envision
LOUDOUN
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Loudoun 2040 Comprehensive Plan

October 11, 2018 | Planning Commission Worksession
Order of Discussion

1. **Loudoun 2040 General Plan**
   - Significant Differences Between May 7 (1st Draft) and October 9 (2nd Draft)
   - Recommendations still to be Addressed

2. **Loudoun 2040 Countywide Transportation Plan**
   - Significant Differences Between May 7 (1st Draft) and October 9 (2nd Draft)
   - Recommendations still to be Addressed

3. **Discussion**
   - Follow-up from Meeting with Towns

4. **Next Steps**
2nd Draft Loudoun 2040: Policy Areas

• Converts Route 7/Route 28 Area back to SPA, rather than UPA
<table>
<thead>
<tr>
<th>1st Draft</th>
<th>2nd Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Community Commercial</td>
<td>Urban Mixed Use</td>
</tr>
<tr>
<td>Urban Community</td>
<td></td>
</tr>
<tr>
<td>Suburban Mixed Neighborhood</td>
<td>Suburban Compact Neighborhood</td>
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<tr>
<td>Suburban Compact Neighborhood</td>
<td></td>
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<tr>
<td>Suburban Regional Commercial</td>
<td></td>
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<tr>
<td>Suburban Community Commercial</td>
<td>Suburban Mixed Use</td>
</tr>
<tr>
<td>Suburban Town Center</td>
<td></td>
</tr>
<tr>
<td>Suburban Employment</td>
<td>Suburban Employment (Some land was reclassified to Suburban Mixed Use)</td>
</tr>
<tr>
<td>Suburban Light Industrial</td>
<td></td>
</tr>
<tr>
<td>Transition Commercial Center</td>
<td>Transition Community Center</td>
</tr>
<tr>
<td>Transition Village</td>
<td></td>
</tr>
</tbody>
</table>
2nd Draft Loudoun 2040: Mixed-Use Intensity

- Uses floor area ratio (FAR) for mixed-use with residential, instead of dwelling unit per acre
2nd Draft Loudoun 2040: Maps

- Standardized Format
- Additional Detail
  - Airport Runway Centerlines
  - Street Names
  - Landmark Features
2nd Draft Loudoun 2040: Housing

- Maximizes potential housing development in SPA and UPA
- Provides additional housing options, such as Compact Residential Development
- Infill
- Revitalization
Transition Compact Neighborhood

- Targeted Land Bays
- 4 – 8 units per acre
- 50% Minimum Open Space
- Mix of detached and attached Single-Family products
- Small Lots; Zero Lot Lines
- Public/Civic Space
- Allowance for some non-residential uses (+/- 10%)
Additional narrative regarding rural economy and protection of the rural character, particularly near the Towns to protect their identities and “hard edges”

Additional methods to address greenbelts and retention of the rural appearance of roads leading into the Towns
2nd Draft Loudoun 2040 Changes: Towns & JLMAs

- Reformatted and expanded Towns & JLMA section
- Subsections for each Town’s narrative and Town-specific Policies, Strategies, and Actions
- Additional detail regarding local initiatives, projects, and issues that are unique to each Town
- Updated guidelines to address annexations by Towns with and without JLMAs
2nd Draft Loudoun 2040: Additional Revisions

• Additional Detail, Context, and Programmatic Information
  • Housing
  • Economic Development
  • Fiscal Management

• Strengthens Policies, Strategies, and Actions

• Incorporates “Emerald Necklace” concept for interconnected open space and natural resources

• Expanded and updated Glossary
Loudoun 2040: In Progress Items

Items anticipated to be complete or improved prior to 10/17

• Additional Place Type Refinement
• Corrections (revise TPA description in Chapter 2 introduction; cut off labels on maps; Correction to land use on JLMA Map; Urban Mixed Use FAR; etc.)
• Additional Formatting and Editing
Loudoun 2040: In Progress Items

Items **NOT** anticipated to be complete prior to 10/17

- Executive Summary
- Quality Development Section & other design-related guidance (pending a consultant workshop in November)
- Additional Glossary Terms
- Additional Graphics
- Additional Maps
- Additional Policies, Strategies, and Actions
Loudoun 2040 Next Steps

October 17:
3rd draft posted online for Public Hearing

November 7:
Public Hearing

November – December:
Commission Review and Revisions
Loudoun 2040 Countywide Transportation Plan (CTP)

Planning Commission

October 11, 2018 | Loudoun County Comprehensive Plan
Agenda

1. Significant Differences Between CTP May 4 (1st Draft) and CTP October 5 (2nd Draft)

2. Recommendations still to be Addressed
   a) Typical Street Cross-sections (Chapter 2)
   b) Potomac River Crossing (Chapter 6)

3. Questions
2nd Draft Loudoun 2040: CTP Chapter 1 Update

Merged Chapter 1 & 2 of Previous Draft

• Note - All chapter numbers have changed, i.e. Chapter 3 from the previous draft is now Chapter 2
Update: Added the following language for clarification-

**Principal Arterial – Non-Freeway (Level 3)**

- This classification relates to planned at-grade arterials *(non-freeway)* where at-grade access is highly controlled, preferred only at major intersections. *Such facilities are intended to serve large amounts of traffic traveling relatively long distances at higher speeds. Direct property access requires careful management to preserve traffic mobility and avoid creating unsafe and congested traffic operations.* Examples include Loudoun County Parkway, Route 7 in Sterling, and Route 15 north of Leesburg.
Widening Existing and Planned Divided Roadways

- Added policy language to widen existing and planned divided roadways to the inside wherever feasible in an effort to minimize the impact on adjacent properties
2nd Draft Loudoun 2040: CTP Chapter 3 Update

Added Roundabout Policy (SPA, TPA, RPA)

Transition Roadway Policies

- Updated policy 3-3.5 Level of Service For public and private projects within the Transition Policy Area, a Level of Service threshold of LOS D or better will be the standard for analyzing needed improvements.

Rural Roadway Policies

- Removed policy 3-4.7 Lanes All the roads in the Rural Policy Area will be retained as two-lane roads except VA Route 7 (Harry Byrd Highway) and portions of US Route 15 (James Monroe Highway), and VA Route 621 (Evergreen Mills Road).

- Removed policy 3-4.10 Level of Service For public and private projects within the Rural Policy Area, a Level of Service threshold of LOS C or better, overall and by approach, will be the standard for analyzing needed improvements.
Additional Language (per MWAA request)

- US 50 Alternate - “Any portion of the proposed arterial corridor that traverses Dulles Airport property will be coordinated with and approved by the Metropolitan Washington Airports Authority.”

Previous DTCI Recommendation

- Dulles Airport also features the Smithsonian Institute's Udvar-Hazy Air and Space Museum in the southeast corner of the airport. This cultural center is easily accessed from Loudoun County via Route 28 and US Route 50 via Air and Space Museum Parkway. **Access is from the interchange at Route 28 and Air and Space Museum Parkway.** The current approved 2016 Washington Dulles International Airport Layout Plan identifies a specific site for a future southern terminal; to be situated in between existing Runway 01C/19C and Runway 01R/19L, south of existing Runway 12/30 and in between a future Runway 12R/30L. There will be two public access options available in combination with a future dedicated terminal access road:
  1) From the north using the existing Dulles Airport Access Highway;
  2) From the east using the existing Air and Space Museum Parkway.

  Alternately, if this area is developed for purposes other than a terminal, the same two public access road routes will be used.

- **DTCI staff recommendation is for the underlined text above to be removed from the draft plan**
Added policy 7-1.4 Electric Vehicle Charging Stations

The County encourages the use and installation of electric vehicle charging stations at County owned facilities and County park and ride lots. Electric vehicle charging stations are encouraged to be installed at private parking lots.
2nd Draft Loudoun 2040: CTP Roadway Map Update

Red Hill Road
- Two-lane minor collector
- Additional east-west connection between Watson Road and Evergreen Mills Road

Belmont Ridge Road
- Four-lane minor collector for its entirety
- Consistent with the 2010 CTP

Airport Runway Centerlines
Legend was updated to provide clarity

Airport Runway Centerlines
Chapter 2 Typical Street Cross-sections
The street sections below relate motor vehicle and bicycle and pedestrian accommodations for planned roadways including:

- Cross-sectional elements (i.e. shoulder and ditch or curb and gutter)
- Number of travel lanes
- Turn lane requirements
- Bicycle and Pedestrian facilities

Example: Two lanes; on-street bicycle lanes; on-street parking; sidewalks on both sides of the road

Example: Six lanes; median divided; trail on both sides of the road
Loudoun 2040: In Progress Items

Anticipated to be complete prior to 10/17

New Potomac River Crossing

- Board of Supervisors direction (Business Meeting, September 20, 2018)
- Staff is developing narrative and policy language to include in the October 17, 2018 draft
Questions?