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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

- Vision and Goals
- Land Use Plan
- Forecasts
- Modeling & Fiscal Impacts
- Results / Analysis

- Plan Policies, Strategies & Actions
- Foundations
- Transportation Plan
- Market Assessment

TESTING

RE-TESTING
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
## Daily Traffic Growth Rates Since 2001

<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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</thead>
<tbody>
<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>
</tr>
<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>
<tr>
<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>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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>
</tr>
<tr>
<td></td>
<td></td>
<td>W&amp;OD Trail to Crosstrail Boulevard (near Route 7)</td>
<td>1600</td>
<td>2400</td>
<td>1600</td>
<td>1700</td>
<td>+100 +6%</td>
</tr>
<tr>
<td>653</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>
</tr>
<tr>
<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>
</tr>
<tr>
<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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<tr>
<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>
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</table>

*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
Current PM 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 afternoon
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*
Current PM 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 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.
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?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. 50%</td>
<td>(33.33%)</td>
</tr>
<tr>
<td>b. 50 – 70%</td>
<td>(04.76%)</td>
</tr>
<tr>
<td>c. Other</td>
<td>(57.14%)</td>
</tr>
<tr>
<td>d. Undecided</td>
<td>(04.76%)</td>
</tr>
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### Dulles Greenway to Leesburg TPA Light Industrial?

- **a. Yes** (90.48%)
- **b. No** (09.52%)

### Neighborhood Centers:

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<th>Percentage</th>
</tr>
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<tbody>
<tr>
<td>a. As mapped</td>
<td>(21%)</td>
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<tr>
<td>b. Larger/intense</td>
<td>(68.4%)</td>
</tr>
<tr>
<td>c. Undecided</td>
<td>(10.5%)</td>
</tr>
</tbody>
</table>

### 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

How much open space?

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

<table>
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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