envision LOUDOUN
our county • our future
Transition Policy Area

• Board Directive
• Public Comment
• Stakeholder Comments
• Development Considerations
• Opportunities & Constraints for Development
• Scenario Approaches
Board Charter

- Area has experienced significant development pressure
- Suburban policy area is nearing build-out
- Utilities and improved roadways are being built nearby
- Legislative applications in the TPA have been in conflict due to use and density
- Area will continue to see development pressures and Plan conflicts
Public Comment

**Round 1**
- Retain the TPA as it is
- Maintain transition between Rural & Suburban
- Don’t increase density
- Identify areas suitable for different development
- Open space not accessible

**Round 2**
- Limit development in the TPA
- Utilize clustered or smart growth development pattern
- Maintain open space and protect environmental features
- Ensure adequate infrastructure precedes all development
- Expand parks/recreation and trails network
Stakeholder Comments

• Relieve development pressure in the rural area
• Utilities should be used more effectively
• Some areas of change identified
• Adjust boundary between TPA, RPA and SPA
• The Sycolin Road, Ryan Road and Braddock Road corridors suitable for higher density residential or employment uses
Approach

• Evaluating conditions on the ground
• Identify opportunities and constraints
• Develop and assess scenarios
• Present recommendation
Existing Conditions

• Analyze Existing Policy & Implementation
  • Reservoir Protection
  • Utilities
  • Visual Character – suburban uses in a rural area
  • Open space by cluster

• Have conditions changed?
Existing Conditions

• Existing units: 5,453 units
• Available: 6,170 acres = 30% of TPA
• Remaining potential: 5,853 units

• Current anticipated “buildout”: 11,306 units
## Residential Units by Year

- **Growth:** Average 400 du/year (since utilities)
- **Single family detached**

<table>
<thead>
<tr>
<th>Year</th>
<th>Suburban</th>
<th>Transition</th>
<th>Rural</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>3,962</td>
<td>32</td>
<td>386</td>
<td>4,380</td>
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<td>2001</td>
<td>4,814</td>
<td>0</td>
<td>0</td>
<td>4,814</td>
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<td>2002</td>
<td>4,186</td>
<td>61</td>
<td>434</td>
<td>4,681</td>
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<td>2003</td>
<td>4,817</td>
<td>48</td>
<td>494</td>
<td>5,359</td>
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<td>2004</td>
<td>4,813</td>
<td>92</td>
<td>595</td>
<td>5,500</td>
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<td>2005</td>
<td>3,311</td>
<td>158</td>
<td>776</td>
<td>4,245</td>
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<tr>
<td>2006</td>
<td>2,058</td>
<td>320</td>
<td>490</td>
<td>2,868</td>
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<td>2007</td>
<td>1,822</td>
<td>324</td>
<td>345</td>
<td>2,491</td>
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<tr>
<td>2008</td>
<td>1,776</td>
<td>151</td>
<td>149</td>
<td>2,076</td>
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<tr>
<td>2009</td>
<td>1,464</td>
<td>190</td>
<td>159</td>
<td>1,813</td>
</tr>
<tr>
<td>2010</td>
<td>1,315</td>
<td>252</td>
<td>246</td>
<td>1,813</td>
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<tr>
<td>2011</td>
<td>2,433</td>
<td>202</td>
<td>227</td>
<td>2,862</td>
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<tr>
<td>2012</td>
<td>2,903</td>
<td>371</td>
<td>268</td>
<td>3,542</td>
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<td>2013</td>
<td>3,405</td>
<td>746</td>
<td>340</td>
<td>4,491</td>
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<tr>
<td>2014</td>
<td>2,124</td>
<td>852</td>
<td>304</td>
<td>3,280</td>
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<tr>
<td>2015</td>
<td>2,199</td>
<td>933</td>
<td>233</td>
<td>3,365</td>
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<tr>
<td>2016</td>
<td>1,928</td>
<td>848</td>
<td>207</td>
<td>2,983</td>
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<tr>
<td>Total</td>
<td>49,330</td>
<td>5,580</td>
<td>5,653</td>
<td>60,563</td>
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Considerations for Scenario Development

• Development character:
  • Open space
  • Cluster pattern
  • Resource protection

• Review opportunities and constraints
Infrastructure

- Sized to planned development
- Water – interconnected loop systems
- Flexibility in system
- Sewer serves separate sewer-sheds
Public Facilities

• Schools and Parks
## Transportation

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

- Proximity to Leesburg
- Corridor access
- Employment opportunities?
- Reservoirs
Central TPA

• Some suburban development has already been introduced
Southern TPA

• Potential for development along Braddock Road and east of Route 659
• Much of Bull Run has already been protected
Questions & Comments
By Right

• TR 3 Zoning
• 1 du / 3 ac
• 50% open space (HOA)
By Right

• TR 10
• 1 du/10 ac
• 70% open space (HOA)
By Right

- TR-1
- 1 du/ac
- 50% Open space