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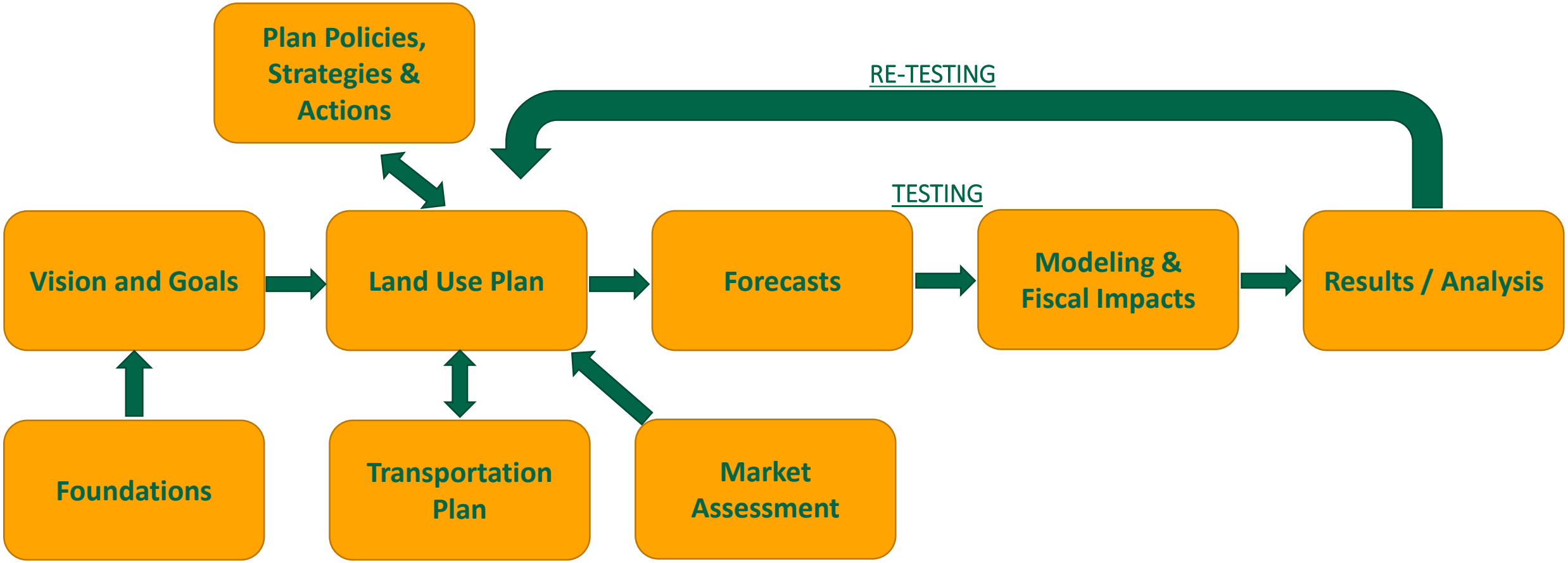
Stakeholder Committee Meeting

October 16, 2017 | Loudoun County Comprehensive Plan

Agenda

1. Welcome / Sign-in / Dinner / Administrative Items
2. Transition Policy Area Place Types
3. Suburban Policy Area Place Types Review
4. Break
5. Silver Line CPAM and Place Types Integration
6. Revised General Plan Policy Carryover
7. Adjourn

Planning Process



Board Comment

- **Significant increases in residential density are:**
  - ***Contrary to majority of the public comments; and***
  - ***not supportable due to inadequate existing transportation system and the lack of support in adjacent jurisdictions to widen roadways.***
- **Consider scenarios between the Status Quo and the Strategic (3,000 to 12,000 units a significant jump).**
- **Provide information on existing transportation system and challenges.**
- **Draw correlation between residential units and Housing Needs Assessment.**
- **Don’t place almost all needed housing units in the Transition Policy Area. Evaluate SPA potential (Redevelopment, revitalization and Infill)**
- **Retain open space percentages at 50% to 70% and make it more functional.**
- **Information should be provided to estimate the timing of the build out.**

Housing Needs Assessment

	2040 Total Units
GMU Employment-Driven [Unconstrained] Housing Forecasts:	193,680
Loudoun County COG 9.0/ Revised General Plan-Based [Constrained] Forecasts:	175,380
Difference	(18,300)

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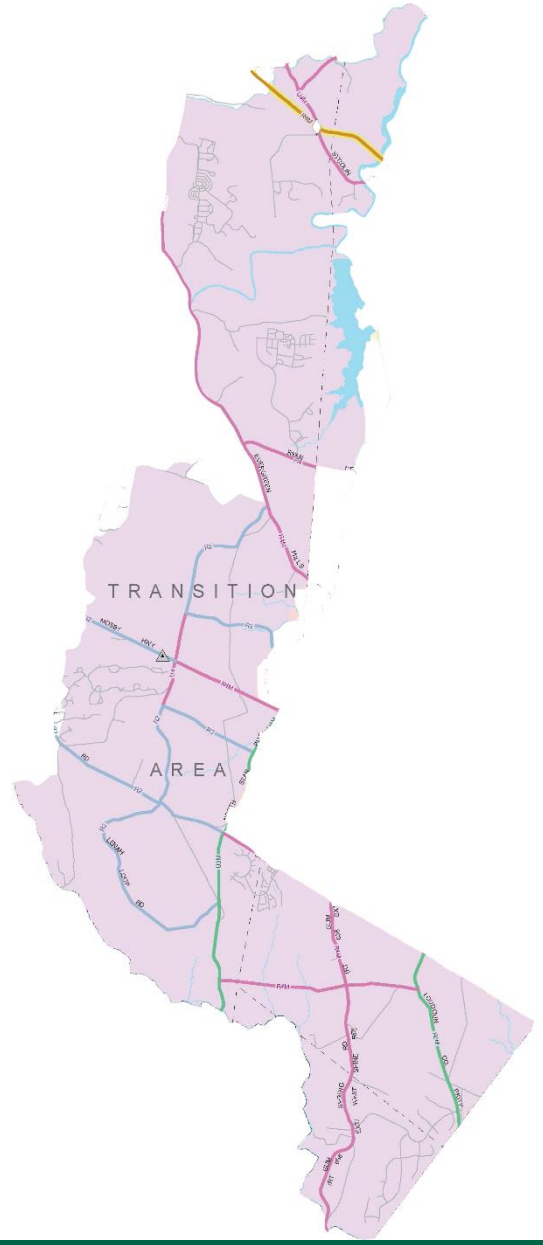
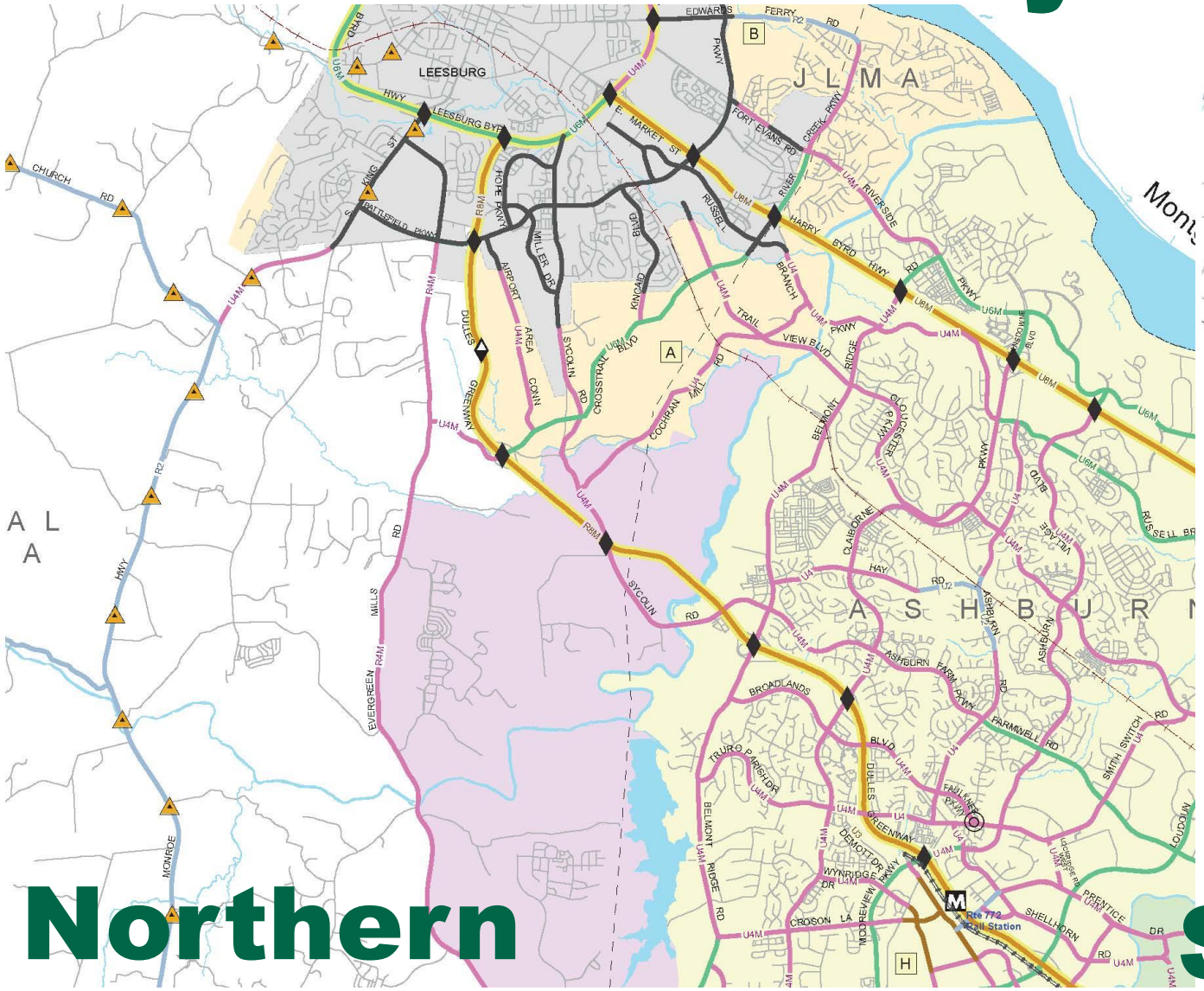


Planned Transition Policy Area Roadway Network

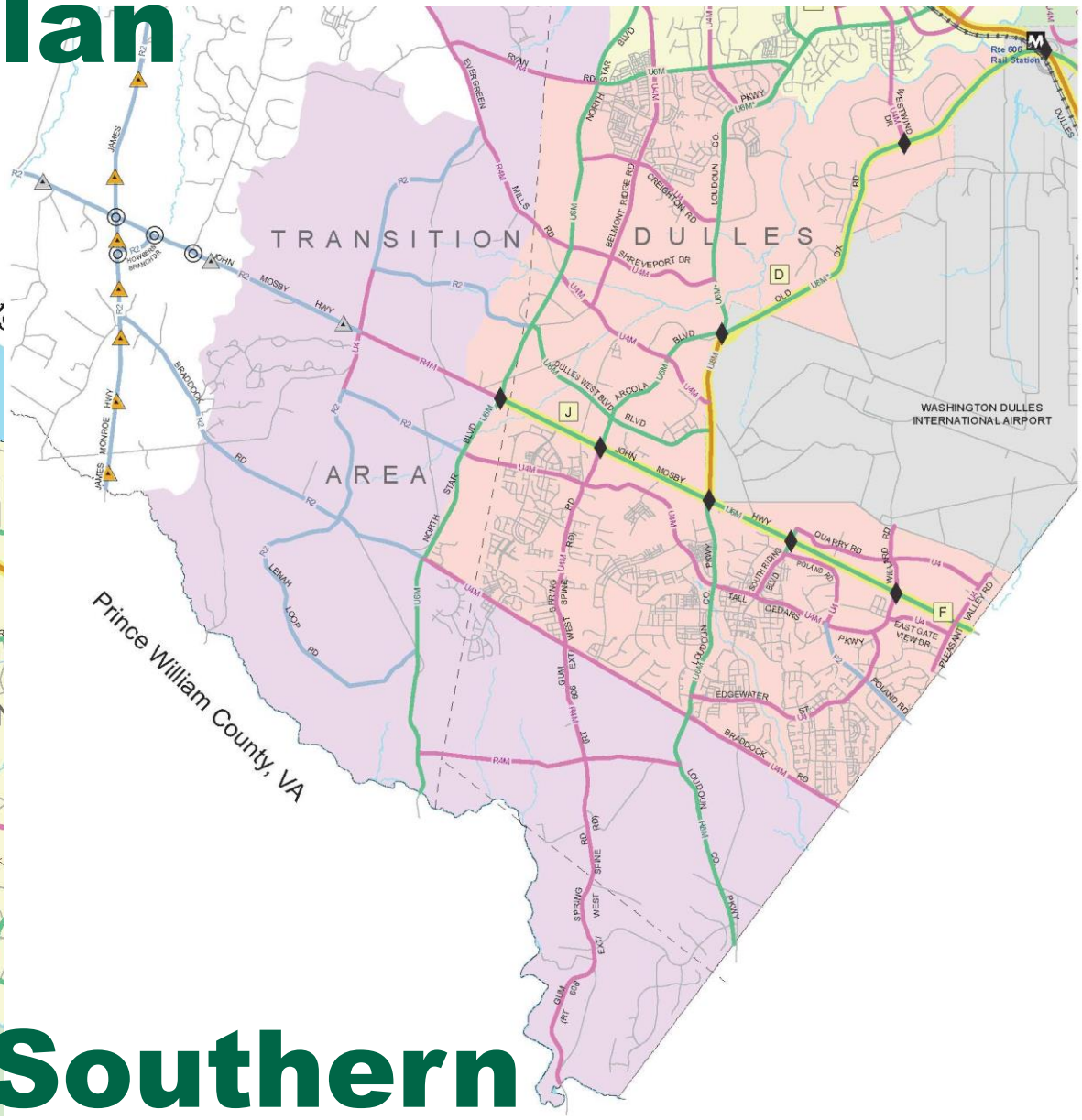
Transportation Overview

- **Currently Planned TPA Network**
  - *Development*
  - *Purpose*
  - *Connectivity*
- **Traffic Growth Along TPA Roadways**
- **Lower Foley and Lower Sycolin Subareas**
  - *Current Conditions*
  - *Current Plans*
  - *Potential Changes*
  - *Challenges*

2010 CTP Roadway Plan

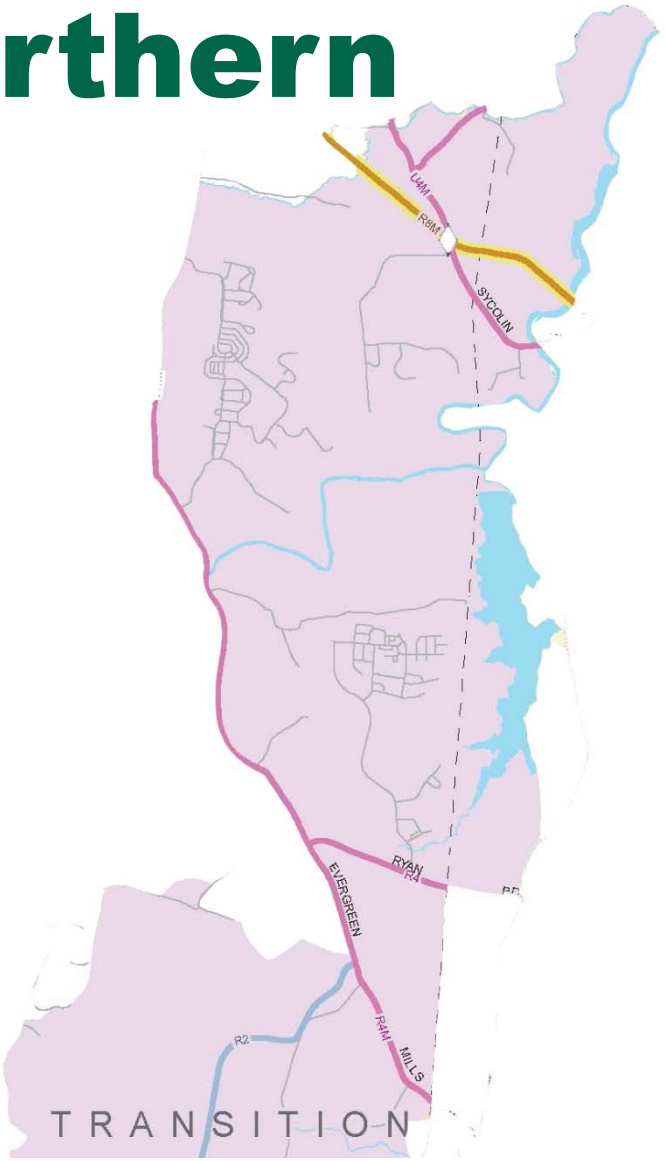


Northern



Southern

Northern



Southern

Daily Traffic Growth Rates Since 2001

Route #	Name	Segment	2001	2006	2011	2016	Total Growth 2001-2016	
50	US Route 50	*US Route 15 to Pinebrook Road*	15000	18000	15000	16000	+1000	+7%
621	Evergreen Mill Road	*Masons Lane to Belmont Ridge Road*	5900	9300	11000	12000	+6100	+103%
643/625	Sycolin Road	*Town of Leesburg to Belmont Ridge Road*	1000	3400	8700	10000	+9000	+900%
653	Cochran Mill Road	*Sycolin Road to W&OD Trail*	180	250	490	490	+310	+172%
653	Cochran Mill Road	*W&OD Trail to Crosstrail Boulevard (near Route 7)*	1600	2400	1600	1700	+100	+6%
653	Shreve Mill Road	*Evergreen Mill Road to Sycolin Road*	140	260	940	1300	+1160	+829%
659	Gum Spring Road	*Braddock Road to Prince William County*	4000	10000	11000	15000	+11000	+275%
705/620	Braddock Road	*US Route 15 to Northstar Boulevard (Goshen Road)*	340	1300	1300	3100	+2760	+812%
772	Ryan Road	*Evergreen Mill Road to Northstar Boulevard*	280	3600	3600	7500	+7220	+2579%

Source: VDOT Daily Traffic Volume Estimates

Current AM Conditions – Southeast Loudoun

U.S. Route 50

Six Lanes

Controlled Access

Traffic Signals

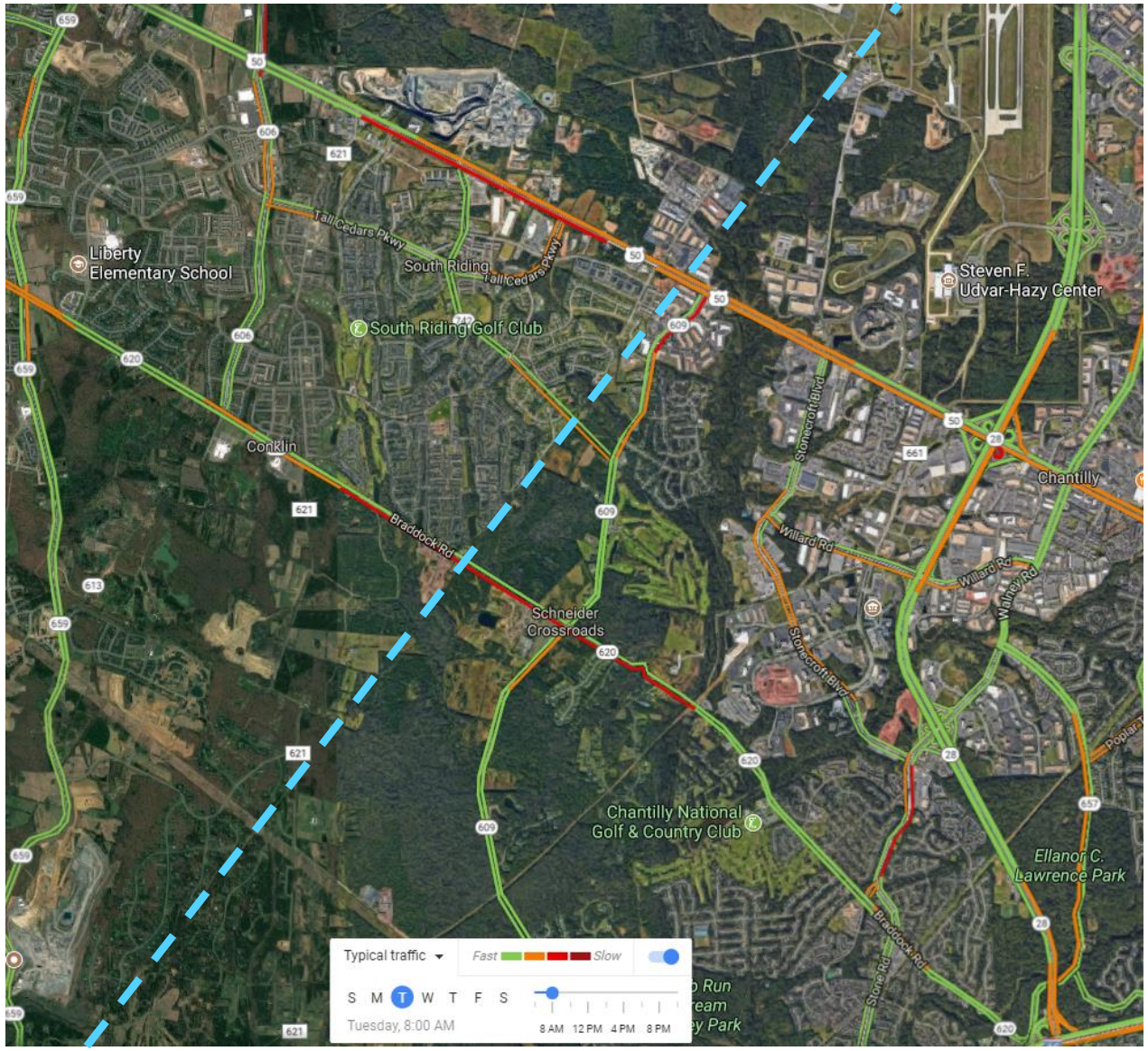
52,000 Daily Vehicle Trips

Braddock Road

Two Lanes

Local Access

10,000 Daily Vehicle Trips



Traffic on a typical Tuesday morning

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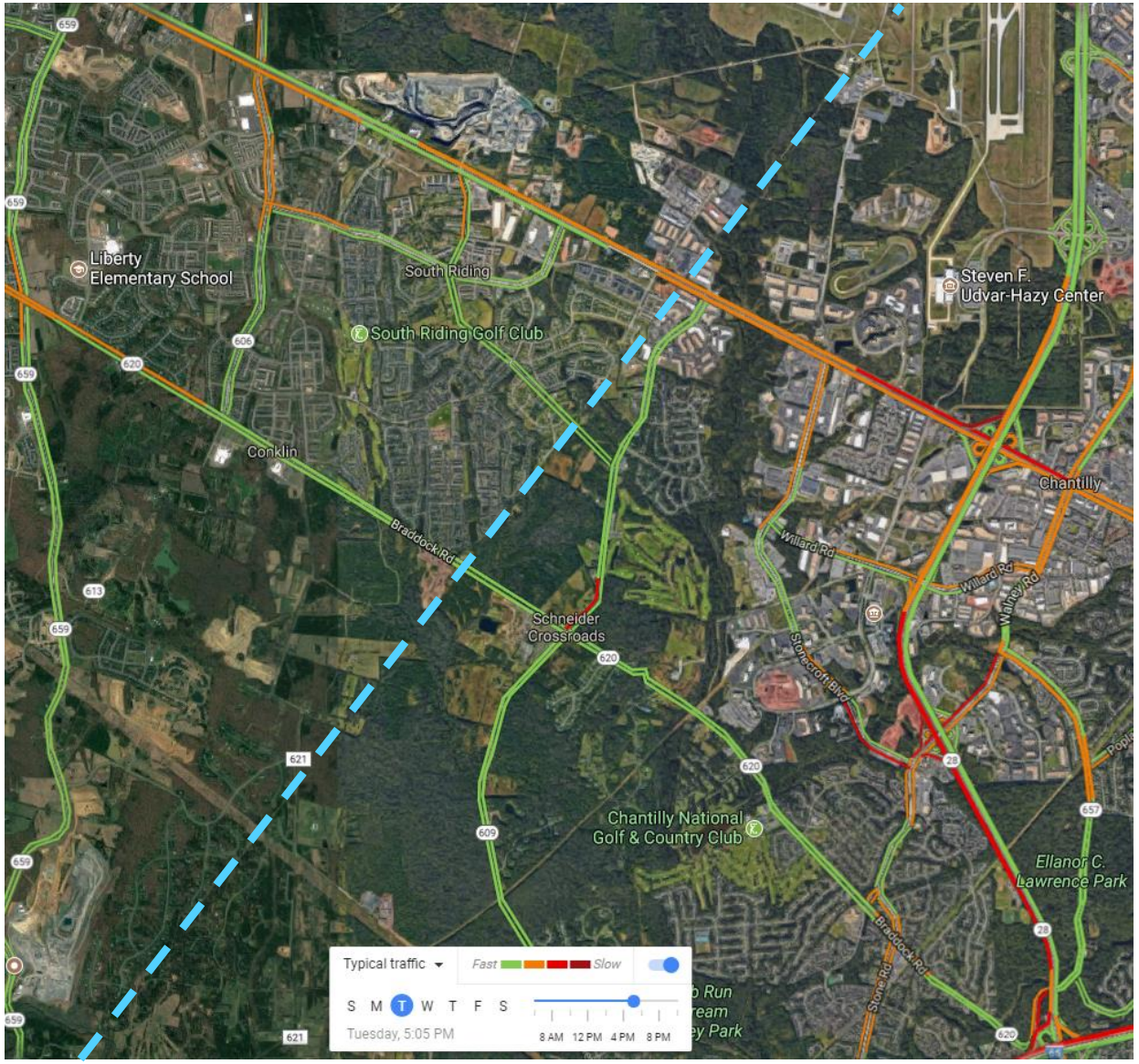


Traffic on a typical Tuesday afternoon

Construction and Funding – Southeast Loudoun

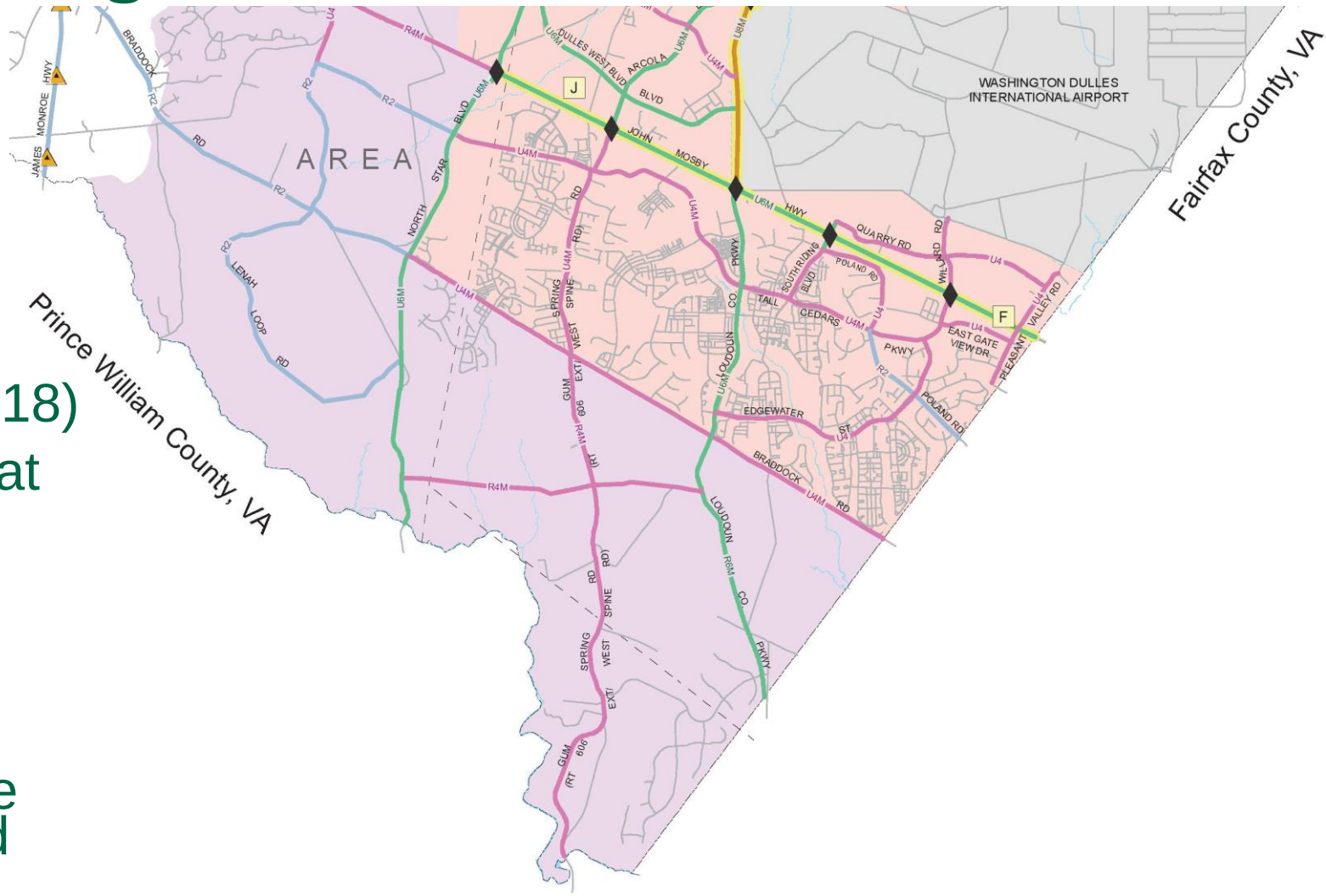
Current Improvements in Southeast Loudoun include:

Tall Cedars Parkway four lane connection between Pinebrook Road and Gum Spring Road (2018)

Braddock Road improvements at Gum Spring Road (2018)

Northstar Boulevard four lane connection between Tall Cedars Parkway and Shreveport Drive (2022)

No Timeframe for buildout of the remainder of the current planned network



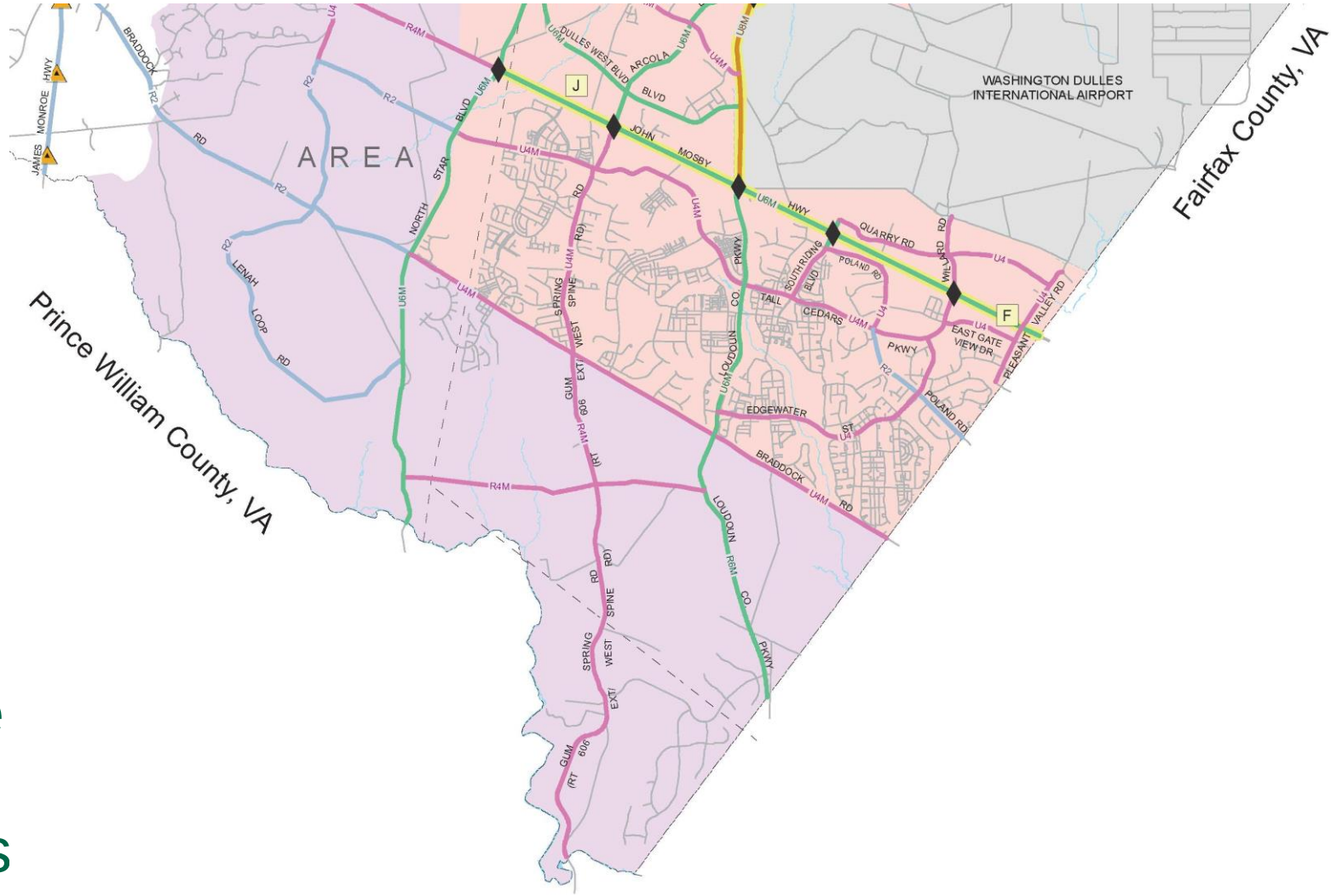
Current Plans – Southeast Loudoun

2010 CTP calls for:

U.S. Route 50 to be a limited access freeway

Braddock Road to be four-lanes with a median and controlled access

Collector Roads to provide local access along the northern and southern sides of US Route 50

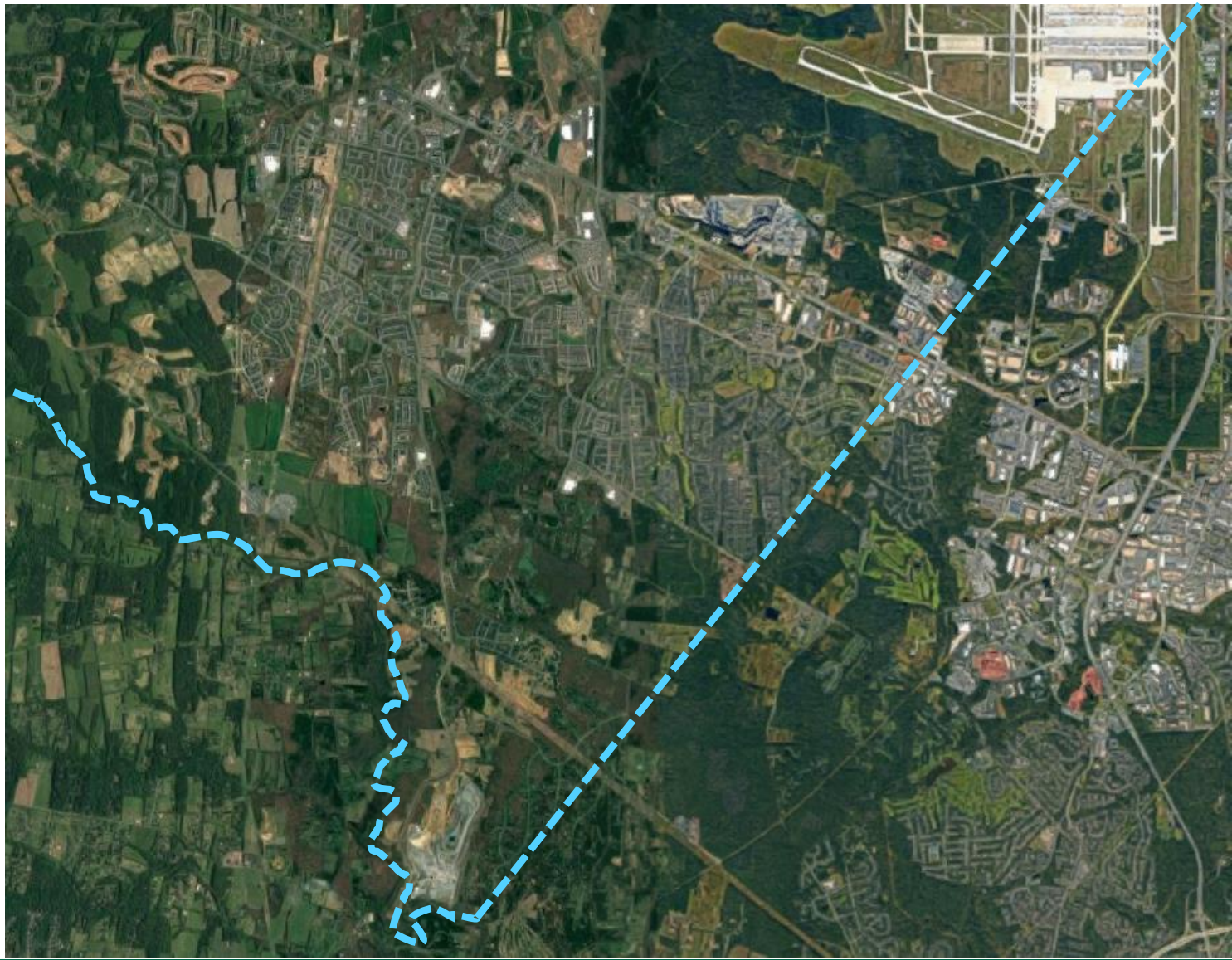


Increasing Densities – Southeast Loudoun

The **2010 CTP** supports the land uses envisioned by the adopted Revised General Plan.

Additional Density would require evaluation of additional capacity needs.

Where additional density is located impacts capital needs impacts.

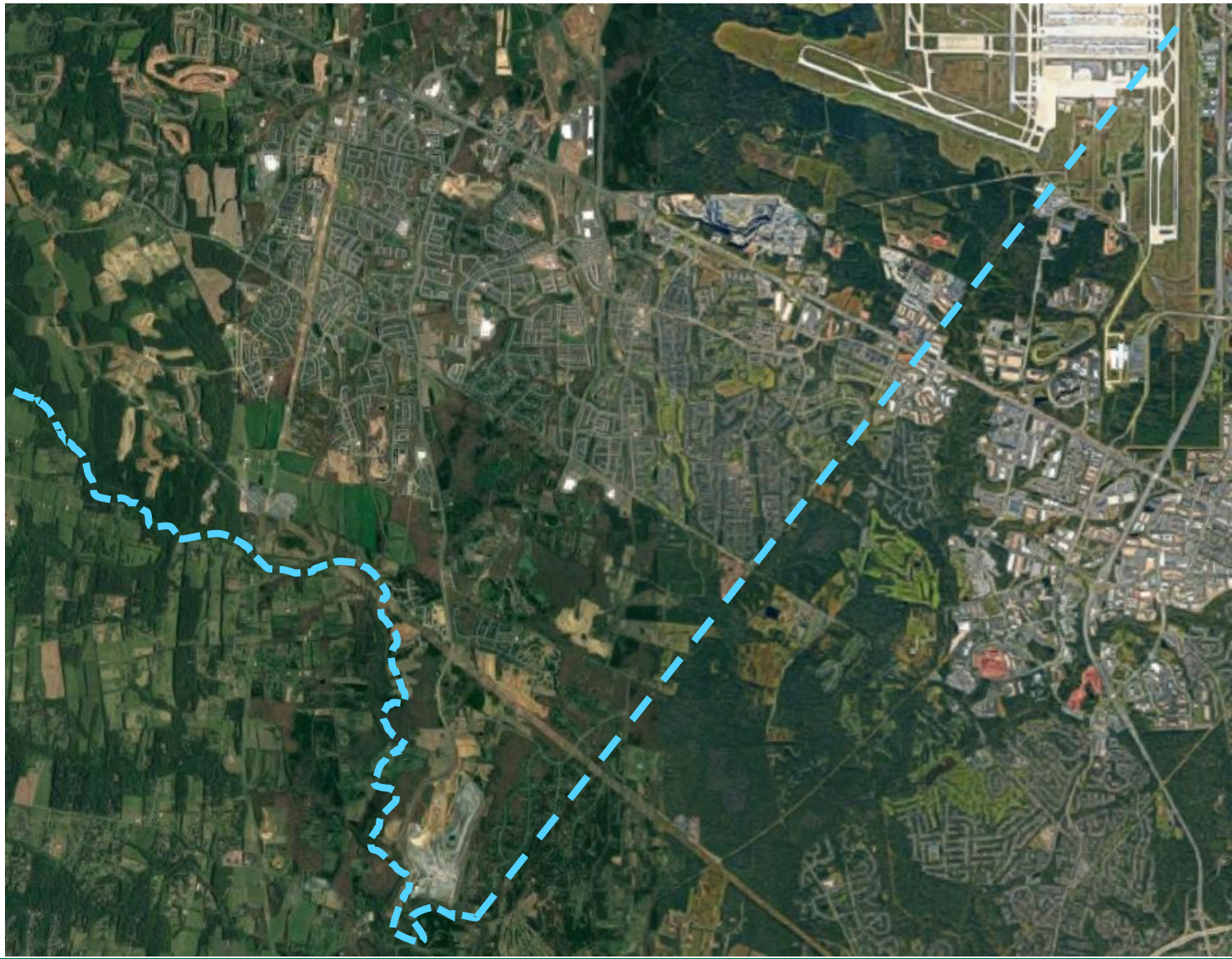


Increasing Densities – Why “Where” Matters

Additional density requires additional infrastructure no matter where it is located.

Built up areas can make better use of existing capacity on roads and with transit.

Undeveloped areas are often less costly to develop but require greater amounts of infrastructure.

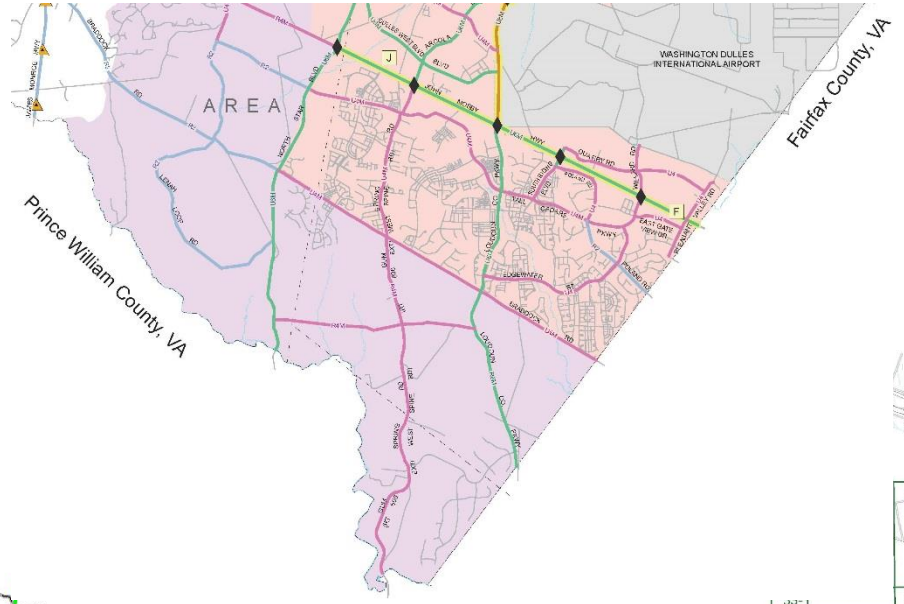


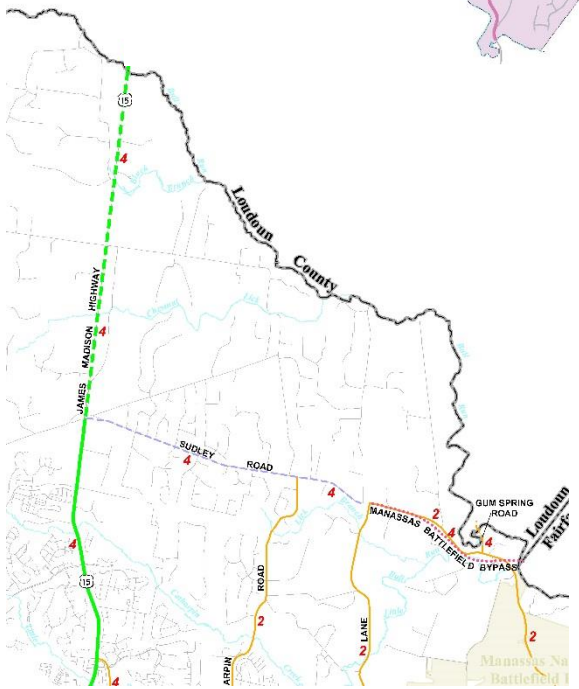
Future Challenges – Southeast Loudoun

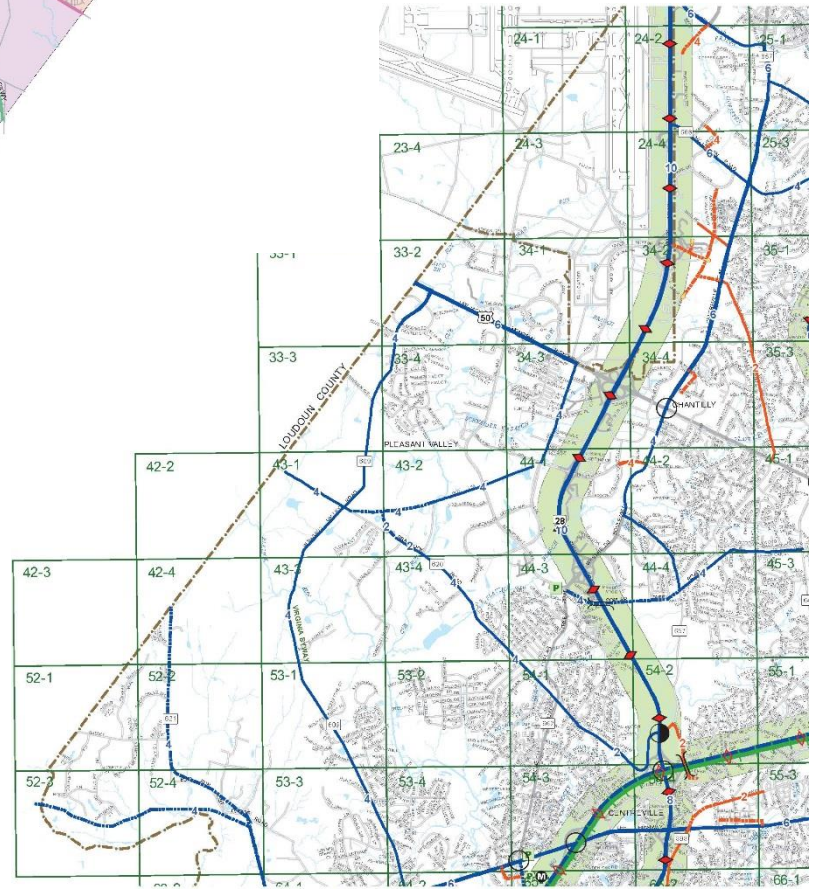
Cost – several roadway corridors and interchanges not yet constructed

Existing Constraints – Dulles Airport, Cub Run, Bull Run, stone quarries, and neighborhoods

Neighboring Jurisdictions – have not prioritized transportation improvements for roads into Loudoun County.







Current AM Conditions – Lower Sycolin

Evergreen Mills Road

Two Lane Rural Section

Local Access

55 MPH

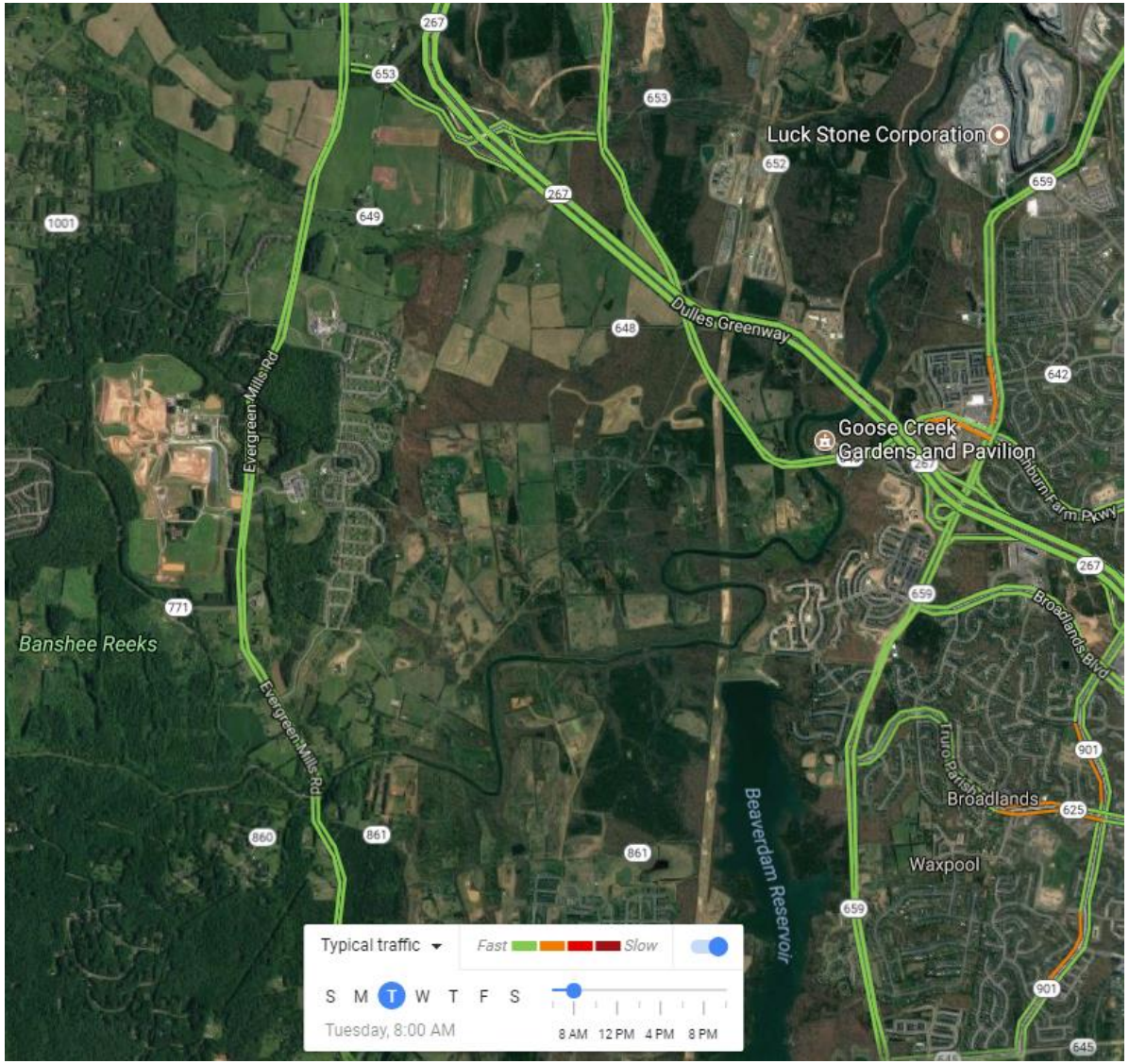
12,000 Daily Vehicle Trips

Sycolin Road

Two Lane Rural Section

Local Access

10,000 Daily Vehicle Trips



Traffic on a typical Tuesday morning

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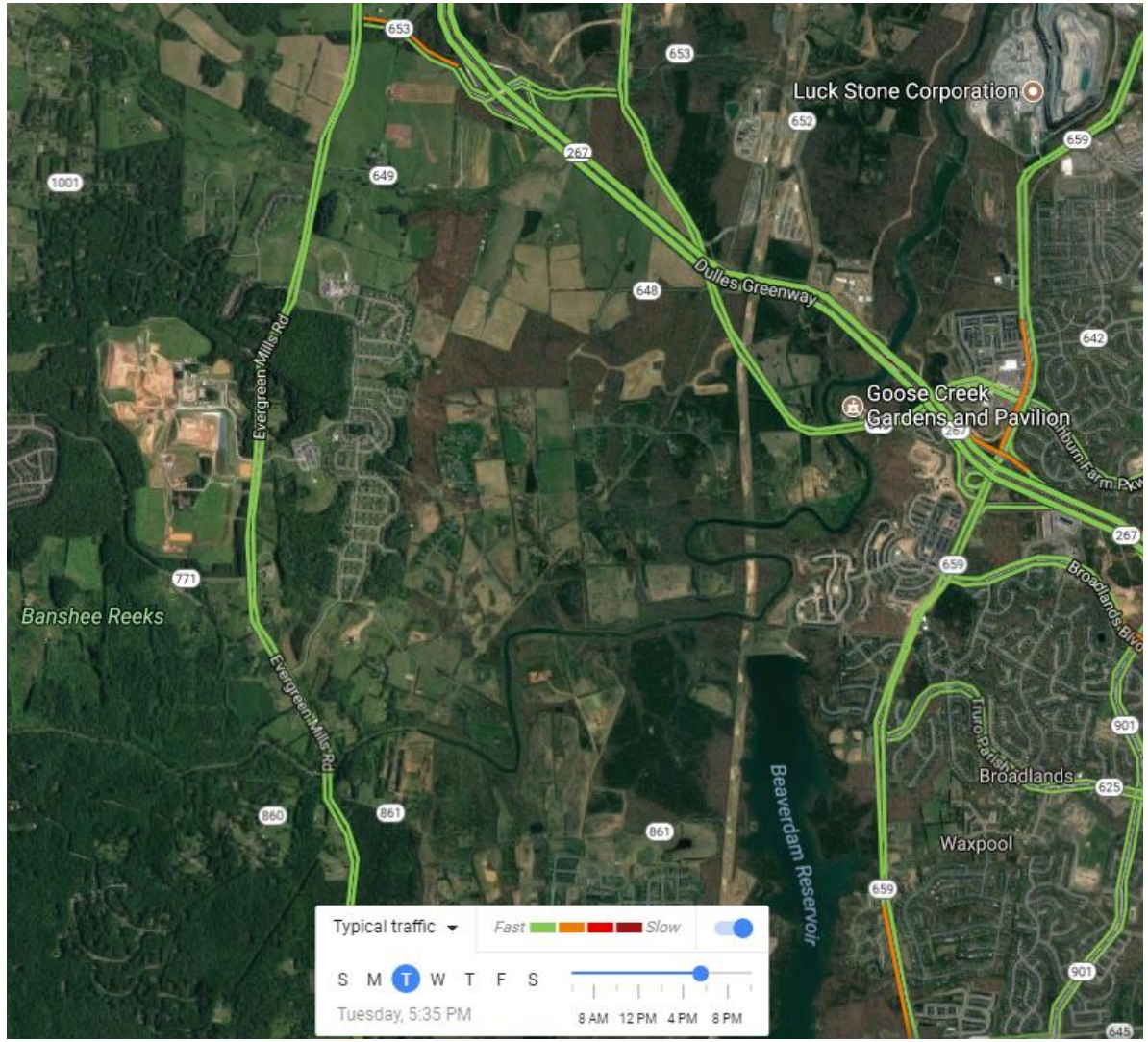


Traffic on a typical Tuesday afternoon

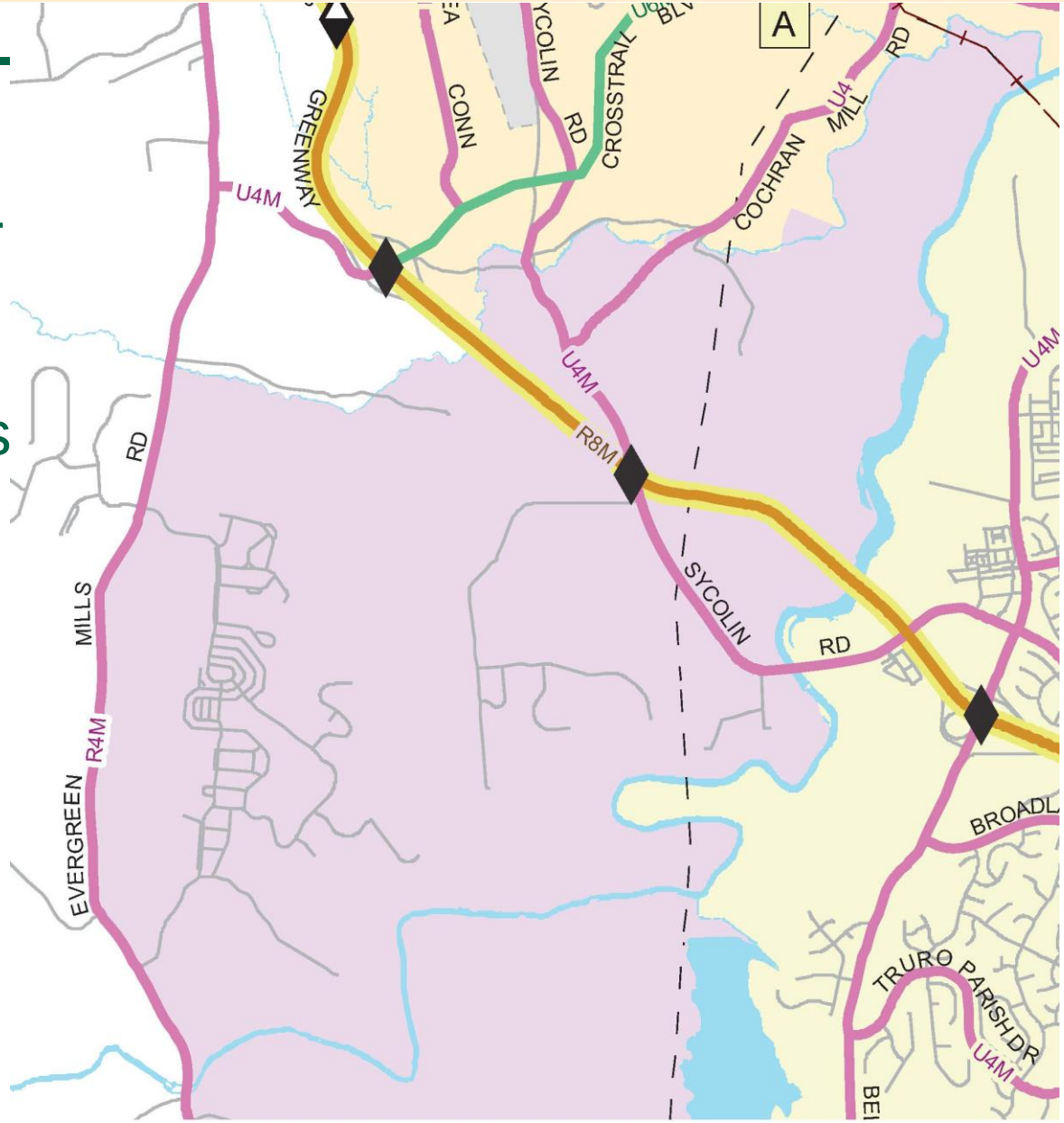
Construction and Funding – Lower Sycolin

Current Improvements in the Lower Sycolin area include:

Compass Creek Parkway four lanes under construction to serve new shopping center (2018)

Crosstrail Boulevard four lanes under construction between Russell Branch Parkway and Sycolin Road (2022)

No Timeframe for buildout of the remainder of the current planned network



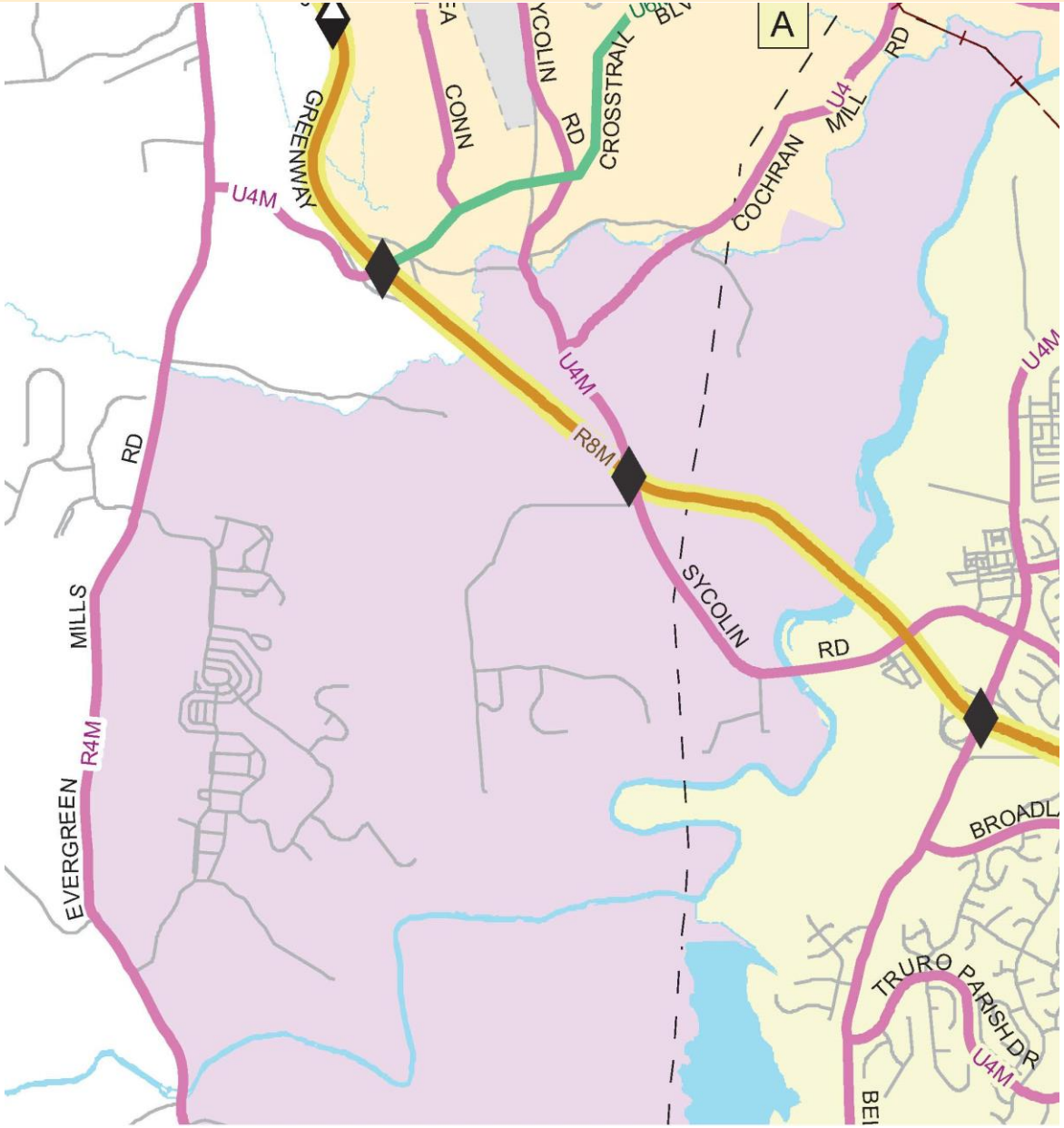
Current Plans – Lower Sycolin

2010 CTP calls for:

Evergreen Mills Road to be four lanes with a median and controlled access

Sycolin Road to be four lanes with a median and controlled access

Cochran Mill Road to be four lanes with local access



Increasing Densities – Lower Sycolin

The **2010 CTP** supports the land uses envisioned by the adopted Revised General Plan.

Additional Density would require evaluation of additional capacity needs.

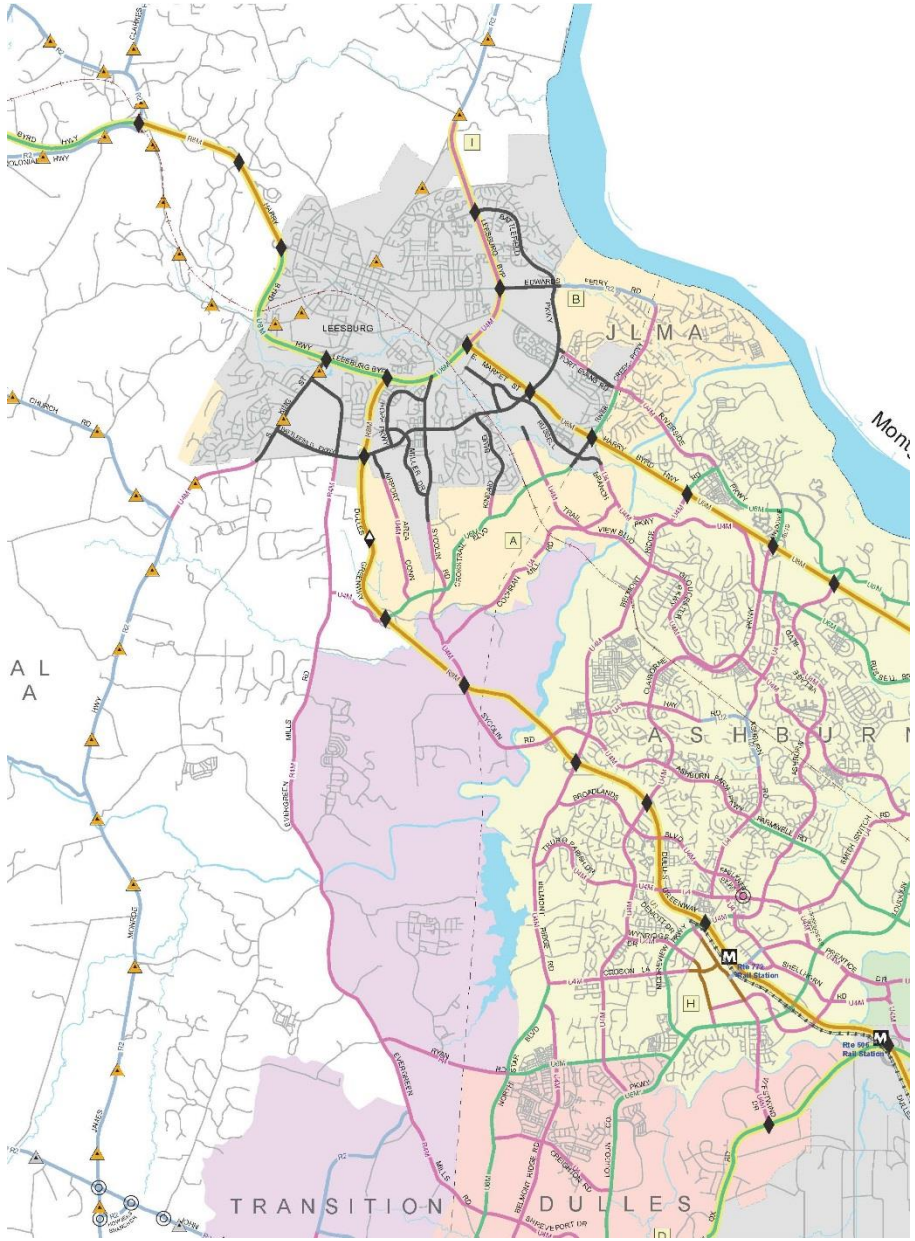
Industrial Development may result in equitable cumulative trip generation rates when compared to currently planned transition residential densities.

Future Challenges – Lower Sycolin

Existing Constraints – Goose and Sycolin Creeks, Beaverdam Reservoir, steep slopes, quarries, and neighborhoods

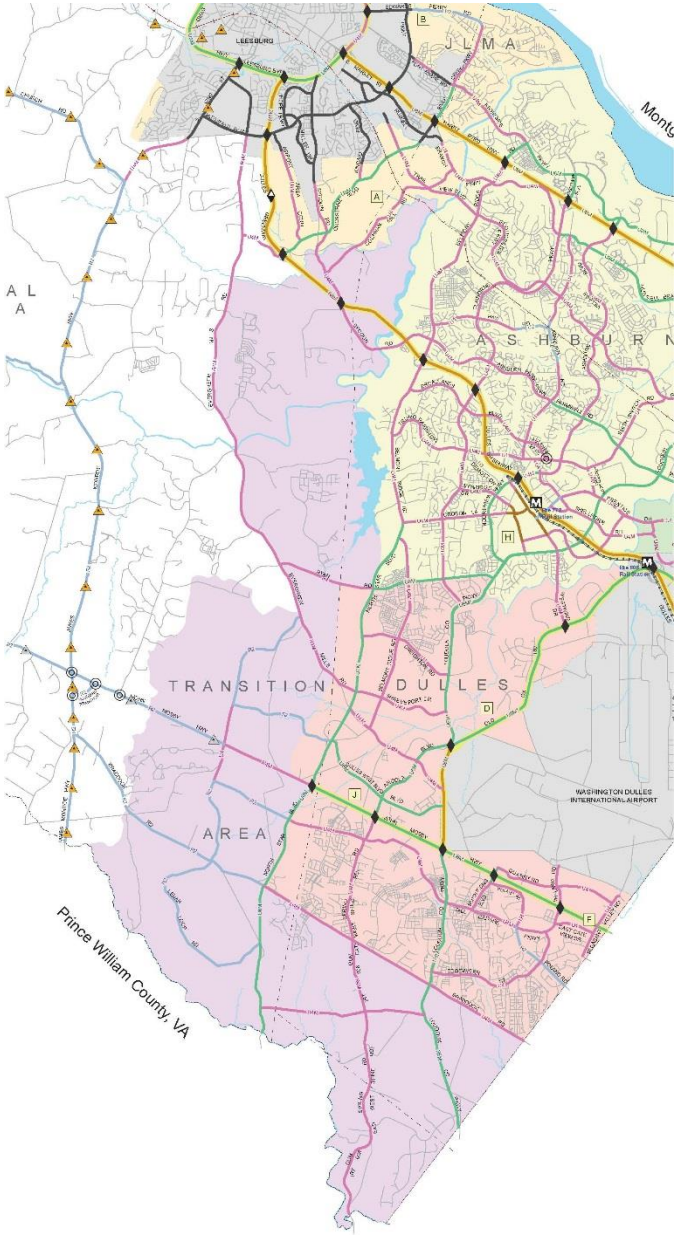
Location – new development in Lower Sycolin will likely impact Rural Policy Area roadways

Limited Corridors – Lower Sycolin is not currently planned to include a comprehensive grid network of roadways



Points for Consideration

- Transition Area Roads are anticipated to see **continued growth in traffic** over the coming years through their connections to the suburban area and neighboring jurisdictions.
- Any proposals for development in the TPA will need to consider **natural features and existing development** both in terms of location and potential roadway corridors and improvements.
- The location of new development has a huge **impact on the per unit costs of infrastructure**, including but not limited to transportation costs.



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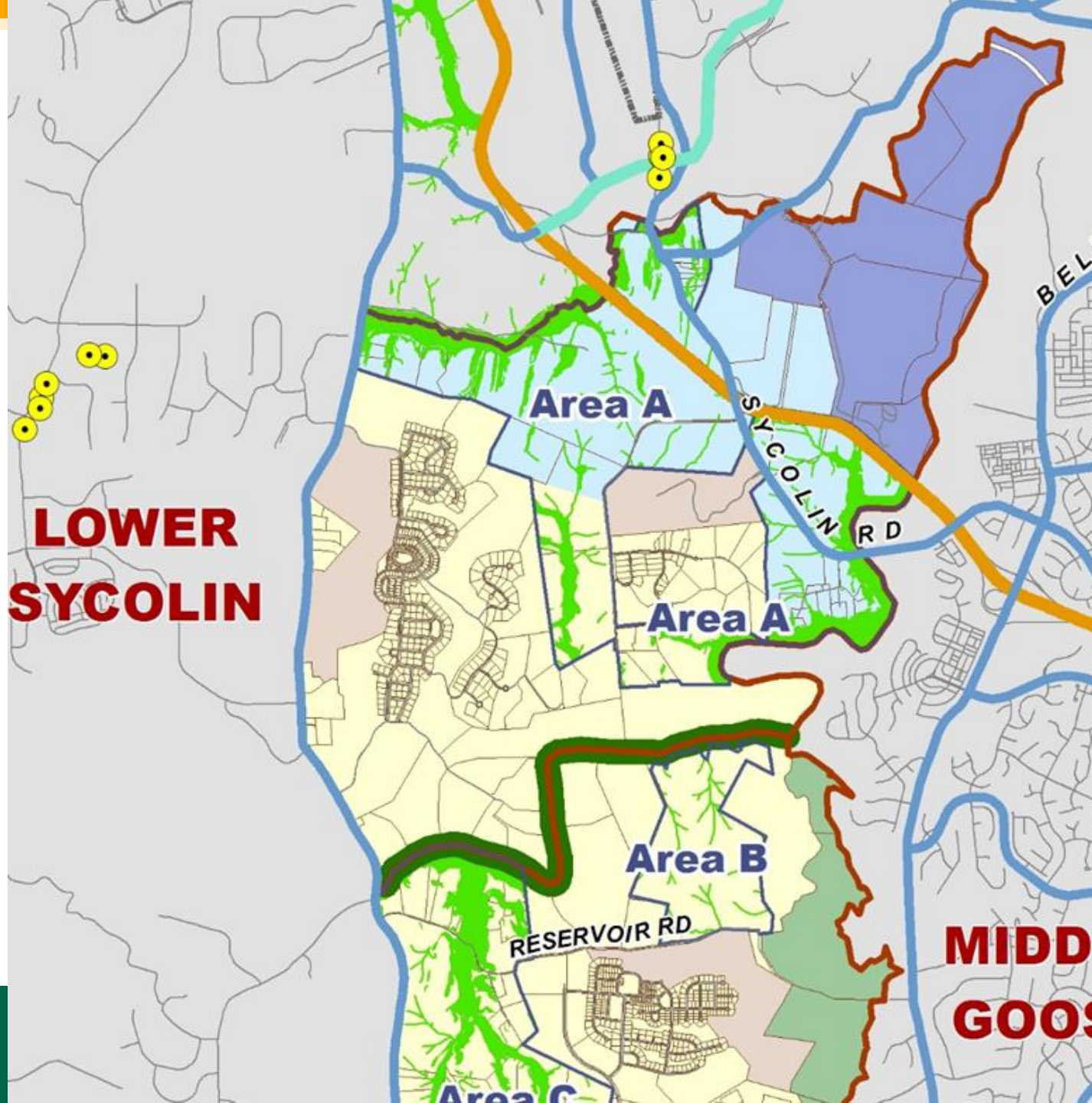
Targeted Change

Lower Sycolin & Middle Goose Creek

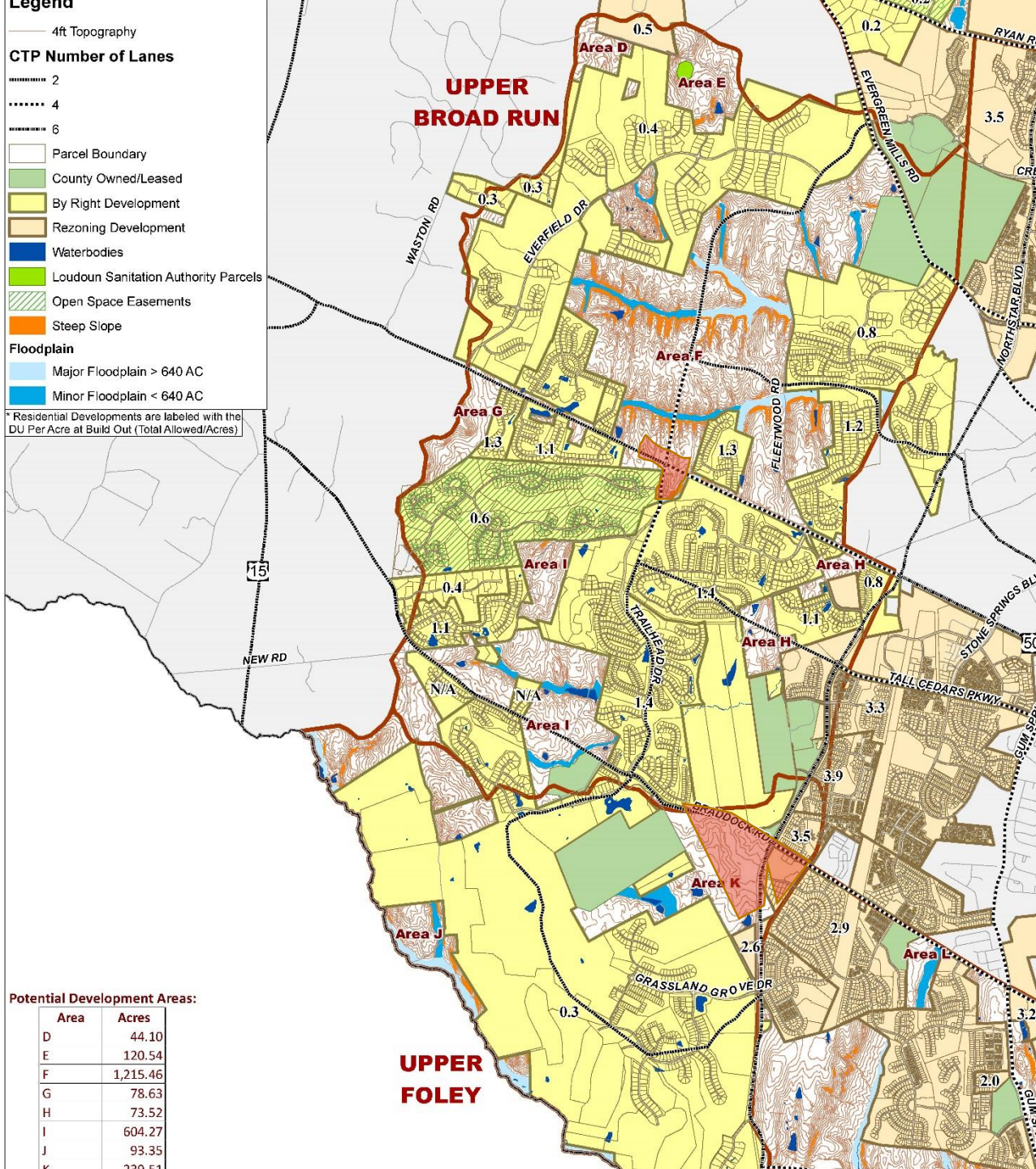
- *Expand Industrial*
- *Retain current pattern*
- *Proximity to Leesburg*
- *Corridor access*
- *Existing industrial approvals*



Targeted Scenario

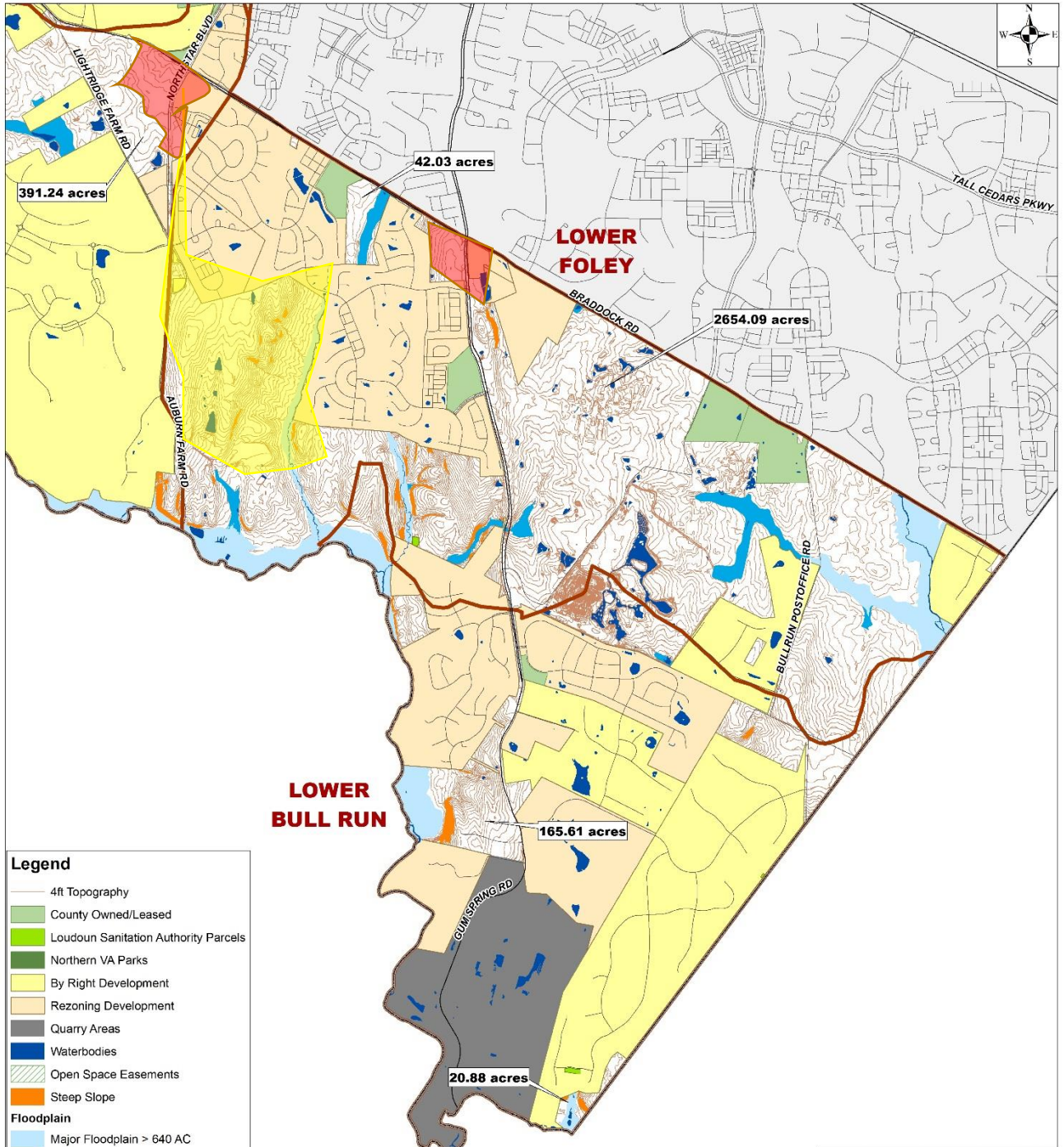
Upper Broad Run &Upper Foley

- *Retain existing pattern*
- *Significant existing development*
- *Scattered potential areas*
- *Identify Neighborhood Centers*



Targeted Change

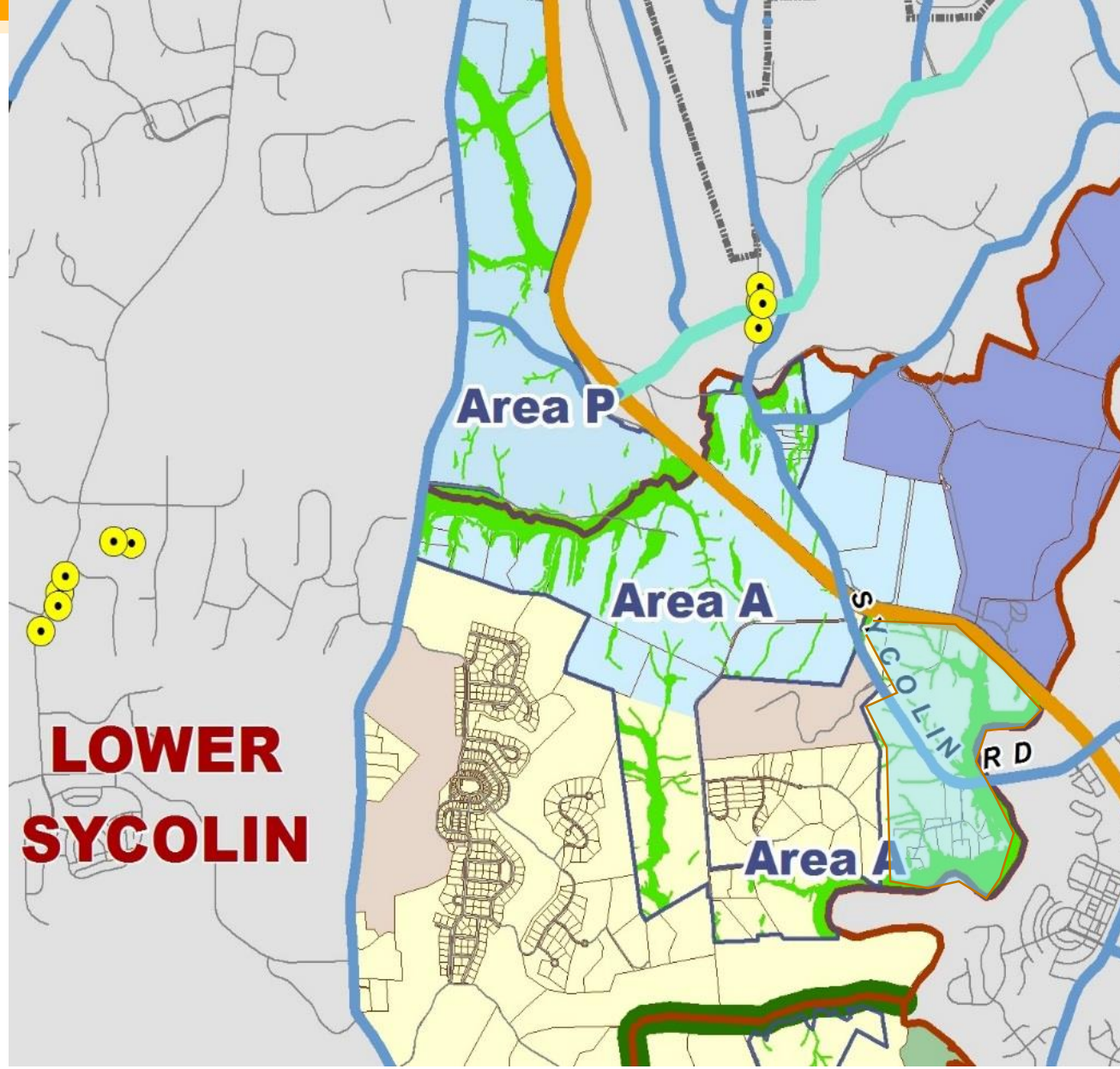
- **Lower Foley**
  - *Retain existing pattern*
  - *Road capacity is longterm*
- **Lower Bull Run**
  - *Retain existing pattern*
  - *Environmental resources*
  - *Quarry protection*



Stakeholder Scenario

Lower Sycolin & Middle Goose Creek

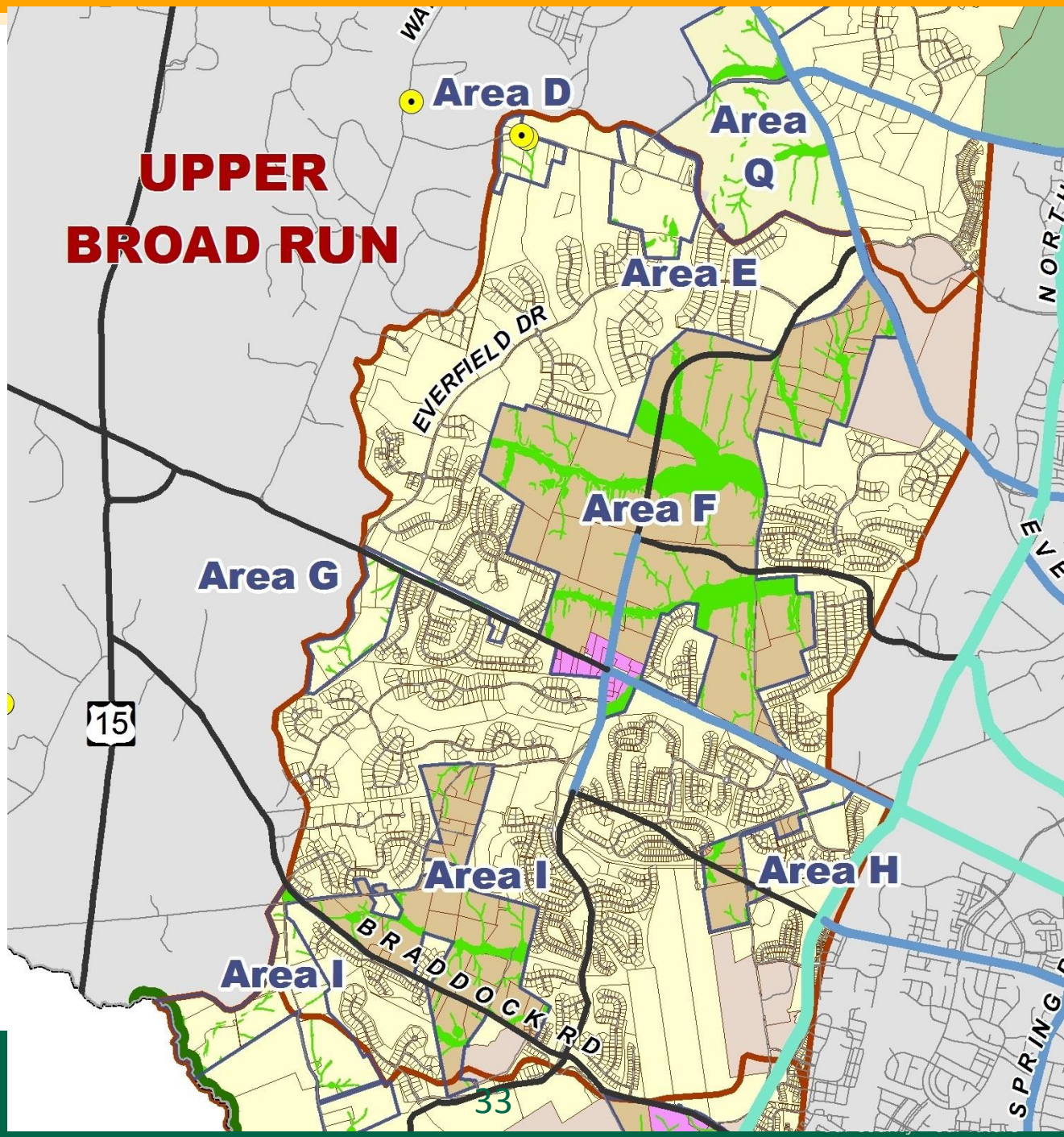
- *Expand Industrial*
- *Support current pattern*
- *Extend to Leesburg*
- *Corridor access*
- *Existing industrial approvals*



Stakeholder scenario

Upper Broad Run & Upper Foley

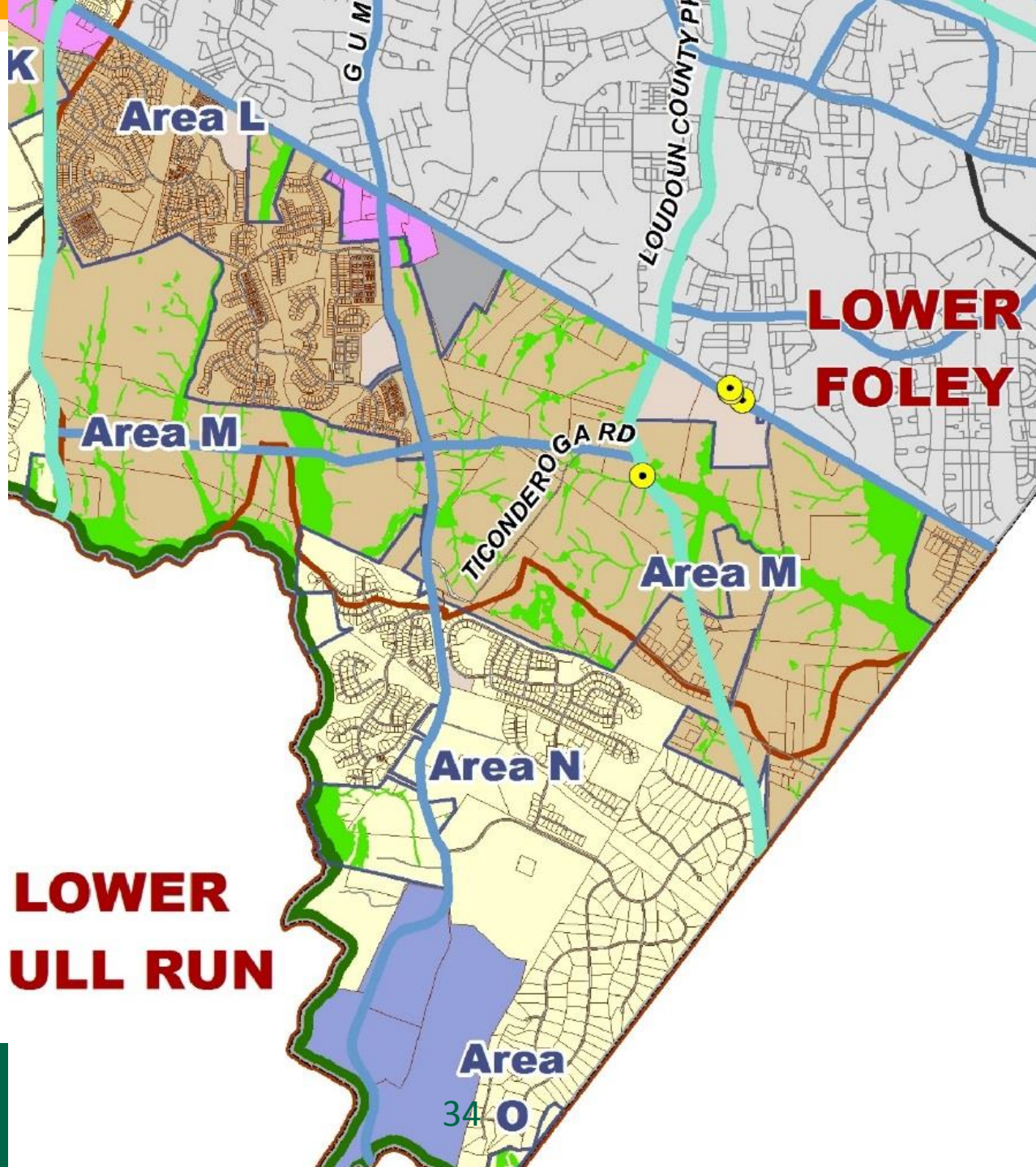
- *Higher density*
- *Take advantage of planned roads*



Stakeholder Scenario

Lower Foley & Lower Bull Run

- Staff original proposal
- Planned road corridors
- Available land



Stakeholder Feedback

How much open space?

a.	*50%*	*(33.33%)*
b.	*50 – 70%*	*(04.76%)*
c.	*Other*	*(57.14%)*
d.	*Undecided*	*(04.76%)*

Dulles Greenway to Leesburg TPA Light Industrial?

• a.	Yes	(90.48%)
• b.	No	(09.52%)

Neighborhood Centers:?

a.	*As mapped*	*(21%)*
b.	*Larger/intense*	*(68.4%)*
c.	*Undecided*	*(10.5%)*

Wider range of housing types?

a.	*Yes*	*(95%)*
b.	*No*	*(05%)*

Stakeholder Feedback

Transition Neighborhood ‘B’ Place Type in Lower Foley?

a. *Yes* *(55.00%)*
b. *No* *(15.00%)*
c. *Undecided* *(30.00%)*

Light Industrial in Lower Sycolin?

a. *Staff* *(66.66%)*
b. *Stakeholders* *(14.28%)*
c. *Other* *(14.28%)*
d. *Undecided* *(04.76%)*

4 units per acre in the Upper Broad Run and the Upper Foley Area?

a. *Yes* *(76.19%)*
b. *No* *(09.52%)*
c. *Undecided* *(14.29%)*

Rural Area along Evergreen Mills Road be added to TPA?

a. *Yes* *(80.95%)*
b. *No* *(14.29%)*
c. *Undecided* *(04.76%)*

Housing

Wider range of housing types?

a. Yes (95%)

b. No (05%)

- Support mixed-use development projects that provide housing diversity
- Increase the quantity of affordable housing
  - *making such housing a prerequisite to density*
  - *mixed use development in the TPA*
  - *Support affordability by design (lot sizes, ancillary uses…)*
  - *Provide a variety of housing types*
- Continue to develop in a clustered pattern to minimize view of the development and to maximize the available open space for environmental and recreational benefits

Open Space

How much open space?

a.	**50%**	**(33.33%)**
b.	**50 – 70%**	**(04.76%)**
c.	**Other**	**(57.14%)**
d.	**Undecided**	**(04.76%)**

- Maximize open space, protection of environmental features and visual screening
- Maintain 50% minimum open space with flexibility to reduce area subject to performance standards:
  - *Create and supplement:*
    - *300-foot buffer and 200-foot transitional area along the Bull Run*
    - *300-foot buffer and 1000-foot voluntary open space area along the Goose Creek and the Goose Creek and Beaverdam Reservoirs*
  - *Preserve a contiguous and viable network of green space*
  - *Obscure development from public roads, other neighborhoods and uses*
  - *Create a network of trails, parks and recreational opportunities*
  - *Connect to different communities and regional trails*
  - *Maximize preservation of existing forest resources*

Neighborhood Centers

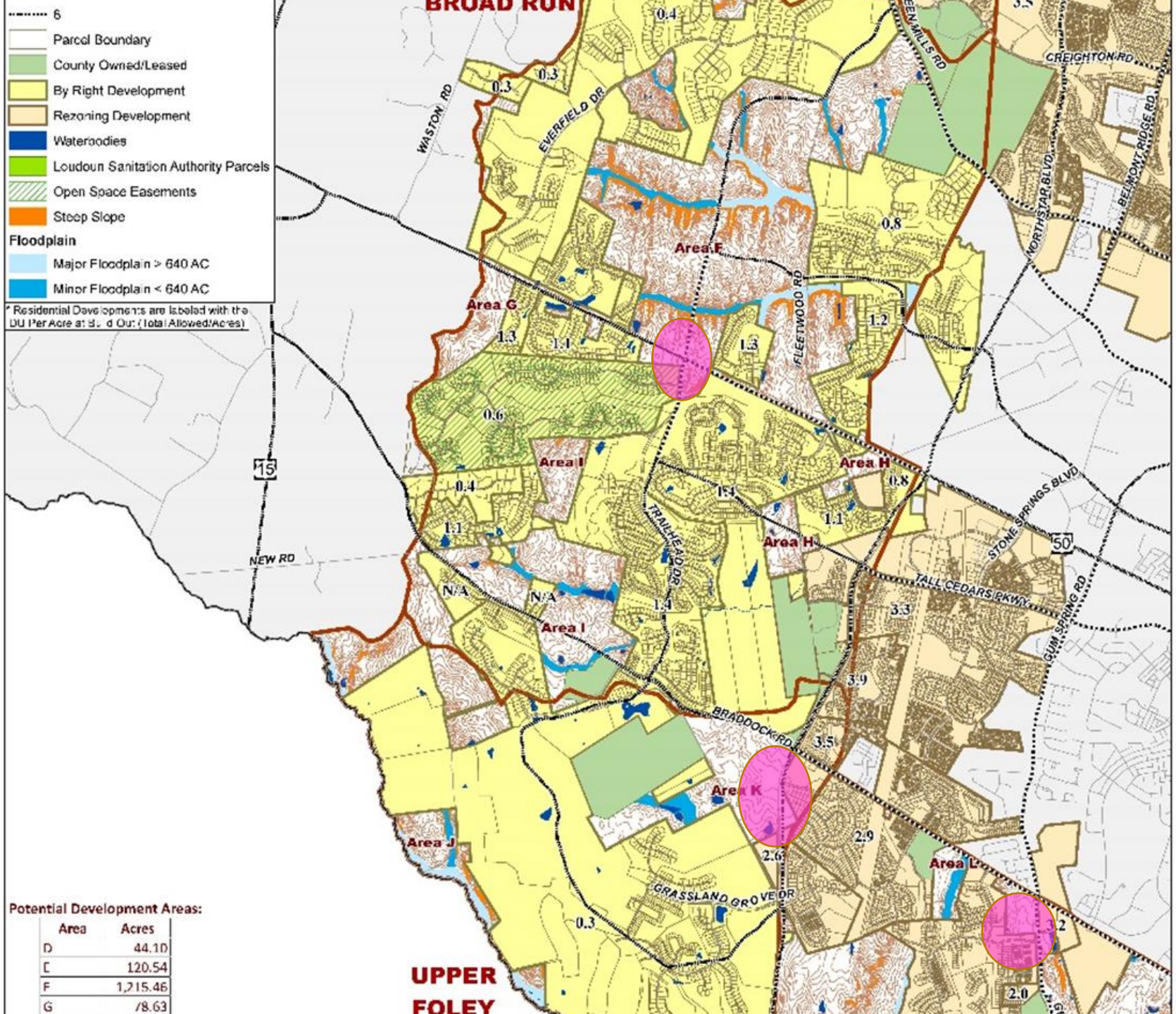
Neighborhood Centers:?

a.	As mapped	(21%)
b.	Larger/intense	(68.4%)
c.	Undecided	(10.5%)

Policy Direction

- Expand the mixed use center concept to strategic points in the TPA
- Neighborhood centers should provide diverse and affordable housing
- Neighborhood centers should provide community-serving retail, services and entertainment
- The availability of adequate public facilities and services, transportation and infrastructure will be a prerequisite to higher density development

Neighborhood Centers



Other Land Use

4 units per acre in the Upper Broad Run and the Upper Foley Area?

a. Yes (76.19%)

b. No (09.52%)

c. Und (14.29%)

Transition Neighborhood 'B' Place Type in Lower Foley?

a. Yes (55.00%)

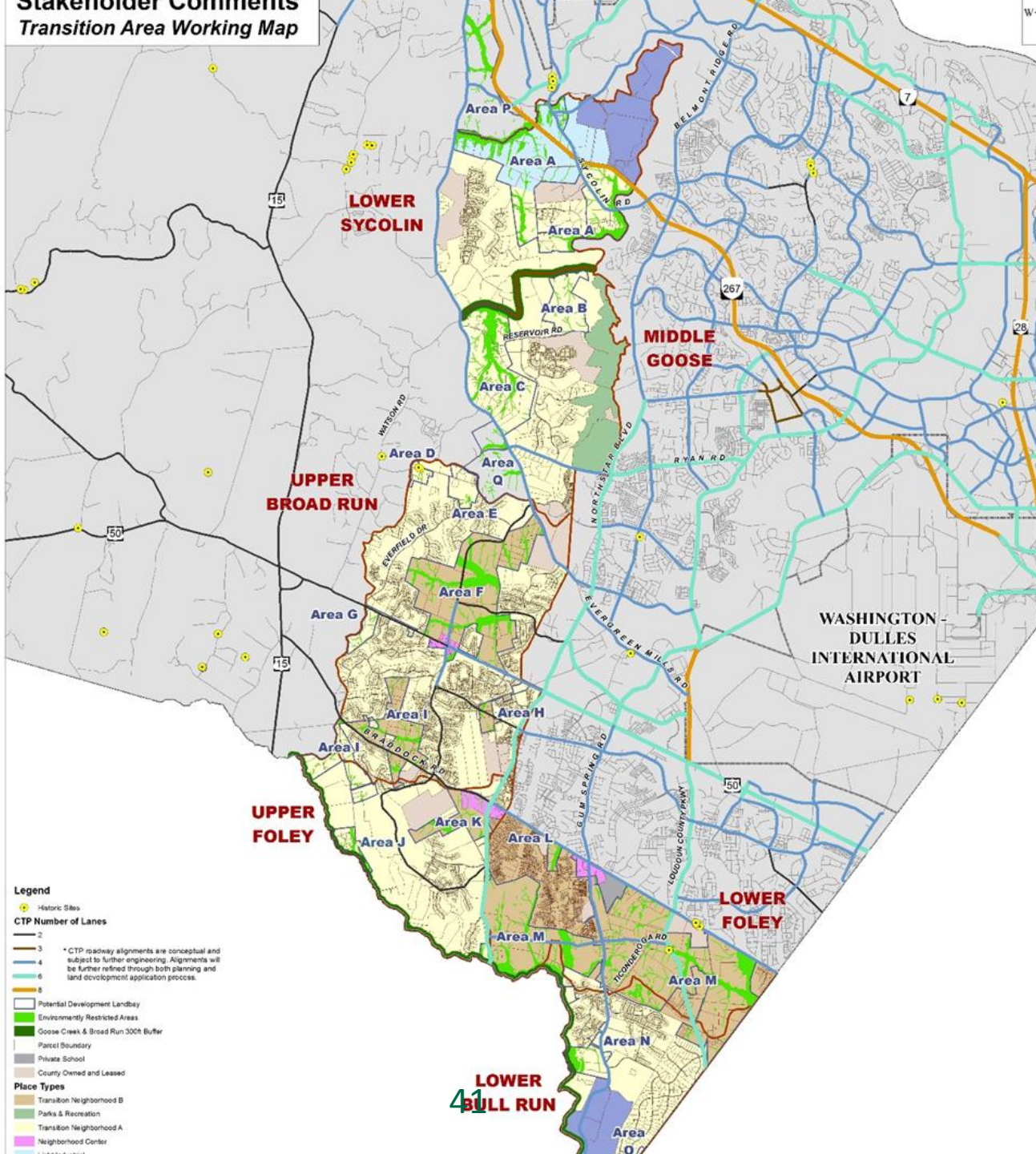
b. No (15.00%)

c. Und (30.00%)

Dulles Greenway to Leesburg TPA Light Industrial?

a. Yes (90.48%)

b. No (09.52%)



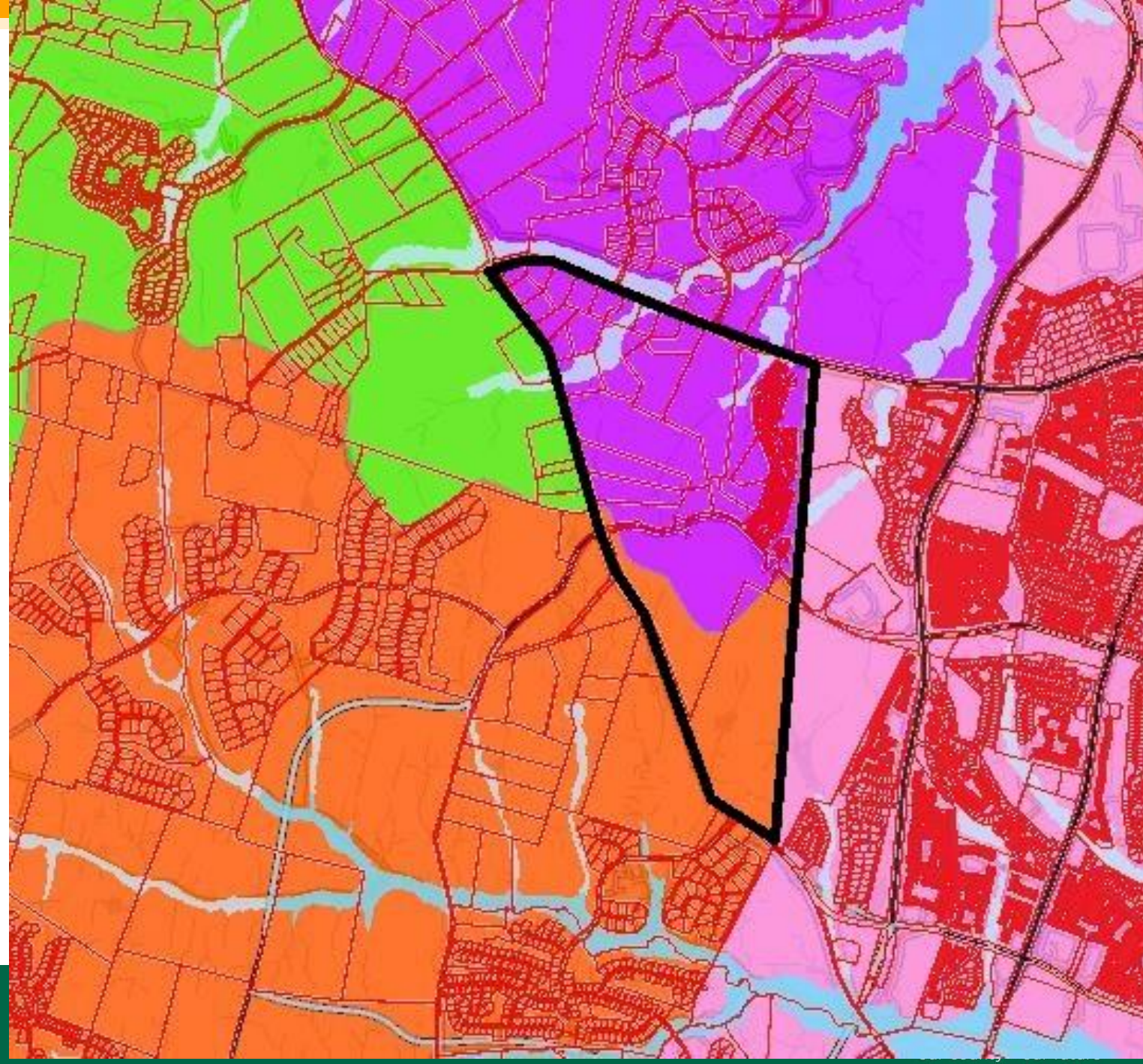
Boundary Changes

Rural Area along Evergreen Mills Road be added to TPA?

a. Yes (80.95%)

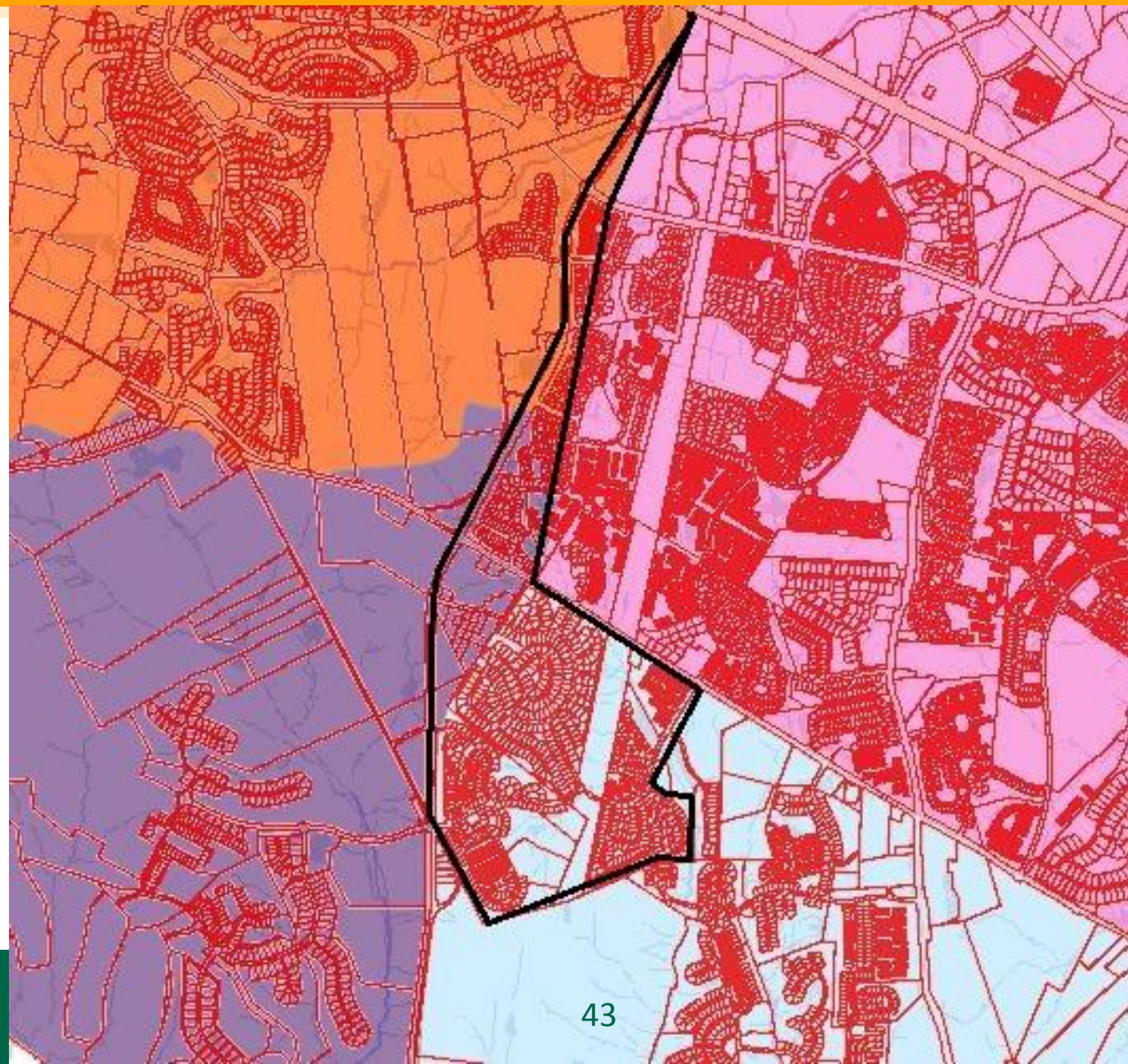
b. No (14.29%)

c. Undecided (04.76%)



Boundary Changes

Northstar and Braddock



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