

STAKEHOLDERS MEETING AGENDA

Monday, March 19, 2018

6:00 PM Welcome / Administrative Items / Information Updates

- Introductory Comments from Committee Chair – Jeff Salmon
- General Updates – Alaina Ray
- Staff Response to Rural Roads Questions
- Meeting Objectives – Marc Dreyfuss

6:15 – 6:30 PM Envision Loudoun 2040 Transportation Plan Mitigation of Development Impacts and Environmental and Heritage Resources Presentation

- Staff Presentation – Chapter Overviews – Lou Mosurak
- Stakeholders Committee Questions / Comments

6:30 – 7:30 PM Envision Loudoun 2040 Transportation Plan Development Impacts and Environmental and Heritage Resources Round Robin Discussion

- Stakeholders Committee Questions / Comments

7:30 – 7:40 PM Break

7:40 – 7:55 PM Envision Loudoun 2040 Transportation Plan Coordination and Prioritization Presentation

- Staff Presentation – Coordination and Prioritization – Lou Mosurak
- Stakeholders Committee Questions / Comments

7:55 – 8:45 PM Envision Loudoun 2040 Transportation Plan Coordination and Prioritization Round Robin Discussion

- Stakeholders Committee Questions / Comments

8:45 – 9:25 PM Envision Loudoun 2040 Transportation Plan Implementation Presentation and Round Robin Discussion

- Staff Presentation – Marc Dreyfuss
- Stakeholders Committee Questions / Comments

9:25 – 9:30 PM Next Steps

- Staff Presentation – Lou Mosurak

Important Documents

- Agenda 3-19-18**
- Staff Cover Memo 3-19-18**
- Transportation Plan Draft Chapters 6, 8, and 10**
- Staff Memo Regarding Chapters 7 and 9**

County of Loudoun
Department of Planning & Zoning
MEMORANDUM

DATE: March 13, 2018

TO: Stakeholders Committee

FROM: Ricky Barker, Director of Planning & Zoning

SUBJECT: March 19, 2018 Stakeholders Committee Meeting

As discussed at the Stakeholders Committee meeting on March 12, staff provided a presentation regarding a revised draft Countywide Transportation Plan (CTP) outline, draft chapters 1-5 and draft CTP maps. Staff also provided information regarding transportation topics for the March 19 meeting, including mitigation of development impacts, regional, state, and local coordination (including the ongoing Potomac River Crossing Study), environmental and heritage resources, prioritization and funding of improvements, and implementation of the plan.

At the March 19 Stakeholders Committee meeting, staff will provide presentations regarding the following deliverables, which are included in the March 19 Agenda Packet:

- Draft CTP Chapters, including Mitigation of Development Impacts (Chapter 6), Environmental and Heritage Resources (Chapter 8), and Implementation (Chapter 10)
- A discussion of Regional, State, and Local Coordination (Chapter 7) and Prioritization and Funding (Chapter 9).

The CTP chapters provided in the March 19 Agenda Packet do not yet include maps or graphics. The draft chapters are not presented in the publishing program format that will be used for the Plan; however, the Stakeholders Committee will have the opportunity to review and comment on the publishable format for the entire Plan once the chapters have been further refined. The development of the draft chapters and maps is an iterative process and staff anticipates these documents will evolve and be revised throughout the Plan review and adoption process. As described above, Chapters 7 and 9 are still under development, and staff would appreciate Stakeholder Committee feedback in the ongoing development of these chapters.

It should be noted by the Stakeholders that Chapter 6 of the draft plan includes policies related to traffic studies. Staff anticipates Board consideration in April of various options for changing the current process for land development application traffic studies, including options for

additional metrics and standards, and for potential completion of such studies by the County. The policies in the draft plan are intended to reflect needs related to the current traffic study process. Should the County choose to move forward with a different process, this text will be amended accordingly to reflect the Board's direction.

Chapter 6 – Mitigating the Impacts of Development

Successfully implementing this plan requires a concerted effort by the County government, private landowners, and developers to ensure that a coordinated and connected multimodal network is achieved. Land development applications (LDAs) consist of two types: legislative and ministerial. To the extent permitted by the Virginia Code and the applicable guidelines of the Comprehensive Plan, the CTP seeks to engage development applicants to facilitate coordination with and completion of planned transportation infrastructure.

Review of LDAs

Legislative applications seek to change or expand permitted development opportunities and are subject to review by the Planning Commission and the Board of Supervisors. Legislative applications may, or may not, request changes that conform to the planned land use, and therefore may, or may not, represent consistency with forecasted regional trip generation anticipated by this plan. Therefore, each application needs review and comment regarding transportation policy and to identify any issues that might arise in conflict with this plan following approval of the land development application. For legislative applications, concerns with conformance to existing plans can be addressed either through proffers, which are voluntary commitments made as part of rezoning application packages, or conditions, which are requirements imposed by the County as part of special exception application packages. To ensure the viability of this plan, transportation proffers and conditions seek to ensure that the policies and intent of this plan are incorporated into the final application package. All policies within this document are considered as part of this review, as appropriate based on proposed use and location of an application. The County will not in any way suggest, request, require or accept any proffered commitment unless and to the extent such proffers are consistent with County proffer policies and proffer guidelines as set forth in the General Plan.

Ministerial applications seek to authorize development of already permitted uses on a site subject to regulations and ordinances. Similarly, ministerial applications advance development of permitted uses which also may not conform with planned land use. However, since these uses are already permitted, review of these applications includes ensuring fulfillment of any associated proffers and conditions, and resolving any direct conflicts with this plan related to the planned transportation network, access management, frontage improvements, and connectivity.

LAND DEVELOPMENT REVIEW POLICIES

- 6-1.1 **Ensuring Conformance** DTCI will review land development applications to ensure conformance to the County's transportation policies as provided in this plan and the General Plan. Requests for additional detail or commitments may be made with as part of any applications to facilitate implementation of this plan, in accordance with applicable State and local requirements.
- 6-1.2 **Legislative Applications** DTCI review of legislative applications may include comments related to traffic studies, traffic engineering, potential impacts of the proposals, ensuring that the plan set accommodates planned transportation facilities and appropriate circulation

elements, reasonable access to the public roadway network, and any other transportation-related characteristic of the development proposal as described in this plan.

- 6-1.3 **Ministerial Applications** DTCI review of ministerial applications will include comments related to conformance with this plan, adherence to any approved proffers and conditions, and assurance that development plans will accommodate the ultimate condition of the County's planned transportation network.
- 6-1.4 **Mitigating Impacts** The Applicant will be responsible for mitigating each of the modal impacts generated by the proposed development. Trip reductions incorporated into the Applicant's traffic analysis will be considered as modal shifts and appropriate facilities will be provided to support this modal shift.
- 6-1.5 **General Approach** The County will actively seek transportation proffers, including those for roads and related infrastructure such as traffic signals, transit (including transit capital and route start-up costs), and bicycle and pedestrian facilities from rezoning applications. A case-by-case analysis of the needs for transportation improvements will be made for each development application.
- 6-1.6 **Level of Service Standards** Through legislative applications, the Applicant will be required to demonstrate that minimum level of service thresholds, as defined by the relevant policy area, will be achieved and maintained at all study intersections throughout all phases of development. Mitigation measures needed to meet the level of service standard must be in place and open for use prior to the appropriate occupancy permit that is forecasted to cause the degraded level of service.
- 6-1.7 **Planned Roadways** Any transportation facilities indicated within this plan shall be constructed in the location shown on this plan and as described in this plan, whether built by the County or as part of a land development application. Justification for exceptions to this policy require appropriate documentation, including demonstration of cause.
- 6-1.8 **Traffic Calming** Applicants will be responsible for addressing potential traffic calming concerns that may result from a proposal new development and ensuring that network design encourages low travel speeds while also providing for a logical and efficient network.
- 6-1.9 **Access Management** Proposed site entrances from public roads are subject to review by the County. The County may request limitations or additions to the total number and locations of access points in order to ensure efficient operation of the transportation system.
- 6-1.10 **Access Design** Turn lanes and other safety features shall be of primary consideration when evaluating access management to developments, especially those primarily serving children, tourism, and large vehicles.
- 6-1.11 **Driveway Stubs** Existing driveway stubs should be used when feasible as part of development, unless such access points conflicts with access management policies or standards. When a site is developed that would preclude future use of an existing stub, the stub shall be removed and the roadway and associated turn lanes and median breaks shall be fully removed and the roadway will be reconstructed to appropriate standards for the segment as described in this document.

6-1.12 **Plan Coordination** Transportation improvements will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

TRAFFIC STUDY POLICIES

6-2.1 **Traffic Study Requirements** Traffic studies are required with all legislative applications and will be scoped based upon the intensity and impacts of the proposal.

6-2.2 **Pre-Application Meeting** A pre-application meeting or waiver is required to occur at least one week prior to a traffic study scoping meeting.

6-2.3 **Scoping Requirements** In order to scope a traffic study, a completed draft traffic study scoping application form, including identification of all uses proposed for the site, trip generation table, and site layout graphics, will need to be submitted at least one week in advance of the meeting date. Traffic study scoping parameters and agreements will be consistent with the standards and criteria set forth by VDOT. Traffic study scoping agreements will be coordinated with VDOT as required.

6-2.4 **Agreement Expiration** Traffic Study Scoping Agreements will expire two years from the date of County approval. After two years, the County, at the request of an applicant, may renew the agreement only if the scoping agreement is deemed to accurately represent the current proposal and surrounding land uses and transportation network.

6-2.5 **Traffic Counts** Traffic counts shall be considered valid for a period of one year after collection.

6-2.6 **Background Traffic** If substantial changes, as determined by the County, have occurred at a study intersection more than 6 months after the scoping agreement is signed (e.g., a new road or large development opens, impacting traffic patterns), DTCI reserves the right to request a new traffic study scoping agreement be drafted and a new traffic study be completed.

6-2.7 **Conformance** Traffic Study submissions and CDPs should generally conform to the scoping agreement. If the County identifies substantial changes in use, character, extent, or scale at time of checklist submission, the County may deem the traffic study scoping agreement invalid and require that a new agreement be drafted.

PROFFER POLICIES

The following policies are subject to the overriding County proffer policies and proffer guidelines as set forth in the General Plan. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2302, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions, and for those applications subject to Section 15.2-2303.4, the County shall accept only those proffers permitted or deemed reasonable under Virginia Code Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4.

6-3.1 **Cash-In-Lieu** When a proffer proposes an improvement along a public road, a cash-in-lieu provision should be included in order to allow the County or others to advance implementation of an improvement.

6-3.2 **Potential Proffers** Private participation in the funding and development of the transportation system may include, but need not be limited to:

- Access improvements beyond those required by County Ordinance;
- Frontage improvements beyond those required by County Ordinance;
- Appropriate right-of-way for on-site roads not required by County Ordinance;
- Appropriate cross-section of a roadway to accommodate traffic beyond that generated by the development;
- Construction of regional improvements (both on- and off-site) or cash contribution towards regional improvements;
- Traffic signal warrant studies and traffic signalization at intersections;
- Roundabouts, interchange improvements, and other alternative intersection designs;
- Development and improvement phasing;
- Interparcel connections beyond those required by County Ordinance;
- Sidewalks and asphalt trails, with accompanying public access easements and maintenance agreements for those facilities constructed outside of the public ROW;
- On-road bicycle facilities;
- Land acquisition or contributions towards eminent domain proceedings;
- Routing and scheduling of construction and industrial traffic to minimize impacts on adjoining areas;
- Travel Demand Management measures;
- Traffic calming measures;
- Contributions towards roadway, transit capital, or bicycle and pedestrian improvements, and;
- Contributions towards abandonment / vacation of public ROW.

6-3.3 **Monetary Contributions** Where cash proffer contributions can be accepted subject to state and local policies and ordinances, the County will seek contributions for roadways and transit in the general vicinity of a residential development site on a per-unit basis. The amounts of any such contribution will be guided by analysis of acceptable level of service standards, projected costs of improvements, and projected funding levels through the plan horizon. Regional improvements (as defined in this document) made as a part of a development can be deducted from this contribution amount. Improvements necessary to mitigate site-generated impacts shall not be considered as regional improvements.

6-3.4 **Use of Monetary Contributions** Cash contributions provided as part of a development application either for regional improvements or in lieu of completed improvements, funds will be utilized within the related policy or planning subarea. If requested during the land development review process, alternative geographic areas of reasonable size and relationship to the site may be considered, such as tax district boundaries or boundaries defined by major roads.

6-3.5 **Right-of-Way Valuation** The County will value right-of-way dedications based on County pre-rezoned assessment values at the time of the rezoning application in accordance with Capital Facilities proffer guidelines.

Parking Standards

Parking requirements are regulated by the Zoning Ordinance. However, parking locations, standards, and safety impact the transportation system by affecting demand for parking on public streets, pedestrian routes between sidewalks and building entrances, and vehicular safety and access between parking facilities and the public road network. Therefore, parking needs to be evaluated in the broader context regarding the transportation system.

- 6-4.1 **Parking Studies** Parking studies shall be reviewed by DTCI to ensure adequate on-site and on-street parking is provided to support the proposed uses.
- 6-4.2 **Pedestrian Routes** Safe and practical pedestrian access between parking areas and proposed uses shall be considered when evaluated when analyzing proposals for shared parking.
- 6-4.3 **Parking Reductions** Proposals for reductions in minimum parking requirements for residential uses shall only receive support from DTCI when existing, substantial, and reasonable peak, off-peak, and weekend local and regional travel alternatives can be demonstrated as accessible from the site when the parking reduction is proposed.
- 6-4.4 **Parking Areas** Locations of proposed parking areas shall be arranged to meet the Countywide Transportation Plan and Comprehensive Plan goals for the planning subarea and policy area where the development will be located.
- 6-4.5 **Site Access** Parking shall not be placed in conflict with site access points, and shall be arranged so as not to inhibit traffic flows into and out of the site.
- 6-4.6 **Parking Locations** As possible, parking lots and parking structures shall be located to the rear of development sites so as to bring buildings closer to the street, improving walkability and creating a sense of place.
- 6-4.7 **Parking Signage** Appropriate signage shall be provided for restricted parking spaces, including accessible spaces, day care pick-up and drop-off spaces, use-specific spaces adjacent to a shared parking area, and for visitor-specific spaces, as appropriate.
- 6-4.8 **Parking Requirements** The County will study appropriate rates of parking to ensure that sufficient parking is provided while not providing an overabundance of parking that can detract from the quality of a development.

Traffic Management and Operations

Significant development proposals may generate traffic exceeding normal conditions. Such proposals might include regional destinations such as major shopping or entertainment venues, conference centers, large religious or educational institutions, or other special event or activity centers. Such locations may warrant substantial transportation system improvements based on their peak usage, but would result in a substantially overbuilt network during most other times. Therefore, alternative solutions could be considered to support such proposals while promoting the goals of this plan through use of Traffic Management and Operations Plans (TMOPs).

TRAFFIC MANAGEMENT AND OPERATIONS PLAN (TMOP) POLICIES

- 6-5.1 **Use of TMOPs** TMOPs shall be required only when extreme shifts to travel demand are anticipated based a proposed use.
- 6-5.2 **Alternative Modes** As feasible, alternative modes should be incorporated into TMOPs, specifically transit shuttles and general transit access.
- 6-5.3 **Traffic Mitigation Fees** To manage travel demand and encourage carpooling and use of transit shuttles, the County supports the use of parking fees as part of a TMOP.
- 6-5.4 **Traffic Control** Traffic control personnel shall be incorporated into TMOPs. Any changes to lane usage and access along public roads shall be approved in advance by the County and VDOT.
- 6-5.5 **Hours** As feasible, the County shall encourage timed events to be scheduled such that travel demand generated by the proposed use would occur outside of the normal peak commuting hours. This would promote the efficiency and effectiveness of the transportation system in the vicinity of the site and minimize impacts to regular travelers.

Chapter 8 – Environmental and Heritage Resources

The protection of the environment in and around Loudoun County is a top priority of this plan. Consistent with state and federal legislation and the policies of the General Plan, this document supports the protection of Environmental and Heritage Resources, with specific policies to address transportation-related impacts. Additional policies on these matters can be found in the General Plan.

Environmental Resources

Air Quality

Loudoun County is actively involved in the protection of air quality through its engagement in the regional planning process. The County participates in this process as a member of the National Capital Region Transportation Planning Board (TPB) and the Metropolitan Washington Air Quality Committee (MWAQC) through the Metropolitan Washington Council of Governments (MWCOG), the Metropolitan Planning Organization (MPO) for the region. The Washington Metropolitan region is currently designated by the US Environmental Protection Agency (EPA) as a nonattainment area for federal health standards with respect to ozone and fine particles (PM_{2.5}), which means that potentially serious health problems can be expected as a result of the levels of these pollutants in the atmosphere. In 1977, Federal clean air legislation was enacted which specified that an MPO could not approve any transportation project that did not conform to a State Implementation Plan (SIP) for attainment of clean air standards. Following in 1990, the Clean Air Act Amendments (CAAA) further defined conformity of an implementation plan as “meeting the purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards.”

Each year the TPB updates two regional planning documents that make up the implementation plan. The Financially Constrained Long-Range Plan (CLRP) and the Regional Transportation Improvement Plan (TIP). The CLRP has a long-range planning horizon of 25 years while the TIP focuses on all regionally significant projects in a short-term six-year time frame. Both the CLRP and TIP are required to have an EPA finding of air quality conformity each time they are updated.

The most recent CLRP and TIP (2016 CLRP and FY 2017-2022 TIP, respectively) have been demonstrated to be in conformance with regional transportation plans according to the Air Quality Conformity Assessment. Should air quality conformity fail to be attained in the future, the region could face federal sanctions, including loss of highway funding.

It is very important that policies support lowering total vehicle emissions and meeting air quality standards. The County’s land use policies, calling for high density development at major transit nodes and implementation of transit routes are important factors. These policies promote new transit and ridesharing services—Metrorail, express inter-jurisdictional bus and local bus, and carpools and vanpools. They include bicycle and pedestrian improvements as well as travel demand management strategies such as telecommuting and flexible work hours. The County supports a comprehensive approach to implementing these measures to reduce the use and dependence on the private automobile.

Air Quality Policies

- 8-1.1 **Clean Air Attainment** The County will participate in the regional Clean Air Act Attainment Plan air quality conformity evaluation process.
- 8-1.2 **NEPA** All transportation planning will comply with the Federal Clean Air Act Amendments of 1990 through support of the State Implementation Plan (SIP).
- 8-1.3 **Reducing Trips** The County will implement land use policies that will reduce vehicular trips and vehicle miles traveled to achieve the air quality standards required by the federal, state or county government, whichever are the most stringent. Such land use measures may promote pedestrian facilities, bicycle use, ridesharing, mass-transit options, and mixed-use communities.

Water Quality

The County seeks to preserve and protect the quality of surface water and groundwater by protecting those areas underlain by limestone. In Loudoun County, disturbances to river and stream corridors and their associated floodplains are regulated by the United States Army Corps of Engineers (the Corps) and the Virginia Department of Environmental Quality (DEQ), with regular coordination with the County's Department of Building and Development. The Corps and DEQ call for the avoidance and minimization of impacts to the maximum extent practicable and to provide compensatory mitigation for authorized impacts exceeding established thresholds. The County supports measures that protect water quality by minimizing the intrusion of the road network on river and stream corridor resources and areas underlain by limestone. The County also seeks to protect these areas by establishing buffers to maintain stream bank stabilization, temperature moderation, flood control, and aquatic habitat as well as filtering nutrients and sediments from upland disturbances.

Water Quality Policies

- 8-1.4 **Road Crossing Locations** Road crossings of the river and stream corridor resources will avoid or, when avoidance is not feasible, minimize and mitigate disturbances within floodplains and steep slopes. Road crossings will be constructed generally perpendicular to the flow of the drainage way to minimize impacts. Road alignments designed to extend within and parallel to the floodplain will be avoided.
- 8-1.5 **Stream Maintenance** Road crossings will avoid, minimize, and compensate for filling of jurisdictional waters and wetlands in a manner consistent with requirements of the United States Army Corps of Engineers and the Virginia Department of Environmental Quality. A natural stream channel will be maintained beneath road crossings to minimize impacts on stream flow and habitat. Unavoidable filling of jurisdictional waters and wetlands will be mitigated according to the following priorities: 1) adjacent to the road crossing 2) within the same stream watershed and Policy Area, 3) within the same stream watershed within Loudoun County, or 4) elsewhere within Loudoun County.
- 8-1.6 **Riparian Buffers** Forested riparian buffers are a crucial component of environmental planning. Road crossings will avoid disturbance of forested riparian buffers. Where this is not feasible, road crossing projects will include reforestation to compensate for lost forest habitat.

8-1.7 **Limestone** Road projects proposed in areas underlain by limestone / karst features will seek to avoid sensitive environmental features.

Noise Exposure

It is the County's intention to protect residents from exposure to excessive noise from transportation facilities within reasonable limits by applying recognized standards. This will ensure that the County receives federal and state assistance in mitigating traffic noise problems near existing developments. Finally, the County should adopt the state standards into the Zoning Ordinance to ensure that future development protects itself from noise problems. These policies are not intended to apply to temporary noise sources such as transportation construction projects.

Noise Policies

8-1.8 **Land Development** All proposals for residential, institutional, or other noise sensitive uses adjacent to existing or proposed arterial and major collector roads will complete a study of predicted traffic noise to ensure that forecasted noise levels fall within acceptable levels, or can be abated to meet County standards.

8-1.9 **Noise Studies** Roadway noise studies will use the most recent version of the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108, as amended). Studies will use a design year no less than 10 years after the road corridor is anticipated to be completed to its ultimate condition and open to traffic, with considerations for planned design speed, pavement type, future topography, and lane configurations. Forecasted traffic volume projections will be provided by the County upon request.

8-1.10 **Noise Abatement Criteria** A noise level is considered to approach the noise abatement criteria when it is 1 dBA less than the noise abatement criteria for a defined use. A noise level is considered to substantially exceed existing noise levels when noise levels increase by 10 dBA or more. Hourly A-Weighted Sound Levels in Decibels (dbA) will demonstrate future noise levels at, or below the following levels:

- Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose – **57 Leq (h)**
- Picnic areas, recreation areas, playgrounds, active sports areas, parks, residential yards, motels, hotels, schools, churches, libraries, and hospitals. – **67 Leq (h)**
- Commercial uses or developed lands, properties, or activities excepting those described above – **72 Leq (h)**
- Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums – **52 Leq (h) (interior)**

Traffic noise impacts can occur below the Noise Abatement Criteria List Above. These criteria should only be used as absolute values which, when approached or exceeded, require the consideration of traffic noise abatement measures. These do not represent federal standards or desirable noise levels and should not be used as design goals for noise barrier construction.

8-1.1 **Noise Reduction** Noise abatement will provide at least a 5dBA reduction in highway traffic noise levels in order to provide noticeable and effective attenuation and will be in

place prior to the issuance of occupancy permits for any impacted structures.

- 8-1.2 **Noise Abatement Types** Structural noise abatement measures, such as concrete walls, shall not be used unless required noise reductions cannot be reached by other means. Passive noise abatement measures are preferred including adequate setbacks, earthen berms, wooden fences, and dense tree vegetation. When used, noise walls will include design elements such as articulated walls and gradual descents that blend with natural features in the landscape. Walls should be supplemented with appropriate landscaping and reflect the character of the surrounding natural environment.
- 8-1.3 **Responsibility** Construction and maintenance costs associated with noise abatement measures needed for land development activities will be borne by the associated development(s).

Heritage Resources

The rural character of the County is deeply associated with the County's rich history. Stone walls and tree-lined rural roads frame great expanses of farmland dotted with historic homes, barns, and small farm structures creating a unique Loudoun landscape. In addition to these scenic resources, there are six County-administered historic districts, two town-administered historic districts and one historic district on the Virginia Register of Historic Places. Loudoun has dozens of historic sites and districts listed in the National Register of Historic Places and many historic and archeological resources yet to be evaluated for the Register, as well as five National Landmark sites. Loudoun County has most recently been recognized as part of the nationally renowned "Journey Through Hallowed Ground" corridor, a historically and culturally significant corridor that extends outside of Loudoun County, and follows Route 15. The County Board of Supervisors joined the Journey Through Hallowed Ground Partnership in 2008 with the issuance of a resolution of support for this national heritage area. This corridor includes many of the sites already recognized in the County as historic treasures including the John Mosby Heritage Area. All of these sites are major tourist destinations. The impact that roads and other means of transportation have on the rural landscape must be considered during the design of road-improvement and new construction projects. These sites are closely tied to their rural settings and can be negatively affected by road projects.

The County has six designated historic and cultural conservation district, two historic site districts, and one historic roadway district. There are also three town-administered historic districts. One method used by the County to help facilitate the public awareness of scenic roads and their associated landscapes is through state-designated "Virginia Byways," as authorized by the 1966 Scenic Highway and Virginia Byways Act. Virginia Byways are corridors with significant aesthetic and cultural value, leading to or lying within areas of historical, natural or recreational significance. Virginia Byways designation could ensure valued heritage resources are considered as part of road improvement and maintenance projects. The designation does not guarantee the conservation and protection of roadways or their adjacent corridors. Local land use controls are still needed to preserve the unique character of the Virginia Byway corridor. Seventeen Virginia Byways are located in the County.

The Zoning Ordinance empowers the County to further protect historic roads through the designation of Historic Roadway Districts and Historic Access Corridor Districts. Route 50 through the Mosby Heritage Area will be considered for designation as either a Historic

Roadway District or Historic Access Corridor and Route 626 will also be considered for designation as a Historic Access Corridor. The County will work with the Town of Leesburg to designate Edwards Ferry Road from Battlefield Parkway east to River Creek Parkway as a Historic Access Corridor. The Beaverdam Creek Historic Roadways District has already been established using this section of the Zoning Ordinance.

Heritage Resource Policies

- 8-2.1 **Preservation and Protection** The County supports heritage resource and archeological studies for transportation project and will implement measures to protect cultural, historic and archaeological sites which are affected by state-funded road improvement projects and supports archeological studies for state-funded improvements, including use of Section 106 and 4F processes when required.
- 8-2.2 **National Scenic Byways** The County supports the designation of US Route 15 as National Scenic Byway and will incorporate the National Scenic Byway guidelines to ensure that improvements are constructed to meet these standards, as applicable.
- 8-2.3 **Virginia Byways** The County will work with the state to recommend and implement Virginia Scenic Byway designations along roads of significant aesthetic or historical value.
- 8-2.4 **Designation of Corridors and Districts** The County will identify, define, and designate Historic Roadway Districts, and Historic Access Corridor Districts beneficial to preserving the rural and community character of the County. The creation of Historic Roadway Districts and Historic Access Corridors will be a community-driven process.
- 8-2.5 **Middleburg** The County, in coordination with the Town of Middleburg, will protect the entrance corridor to the National Register Middleburg Historic District, as well as the scenic and historic character and importance of the first paved road in the Commonwealth, the County will designate Route 50 through the Mosby Heritage Area as a Historic Access Corridor or Historic Roadway District as provided for in the 1993 Zoning Ordinance. To further protect the entrances to the Middleburg Historic District, the County will designate Route 626 (Foxcroft Road and The Plains Road) as a Historic Access Corridor as provided for in the Zoning Ordinance.
- 8-2.6 **Waterford** The County will protect the Waterford National Historic Landmark, as designed by the National Park Service, as well as the scenic and historic character and importance surrounding roadways and will seek opportunities to enhance protections of this area through traffic calming measures and other efforts to encourage through traffic to use alternate routes.
- 8-2.7 **Mosby Heritage Area** The County will pursue Virginia Byways designation by the Commonwealth for Route 626 in its entirety and Route 50 in the Mosby Heritage Area.
- 8-2.8 **Edwards Ferry** The County will work with the Town of Leesburg to designate Edwards Ferry Road from Battlefield Parkway east to River Creek Parkway as a Historic Access Corridor and the spine of the Ball's Bluff Battlefield National Historic Landmark.
- 8-2.9 **Historic Towns and Villages** In addition to those noted in the above policies, the County will seek opportunities to enhance and protect historic landmarks and buildings within the incorporated Towns and designated Villages.

Chapter 10 – Implementation of the Plan

The Comprehensive Plan is a component of an ongoing effort to provide transportation services. The Plan serves as the policy basis for future planning efforts, providing the criteria, objectives, and parameters for future transportation efforts by the County. This chapter provides an outline of key issues that should be addressed and future tasks that should be undertaken to fully implement the goals of this plan.

The planned transportation facilities identified in this document generally have not been engineered, funded, or fully analyzed. Therefore, many steps must be taken to reach implementation, including corridor, environmental impact and alignment studies, modifications to land use plans and ordinances, and interjurisdictional coordination. This chapter outlines major tasks that will need to be achieved as the County moves toward implementation of priority planned transportation projects.

Implementation Strategies

The County has identified a series of strategies to implement the transportation goals described in Chapter 2:

1. Enhanced multimodal safety for all system users.

- Complete the build-out of the major road network while ensuring integration with the local road network, encourage connectivity between developments to reduce the overall burden on the major road network, and set tangible, achievable goals demonstrating incremental progress towards that end.
- Ensure that all major projects accommodate travel by vehicles, cyclists, pedestrians, and transit riders as integral elements of the County's transportation system.
- Work with the Virginia Department of Transportation to improve and expand standards and support safety improvement programs for multimodal networks.
- Form a Citizen Bicycle and Pedestrian Advisory Committee to review and improve planning bicycle and pedestrian facilities in the County.
- Define multimodal improvements areas in coordination with the General Plan's land use definitions. These areas will be targeted for small area transportation plans to identify comprehensive system improvements within these areas.
- Develop plans for pilot projects/programs to test the viability of facility improvements.
- Consider revisions to this plan to embrace new technologies, such as autonomously-controlled vehicles, enter the public marketplace, including opportunities for public and private enhancement of these new modes of travel.
- Continually seek to improve safety for drivers, cyclists, and pedestrians through engineering, education, and enforcement, seeking to eliminate all fatalities and major injuries on County roadways. To accomplish this implementation step, the County will consider becoming a Vision Zero community, acknowledging that traffic deaths and

severe injuries are preventable through a modern, multidisciplinary approach to improving traveler safety.

2. A reliable and efficient multi-modal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.

- Identify priorities that will provide the greatest benefit.
- Prioritize improvements and facilities to complete gaps in the Suburban Policy Area transportation system and reduce trip lengths, travel times and automobile dependence.
- Employ intelligent transportation systems (ITS) technologies in order to maximize the efficiency of the transportation network.
- Track overall system performance.
- Study opportunities for signed bicycle routes to encourage and facilitate longer-distance bicycle travel in the County.
- Publish cost estimates for common transportation improvements in the County for use by developers, staff, and elected leaders in developing funding plans and evaluating land development applications.

3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.

- Integrate transportation policy with land use policy.
- Develop educational programs to promote and encourage the use of transit, bicycle and pedestrian transportation.
- Support bicycling by encouraging transit operators to offer bike-on-bus racks and bike-on-rail accommodations.
- Promote bicycle safety and education in conjunction with information programs sponsored by partnering agencies.
- Work with the School Board to increase the number of students who can safely bicycle or walk to school by prioritizing “Safe Routes to School” programs.
- Seek opportunities to implement bike share services within the County’s activity centers.
- Develop rates and standards for provision of TDM measures, such as provision of dedicated parking spaces and transit service improvements.

4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.

- Fully participate in regional and statewide planning efforts.
- Engage in neighboring planning and implementation projects to increase the mutual benefit of regional investments.

5. Support the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail Stations.

- Coordinate plans and projects with MWAA and WMATA to provide optimal travel opportunities.
- Focus multimodal development patterns in the areas of the Metrorail Stations to encourage use and benefits of the Metrorail system.
- Develop transportation networks that support and encourage airport-compatible land uses in the vicinity of Dulles Airport.
- Educate and engage residents, workers, and visitors to encourage use of Metrorail and associated local bus, bicycling, and walking options for trips within and outside of the County.

6. Context-sensitive planning and design that addresses the different characteristics and needs of the urban, suburban, transition, Towns, JLMA, and rural environments.

- Employ context-sensitive design in order to respect historic and environmental features and community character.
- Link land use and transportation decisions.
- Respect and encourage shared use of rural roads by pedestrians, equestrians, farm vehicles, bicyclists, and automobiles by making only those improvements necessary for the safety and utility of all users.
- Support road designs within residential neighborhoods that are compatible with pedestrian and local residential use.
- Refine the transportation network and improve connectivity through the small area plan process, with input from local residents and other community stakeholders, and incorporate small area plans into this document as amendments to the Comprehensive Plan.
- Adopt a highway noise ordinance and amend the Zoning Ordinance to implement the State Noise Abatement Policy, thereby minimizing future highway noise impacts and qualifying the County for federal and state assistance in the event noise-abatement features are needed to protect existing developments. The County will also seek the authority to require that road improvements proposed by private interests will be required to abide by the same standards.
- Work with VDOT, and seek state enabling legislation if necessary, to provide rural road standards for safe travel by all rural road users such as farm vehicles, horses, bicycles and pedestrians. The needs of rural economy uses will be a major consideration.

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.

- Comply with all applicable environmental regulations.
- Pursue proffers, special tax districts, business ventures, bonds, other funding sources, or a combination thereof as appropriate.
- Generate and adopt cost metrics for transportation improvements related to development impacts with consideration of plan policies.
- Identify and protect scenic byways and historic routes.
- Lobby state and federal officials.
- Create and maintain maps showing all existing and proffered transportation facilities to use as a guide for identifying gaps and priority improvement areas.
- Adopt a highway noise ordinance in accordance with the State Noise Abatement Policy that outlines the standards for noise abatement that comply with federal requirements.
- Amend the Zoning Ordinance, Facilities Standards Manual, Land Development and Subdivision Ordinance, and other relevant regulations to facilitate implementation of policies within this plan.
- Identify opportunities to amend and update County Ordinances to implement regulatory strategies in conformance with this plan.

County of Loudoun
Department of Planning & Zoning
MEMORANDUM

DATE: March 13, 2018

TO: Stakeholders Committee

FROM: Lou Mosurak, Senior Coordinator, DTCl
Marc Dreyfuss, Senior Transportation Planner, DTCl

SUBJECT: Coordination and Prioritization Policies in the CTP

This memo provides an outline of Regional, State, and Local Coordination (Chapter 7) and Prioritization and Funding (Chapter 9) for the Countywide Transportation Plan (CTP). These chapters are currently in development.

Regional, State, and Local Coordination (Chapter 7)

The Regional, State, and Local Coordination chapter provides the County with high-level policy guidance regarding engagement with other jurisdictions and governmental entities. These would include:

- Regional Entities such as:
 - National Capital Regional Transportation Planning Board (TPB)
 - Metropolitan Washington Council of Governments (MWCOG)
 - Northern Virginia Transportation Authority (NVTA)
 - Northern Virginia Transportation Commission (NVTC)

- State Entities such as:
 - Commonwealth Transportation Board (CTB)
 - Virginia Department of Transportation (VDOT)
 - Virginia Department of Rail and Public Transportation (DRPT)
 - Route 28 Highway Transportation Improvement District Commission and Advisory Board

- Other local entities such as neighboring and nearby counties and towns

It is critical for the County to work these agencies and jurisdictions, especially in regard to transportation planning. This is because transportation is a regional issue, especially in Loudoun County, where a substantial portion of trips either originate in, depart from, or travel through the County on their way to or from other locations. This includes trips by car, on foot, on bike, or by transit; and incorporates trips for both commuting, recreation, and other purposes.

As part of this coordination effort, the County will study opportunities for regional improvements. Through this process, the Board of Supervisors has directed staff to undertake a study to identify potential corridors for a possible bridge connection between Loudoun County and Montgomery County, MD. This study is underway and is anticipated to be completed sometime this summer. Specific elements of this study include identification of opportunities and constraints, potential corridors, and results of field surveys. Once completed, a report will be produced and presented to the Board of Supervisors at a public meeting (date TBD). While this study is ongoing, staff would appreciate Stakeholder feedback regarding the concept of such a crossing. Considerations might include topics such as traffic impacts, environmental and heritage resource preservation, community development concerns, economic development, and transportation modes and options.

Prioritization and Funding (Chapter 9)

The Prioritization and Funding chapter will provide, following plan adoption, general guidance for the Board to consider in its development of the Capital Improvement Program (CIP). This six-year program, updated annually based upon real and forecasted budget allocations, provides funding for transportation infrastructure development throughout the County. Funding sources include Federal and State funds as distributed to the County, as well as County revenues. Therefore, this chapter provides high-level guidance on prioritization of projects and provides policy to enable the County to seek funding opportunities for these desired projects. This chapter is not intended to provide a ranked listing of projects, as such rankings occur during the annual CIP development. The policies envisioned for this chapter will rather provide broad guidance relating to completing missing links for all modes, considering functional classification, and coordinating with private project development to ensure available funding is optimized to maximize efficiency of the transportation networks. Various portions of this chapter will require Board input and direction to complete.