knowing who they are and how representative they are
	Loudoun needs more cricket fields
	Work within the residential housing industry. As long as Loudoun is encouraging business growth, housing is essential to provide convenience, reduced commuting, affordability, diversity, luxury, rental for purchase. We cant shut the door. We don't live under rocks. People make other people (children) that need places to live.
	Thanks for organizing this good idea.
	The stakeholder committee is developer heavy.
	Affordable housing is important. However, amenities must be built in a multi-use approach. Make sure roads are adequate, shopping is close, schools are close, etc. Be sure policing, teachers, and other county "public servants" are hired in sufficient numbers to support the new population (and pay them properly so they can live in this county.)
	Second great experience. Awesome job.
	Well done on inclusion
	Please make developers pay actual land use impact fee (roads, schools, parks). Growth isnt a goal - reasonable, sustainable, strategic community planning should be the goal.
	Please consider the opinions of the demographics & generations that are the future of Loudoun
	Keep on keepin' on
	Thank you for taking the time to gather the input
	your estimates of population growth are far too conservative
	the above page should not been part of the meeting
	I believe the result of this process will be to raise density. We don't seem to be able to stop inexorable onslaught of development & it will continue because our elected officials cant say no to rezoning requests.

	protect historic villages and towns
	Development should be focused in east Loudoun, by the silver line. This development should focus on revitalization where applicable. I am concerned about the lack of green space in the transition area. This is not recreation facilities that attract more people but open green space. What studies are being done on water & environmental impacts
	Thank you for including people in the process
	Round 1 themes should have included preference for slower growth
	Need more mixed-use & affordable housing
	This is a valuable process if the county board will pledge to adhere to it.
	Thank you to everyone who helped with the envision Loudoun planning, meetings, facilitation, etc
	Loudoun should be a leader, counties in America should aspire to do what we do. We should lead the fight to protect our environment & our diverse population.
	Thank you for this opportunity. Please listen to the voices of our residents when writing this new comprehensive plan.
	Great experience. Thanks for allowing me to participate. I am very pleased with the efforts of Loudoun county.
	The county should add wildlife bridges in both high traffic and rural areas. These are emblematic of good stewardship and show the county is mindful of the environment.
	We need more time to discuss issues. i.e. sustainable living and transportation! 2 hours is not long enough for one evening. Should be on a weekend with longer hours!
	Thanks for having these forums! Again, we need more renewables and better development.
	The team at this table was very effective
	We need greater variety of housing options for all types of employees. We also need roads that increase business opportunities, not eliminate them
	Very well organized. A massive effort
	Too much time spent on the vision statement
	I would like to see better use and redevelopment of what we have. Stop destroying our undeveloped areas for new buildings when there are so many empty buildings up for lease
	Stop tearing down green space/forest and then building new buildings/business developments. We need to renovate/revitalize the existing business parks & retail plazas! (often empty). Especially in eastern Loudoun
	<ul style="list-style-type: none"> - Let's be sure that the final plan is specific to Loudoun county and not a boiler plate product. - Not overly influenced by business, realtors, etc. - Need more than 1200 inputs! - Need to get younger folks to participate
	It would be great to have maps with a biodiversity overlay so we can understand where any important areas for the watershed, wildlife and ecosystem are located.
	The map on the table needed more information to be useful - show parks, schools, noise contours, major landmarks, etc
	More nightlife. More public transport. No football stadium.
	Objectives far too broad - general - requires quantification in terms of time & outcomes
	I'd really like to see emphasis on sustainability throughout the county, including emphasis on sustainability in the agricultural areas, with the necessary support.
	Please consider making a strong statement and stress on sustainable design and development throughout the county

	I really feel like these meetings are a great way for residents to get involved with their community, especially young people like me. I will definitely encourage my peers to come to these meetings. Thanks for a great time.
	Productive session. Encourage forward thinking, not just evolution of current status.
	I care about transportation (greenway alternatives and cost management). Rt 15 widening, fix hay road, side walks in old Ashburn
	I would like to see further development to have appropriate integration with metro transit system.
	I want to see the county preserve wildlife habitat and maintain green spaces
	Need trail easements included to link existing trails and parks
	For the summer/fall: please have traffic enforcement (stop sign running/tailgating/aggressive speeding) on the Ashburn village parking: Old Waxpool (southbound) to Broadlands (to the van metre nature preserve). People are running the stop signs, speeding a driving aggressively (broadlands: the Dulles Greenway @ old Ryan @ AV Pkwy). Please provide biking/walking trails between Loudoun station & one Loudoun on the Loudoun county Parkway. Please provide on Saturdays, local bus connectivity between Loudoun station (Loudoun county parkway @ Shellhorn) between Leesburg & between one Loudoun & between the Dulles town center. There is no bus service between Loudoun station and the rest of the county on Saturdays.
	"86" policy rhetoric and vision statement, goals, Redskins stadium - more facts, less policy, more nuts and bolts - more input needed from residents - less traffic, safer roads
	Please consider access to key acute care & emergency care by maintaining direct access to Stone Springs. Hospital center from Rt 50, future road infrastructure should include access routes that do not delay care for patients.
	I've lived all over the US & various foreign countries. I value diversity.
	Please maintain current framework of the TPA - protect the agricultural/rural character of the county. Also - in TPA = connect communities with biking & walking trails -> get cars off the road, get people to use more environmentally friendly and healthier alternatives
	would like very much to be taken out of the transition area - our property has been downzoned - would very much like to be considered for development. Transition needs to be moved on the other side of Rt 15 - toward Aldie-Middleburg-Upperville, etc
	Involved in county planning issue since early 1970 especially rural issues. Not enough information or emphasis on existing or possible land preservation tools.
	Mediator Maria was excellent. Keep TPA as is!
	The current comprehensive plan is a good one. Except for tweaking it with modifying specific actions, it is primarily a matter of following through on the plan (i.e. resource it properly, prioritize the projects and achieve the quality and completeness of the plan's outcomes)
	Thanks for opportunity
	Better target section of vision/goals/objectives for comment
	If someone attends a public input session who does not live in Loudoun County - is there any way to determine this? - should their comments count?
	I witnessed some people at the Leesburg session who were not Loudoun residents
	great group, great leaders, great moderators.
	Please control development that seems unchecked. Preserve the rural & transitional areas.

	To sustain and strengthen the natural, green and historic qualities of the transition zone. Keep density of transition zone the same. We need more parks + bike trails pedestrian walkways (along braddock)
	the vision statements fails to mention protecting the environment
	I believe that the western 1/2 of the county is overtaxed and short handed on services. The BOS/staff arent even familiar with the wests "culture", staff is from urban areas and do not support the rural areas/needs
	focus should be more on people and real resources; versus economics. Ensuring not creating jobs that don't need to be done to earn dollars to buy basic human rights and needs such as clean water, safe shelter, and healthy food 1st and then consider other projects.
	My dream is to build multigenerational, multifamily housing with workforce integrated as a significant part of the community, with sustainable water use, power generation (solar) and more.
	I think that the county has done a great job with the whole envision process. Very much appreciated.
	Stop under utilizing developable land because if you don't, it will stop over into west. East is a economic/housing sponge
	Keep up the good work. Thanks!
	Western and eastern Loudoun are very different areas and it seems like you are trying to make the west like the east by putting many houses in our green space. Please don't develop the west. Part of the reason people move here is for the beautiful western Loudoun and not just the wineries
	Must recognize east and west are different entities & should be so recognized
	Would like emphasis on affordable housing. How can developments be built but waiters & retail workers cant afford to live here? Wording of vision is way too broad. Needs to be more specific.
	More innovative & creative participatory activities would benefit the county, consultants & residents creating a more robust process/product. The old school charette activities used only allow for very vocal participants & platform. Concerned by the lack of diversity.
	Change the vision to include "maintain the rural, historic culture of western Loudoun" and ensure the residents + citizens desires & comments count more than the commercial interests
	Keep Loudoun - Western Rural
	Help Loudoun - different
	<ul style="list-style-type: none"> - Support metro but.. Not development around area; metro and transportation needed for existing residents. - Small schools are vital to maintaining thriving historic & rural communities - they need to be specifically protected in the comprehensive plan. - Building size is just as important as classroom size. - Do not support new housing. We dont need to bring in jobs - we are already vibrant - Do not support development of Otoole property
	Desire online county maps with links containing information on development plans or approaches so not to be surprised when seeing bulldozers one day when driving.
	<p>Useful data/maps</p> <ul style="list-style-type: none"> - MWCOE dot districution forecast may (red-new, blue-old) - Accident/incident maps - Loudoun water service maps

	Preserve rural areas & mountainside & ridge tops. Growth in eastern ____ with discretion. Slow, slow growth in the rural areas.
	Neighbors remark cynically that residential developers own this county. Please prove them wrong and don't change density in the TPA.
	Existing plan neglects renewable energy and mass transit. Without these goals the county will fall behind counties like Fairfax that have set - and achieved reductions in greenhouse gas emissions. What happened to the energy plan the BDS adopted in 2009?
	Susan did a great job as facilitator, Nancy Bryan her usual great self as secretary
	Signs/directions to restrooms
	The toll road is ridiculous
	Please don't make everything revolve around money - tax dollars!
	I felt inadequately prepared. Process was confusing.
	Live and work in Loudoun
	I want rural Loudoun preserved
	Thank you John Merithew & Avril. You were both awesome!
	John was great guy and moderator. Retired
	We must preserve the rural nature, history + heritage of western Loudoun. Initial overview of county + transportation plan was helpful. The lead speaker does not need to set up table discussions. This took too much time. Table leaders should set up discussion.
	Great idea to have involvement with fellow LC residents
	Need noise abatement along high-speed routes adjacent to housing; noise abatement road surfaces; more feeder lanes and route accesses to bikeways (W&OD); more attention and budgeting for refuse cleanup on roadways including support for volunteering organizations such as keep Loudoun beautiful and Goose Creek scenic river advisory committee
	Don't turn western Loudoun into eastern Loudoun! Keep western Loudoun rural! Keep the TPA unchanged & don't let it sprawl into the rural area!
	Are the supervisors listening to those that elected them? They need to say NO to continued development, especially in the west and TPA (which still need to state intent). Stop providing bottled water in these meetings.
	Keep western Loudoun rural. Preserve the transition area.
	I feel that developers (particularly housing developers) are dominating and controlling this planning process. Rural development committee is a misnomer. We need to preserve rural Loudoun. I was upset about the "priorities for business success" handed out on entry to meeting. Obviously developers are taking over envision Loudoun.
	We had a good facilitator (Lisa)
	There was a glaring omission of any cost information in the discussion
	- PA system was weak(?) at beginning & with some speakers - Screen position too low & small to be easily seen - Speaker blocked line of sight to screen while speaking & did not use pointer
	I appreciate the opportunity to be involved in planning of the new plan
	Own home/I plan to age in place 20 years is all I have... be considerate!
	Please emphasize workforce/affordable housing and please add more emphasis on wildlife protection/ecosystem protection
	We need a airport noise study