Loudoun 2040 Comprehensive Plan

July 12, 2018 | Planning Commission Meeting
Contents

1. Envision Loudoun & General Plan Overview
2. Fiscal Impact Modeling
3. Countywide Transportation Plan & Travel Demand Modeling
4. Next Steps
5. Question & Answer
envision LOUDOUN
our county • our future
Overview

1. Needs – Why create a new plan?

2. Process – How did we get to this point and what comes next?

3. Draft Plan – What has been created?

4. Moving Forward – Planning Commission Work Plan
Needs

• **Revised General Plan – adopted in 2001**
  • 309 pages
  • 1,200+ policies

• **Twenty-eight Amendments (CPAMs)**

• **New Plan Needed:**
  • Community conditions have changed significantly
  • New development types
  • Limited updates
Plans: From Older to Newer Models

Newer plans are generally written for a wider audience, and planning concepts and policy direction are presented using concise methods.
Plans: From Older to Newer Models

Newer plans are more future focused and don’t include extensive inventories and stats that will be quickly outdated.
Current Planned Land Use Model

Land Use Pattern and Design Policies

1. The County’s vision for the Suburban Policy Area is self-sustaining communities that offer a mix of residential, commercial, and employment uses, a full complement of public services and facilities; amenities that support a high quality of life; and a design that conforms to the County’s Green Infrastructure and incorporates Conservation Design.

2. Suburban Policy Area communities will be developed as efficient, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan, will provide a measurable standard open space (active, passive, and natural) as specified in the Land Use matrix, and will fully integrate the County’s Green Infrastructure.

3. The County, in collaboration with other governmental agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are pedestrian friendly. These measures may include the construction, improvement, and maintenance of public squares, parks, and pedestrian malls, and the attention to street design details such as landscaping, lighting, and provision of attractive street furniture.

4. The County adopted three Small Area Plans encompassing the suburban communities and the three Silver Line Memorial Stations within the County. These plans, which may be refined in the future, will provide for the development of the Suburban Policy Area. The communities are Herndon, Potomac, Dulles, and Ashburn, as shown on the Suburban Community Boundaries Map.

5. All new development proposals in the Suburban Policy Area will be designed using the “conservation design” approach as detailed in the Revised General Plan.

6. The development planning plan for a mixed-use project will establish a buildout relationship between the residential and non-residential components of the project that is consistent with the County’s goals for the project area.

7. Alterations to approved land use projects will conform to the land use and design goals and policies of the Revised General Plan.

8. For properties up to 53 acres outside of Keynote Employment designations, the land use mix attributed to the various land uses may not be achievable due to the small size of the parcel. In such cases, an applicant for rezoning may vary from the land use mix described in the Plan by showing that an alternative is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land areas within a 1.25-mile radius of the site.

9. Development proposals proceeding through the legislative site planning process will conform to the County’s community design guidelines. The design guidelines will be implemented as a part of the comprehensive applications (e.g., rezoning and special exceptions) and incorporated into regulatory documents. Facilities Standards Manual (FSM), and Land Subdivision have applicable acer and cultural importance of the historically significant areas.

10. Work with the local communities towards the designation of these areas. Other historically significant areas within the protected area. Pedestrian access to and from existing and
Evolving Land Use Plans

Land Use & Character of Development

CHARACTER AREA 1 DESCRIPTION

Mixed Use Business

Mixed Use Business Districts are a subset of the character area designated for retail and office uses. These districts should combine retail, office, civic, cultural, residential, and open spaces into a cohesive district of blocks based on a grid pattern maximizing pedestrian street patterns. Employ- ing streets should be placed on the pedestrian experience with parking accommodated in surface parking lots or surface parking.

DISTRICT

MIXED USE BUSINESS

Land Use & Character of Development

MIXED USE BUSINESS

GUIDELINES & STRATEGIES

COMMUNITY CHARACTER

District character guidelines & strategies define the parameters for the layout of the district, sites and buildings within mixed-use business areas in a manner consistent with the prevalent character.

DISTRICT

1. Design single-building developments.
2. Encourage a walkable “village” feel for development from and near retail, commercial, and office uses.
3. Encourage legible, multi-building, village-like developments configured in a manner that breaks the site into a series of smaller “blocks” aligned by on-site streets and vehicle access ways, public open space, pedestrian walkways or other circulation means.
4. Surround buildings to be set close to interior streets.
5. Require all commercial uses to be nonexhibit types with materials coordinated with the primary structure.
6. Limit the number of signs for a development on that sign are allocated on individual pads of a single sign to determine individual movement signs.
7. Require landscape materials as a means to soften the appearance of parking areas and reduce the automobile dominance of small commercial sites.

BUILDING

8. Require a consistent architectural theme for buildings within a retail/commercial development, including fronting on parallel streets. Consistency should be maintained for the character, materials, location, scale and mass of buildings. Façades, entrances, retail signs, and other facade style structures should align aspects of their standard architectural model to the constraints of the development’s architectural character. Signage and lighting should be consistent with subsequent adopted signage standards.
9. Requires the same scale of retail/commercial buildings, including large retail areas, as visually
## Comparison: Older and Newer Plans

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Older Plans</th>
<th>Newer Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy Direction</td>
<td>Lengthy narrative</td>
<td>Streamlined policy guidance</td>
</tr>
<tr>
<td>Graphics</td>
<td>Limited</td>
<td>Provided throughout</td>
</tr>
<tr>
<td>Future Land Use</td>
<td>Focus solely on land use</td>
<td>Character based and coordinated with transportation</td>
</tr>
</tbody>
</table>
Process

• Board initiated process for a New Comprehensive Plan (Envision Loudoun) on March 1, 2016
• Charter approved on April 21, 2016; 9 key Issue Areas identified

<table>
<thead>
<tr>
<th>Economic Development</th>
<th>Transition Policy Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Housing Choice and Diversity</td>
<td>Redevelopment/Revitalization</td>
</tr>
<tr>
<td>Suburban Policy Area</td>
<td>Community Facilities and Supporting Infrastructure</td>
</tr>
<tr>
<td>Quality Development</td>
<td>Fiscal Management</td>
</tr>
<tr>
<td>Growth Management</td>
<td></td>
</tr>
</tbody>
</table>

• Stakeholder Committee Formed – 26 members
  • Met from June 20, 2016 to July 9, 2018
Process

• Silver Line CPAM merged with Envision Loudoun
• Public Input – Three rounds of meetings
• Draft plans delivered May 7, 2018
• Analysis of Fiscal and Transportation Impact
• Board of Supervisors receives draft plans from Stakeholders Committee at July 19, 2018 meeting and sends to Planning Commission
Process

• Planning Commission reviews and revises drafts in August-December
• Goal: Planning Commission recommends revised plans to Board in December 2018
• Goal: Board adopts plans in early 2019
Process

Stakeholders Committee completed the following work:

- Development of new vision and goals
- Review of all existing Revised General Plan policies
- Development of new policies, strategies and actions
- Review of history and development of the Countywide Transportation Plan, Market Analysis, and Fiscal Impact Modeling
- Set direction regarding all 9 key issues in Charter
- Review of draft plans
- Consideration of public comments
- Final recommendations for Planning Commission consideration
Loudoun 2040 General Plan

1. Introduction
2. Land Use
3. Green Infrastructure
4. Housing
5. Economic Development
6. Fiscal Management & Public Infrastructure
7. Implementation
Glossary
Plan Areas of Focus

• Urban Policy Areas
• Housing Choice and Diversity
• Infill and Redevelopment
• Economic Leadership
• Natural and Heritage Resources
Plan Characteristics

- Strategic
- Easy to Understand
- Overarching
- Flexible
Key Differences from RGP

• Additional Policy Area: Urban
• Land Use ⇔ Place Types
• More Flexible Policy Statements
• Policy Hierarchy (Policies, Strategies & Actions)
Place Types

• New Model in Thinking About Land Use

• Goals for New Approach:
  • Address character and quality of place, not just land use
  • Guide consistent interaction of built environment and transportation network within different contexts
  • Provide guidance for infill / redevelopment contexts
  • Capture current land use patterns and development types, while providing flexibility for evolution over time
  • Introduce new development types to meet evolving preferences of households and employers
Place Types
Forecasting Future Growth

“Medium” demand under the RGP = “Medium” demand under the 2040 Plan

• When supply greater than demand: forecasts match
  • Examples: Multi-family attached, office

• Retail and Other (Public Facilities, hospitals, etc.) based on population growth
Market Analysis – No Constraints

- No limitations to development
- **Does not consider:**
  - Revised General Plan or Loudoun 2040 Plan’s planned land use
  - Policy Areas – Rural, Transition & Suburban
  - Supply of available land
  - Environmental constraints (floodplain or conservation easements)
## Unconstrained Market Forecasts
### Residential Results

**Countywide Residential Units through 2040 based on Demand (Net New Units)**

<table>
<thead>
<tr>
<th></th>
<th>SFD</th>
<th>SFA</th>
<th>MF</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand</td>
<td>28,370</td>
<td>23,480</td>
<td>23,020</td>
<td>74,870</td>
</tr>
</tbody>
</table>

*Medium Scenario*
Constrained Forecasts
Projected Countywide Growth by Product Type

**Product Types:**
- Residential
  - SFD Rural
  - SFD Suburban
  - SFA
  - MFA Suburban
  - MFA Urban
  - MF Stacked
  - GQ
- Retail: Suburban & Urban
- Hotel
- Office: HD, HD Urban & LD
- Industrial: Light & Heavy
- Data Center

**Scenarios:**
- Revised General Plan
  - Medium
- Loudoun 2040 Plan
  - Low
  - Medium
  - High

**Timeframes:**
- 5-year intervals
- 2015-2040
Constrained Forecasts - Steps

1. COUNTYWIDE UNCONSTRAINED FORECASTS
2. APPLIED CONSTRAINTS
3. COUNTYWIDE CONSTRAINED FORECASTS
4. SUMMED UP TO FAZS (6)
5. ALLOCATED TO TAZS (668)
Constrained Forecasts - Constraints

• Revised General Plan or Loudoun 2040 Plan’s planned land use

• Supply of available land as of July 1, 2017

• Entitlements as of July 1, 2017; Active by-right

• Environmental constraints (conservation easements or >50% Floodplain)
# Constrained Forecasts Residential Results

## Projected Countywide Residential Units through 2040 (Net New)

<table>
<thead>
<tr>
<th></th>
<th>SFD</th>
<th>SFA</th>
<th>MF</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revised General Plan</td>
<td>10,513</td>
<td>4,144</td>
<td>14,808</td>
<td>29,465</td>
</tr>
<tr>
<td>Loudoun 2040</td>
<td>12,144</td>
<td>7,160</td>
<td>18,888</td>
<td>38,192</td>
</tr>
<tr>
<td>Difference</td>
<td>1,631</td>
<td>3,016</td>
<td>4,080</td>
<td>8,727</td>
</tr>
</tbody>
</table>

April/May 2018
Loudoun County 2040
Fiscal Impact Modeling

Presentation to:
Loudoun County Planning Commission
July 12, 2018

Presented by:
Julie Herlands, AICP, Vice President, TischlerBise
Fiscal Impact Analysis Overview

• Analytical tool that evaluates “net fiscal impact” of proposed land use scenarios

• Fundamental Question: Are the revenues generated by development enough to cover related expenditures for service and facility demands?

• Net Fiscal Impact:

  \[ \text{Revenues} - \text{Expenditures} = \text{Fiscal Impact} \]

• Results can be:
  • Fiscally positive: Revenues exceed costs
  • Fiscally neutral: Revenues equal costs
  • Fiscally negative: Costs exceed revenues
Key Concepts

- Compares fiscal differences of future development
- Emphasizes comparisons rather than the absolute dollar amounts
- Shows magnitude and direction of differences
Main Drivers of Fiscal Impact Results in Loudoun County

• Demographic and Market Characteristics of New Growth
• Mix of Residential and Nonresidential Development
• Proffers Available to Offset Capital Costs
• Local Revenue Structure
  • *Real property tax is the single largest revenue source*
Analysis for
Loudoun 2040
Comprehensive Plan

May 7, 2018 Draft
Methodology

• Impact of future development, through 2040
• Results presented:
  • cumulatively and in five-year increments
  • four scenarios
  • geographic subareas
• Calculated revenues along with operating and capital costs
• Modeled all General Fund revenues and expenditures
• Included other funds that are affected by growth
Growth Assumptions: Countywide

Cumulative Growth Projection Detail
LOUDOUN COUNTY FISCAL IMPACT MODEL
COUNTYWIDE

<table>
<thead>
<tr>
<th>CUMULATIVE (Years 2017-2040)</th>
<th>SCENARIO 1: Revised General Plan Baseline Forecast</th>
<th>SCENARIO 2: Loudoun 2040 Proposed Plan Low</th>
<th>SCENARIO 3: Loudoun 2040 Proposed Plan Medium</th>
<th>SCENARIO 4: Loudoun 2040 Proposed Plan High</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL RESIDENTIAL UNITS</td>
<td>45,292</td>
<td>53,281</td>
<td>55,611</td>
<td>59,424</td>
</tr>
<tr>
<td>POPULATION</td>
<td>122,113</td>
<td>143,601</td>
<td>148,155</td>
<td>155,633</td>
</tr>
<tr>
<td>SCHOOL ENROLLMENT</td>
<td>22,948</td>
<td>27,481</td>
<td>28,001</td>
<td>28,867</td>
</tr>
<tr>
<td>TOTAL NONRESIDENTIAL GROSS SQUARE FEET</td>
<td>55,719,895</td>
<td>53,844,949</td>
<td>59,410,429</td>
<td>65,031,044</td>
</tr>
<tr>
<td>TOTAL EMPLOYMENT</td>
<td>87,079</td>
<td>84,432</td>
<td>92,700</td>
<td>101,526</td>
</tr>
</tbody>
</table>

The total residential units shown above include Group Quarters. Group Quarters are places where people live in a group living arrangement, such as nursing homes, dormitories, and jails.
Countywide: Net Fiscal Impact

• Cumulative Results

Cumulative Net Fiscal Impact (2017-2040)
Countywide
Loudoun County Fiscal Impact Model

Millions

Scenario 1: Baseline  Scenario 2: Proposed Plan Low  Scenario 3: Proposed Plan Medium  Scenario 4: Proposed Plan High

Net Fiscal Impact
Countywide: Revised General Plan vs. Proposed Plan Medium

- Net Fiscal Impact: Multi-Year Intervals

![Net Fiscal Impact: Multi-Year Intervals](chart.png)
Geographies
Policy Areas: Net Fiscal Impact

• Cumulative Results

Cumulative Net Fiscal Impact (2017-2040)
By Policy Area
Loudoun County Fiscal Impact Model

- Suburban Policy Area: Scenario 1: Baseline, Scenario 3: Proposed Plan Medium
- Transition Policy Area: Baseline, Proposed Plan Medium
- Towns, JLMAs, and Rural Policy Area: Baseline, Proposed Plan Medium
Metrorail Tax Districts

• Ashburn Station Service District

• Loudoun Gateway-Airport Station Service District

• Metrorail Service District
  • Both Station Service Districts, plus additional area
Cumulative Metrorail Service District Tax Base by Scenario (2017-2040)

Metrorail Service District
Loudoun County Fiscal Impact Model

Millions

Scenario 1: Baseline
Scenario 2: Proposed Plan Low
Scenario 3: Proposed Plan Medium
Scenario 4: Proposed Plan High

- Ashburn Station Service District
- Loudoun Gateway-Airport Station Service District
- Remainder of Metrorail Service District
Loudoun County Fiscal Impact Results

RGP & Proposed Plan Medium – Net Fiscal Impact

• Suburban Policy Area           +++
• Transition Policy Area & Remainder   --
  • Predominantly residential and no capital offsets (proffers)
• Countywide mix of the areas       +

RGP & Proposed Plan Medium – Metrorail Service District

• $6+ billion tax base increase
• $178 million (RGP) & $186 million (PP Med) tax revenues at $0.20 tax rate
Countywide
Transportation Plan &
Travel Demand
Modeling

July 12, 2018 | Planning Commission Meeting
What is the CTP?
What does it do?

- Establishes long-range vision for County’s transportation network
- Identifies existing and planned arterial and collector roads
- Policies for roadways, transit, and bicycle & pedestrian accommodations
- Financially unconstrained plan based on mobility, access, safety, and efficiency goals
- Provides for a transportation system to meet the needs of the general (land use) plan
How is the CTP Used?

- To preserve right-of-way for future (long-term) capacity
- To guide implementation of projects to improve the transportation network
- To ensure developer conformance with the County’s long-term vision
- To preserve historic corridors and ensure protection of the environment
- To help inform prioritization of capital projects
Loudoun 2040 CTP Overview
Transportation Network Goals

1. Enhanced multi-modal safety for all system users.

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

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

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

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.

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

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.
Transportation Policy Intent

• Development of plan policy considered:
  • Public Input
  • Incorporation of 2003 Bicycle & Pedestrian Mobility Master Plan
  • Incorporation of 2010 Countywide Transportation Plan
  • Incorporation of draft Silver Line CPAM
  • Alterations based upon County CIP expansion since 2010
Transportation Policy Intent

• This Plan Strives for:
  • Greater clarity
  • Streamlined policies
  • Greater flexibility where appropriate
  • Maintenance of supportable policy goals
  • More context-sensitive transportation planning
  • Improved integration with the General Plan
Roadway Planning - Street Function

Region ←→ County ← Block

Region → County → Region
County → Neighborhood → Block

CTP Roads
Public and private local streets
Roadway Planning - Corridors

• **Reconsideration of Functional Classification**
  • Based on FHWA and VDOT Standards
  • Will provide improved opportunities for regional funding
  • Will facilitate improved information for BOS prioritization efforts

• **Preservation of Historic Corridors**
  • Provides specific designation for design and ultimate planned condition of corridor
Bicycle & Pedestrian Planning

• Combination of 2003 Bike/Ped Plan and 2010 CTP concepts and policies

• Calls for facilities on roads in the Suburban and Transition Policy Areas, with more robust facilities on CTP Roads

• CTP provides broad guidelines for facility types based on the number of planned roadway lanes
Envision Loudoun – Bicycle and Pedestrian Planning

A New Bicycle and Pedestrian Transportation Plan, including:

• A complete review and analysis of existing infrastructure and identification of missing segments
  • Focus on regional trail corridors such as the W&OD Regional Park

• Mobility goals and policy to guide development of these transportation networks

• A map of the ultimate conditions for bicycle and pedestrian facilities that will result in a comprehensive network for bicycle and pedestrian mobility

• Full integration with plans and facilities in neighboring jurisdictions and incorporated towns

• Analysis of appropriate road crossing guidelines

• A focus on context-sensitive walking and cycling options for both eastern and western Loudoun
Most frequently selected roadways:
- VA Route 7
- VA Route 9
- US Route 15
- Loudoun County Parkway
- Streets near the Silver Line Stations
Transit Facilities and Services Planning

**LONG HAUL**
Direct service from park and ride to Washington, D.C.

**METRO CONNECTION**
Direct service from park and ride to Metro Stations

**LOCAL BUS**
Circulates through the county stopping at bus stops
Metro stations and park and ride

Legend:
- Regional and Local Transit Connections

Map showing transit routes and connections.
Loudoun 2040 CTP Outline

1. Introduction
2. Vision for Transportation
3. The Countywide Transportation Network
4. Built Environment & Geographic Policy Areas
5. Air Travel
6. Mitigating the Impacts of Development
7. Regional, State & Local Coordination
8. Environmental & Heritage Resources
9. Prioritization & Funding
10. Implementation
Discussion on Implementation

Consideration of Implementation Steps Based On:

- New policies
- Increased County commitment to CIP transportation funding
- Creation of actionable steps
- Opportunities to consolidate and simplify
- Evaluation of actions that have not been implemented
- Removal of actions that are no longer relevant or that County has addressed
- Revision of language to recognize ongoing County activities, incorporation a positive tone, and focus on desired outcomes
Implementation Step Guidelines

Implementation steps aim to:

• Be broad enough to provide flexibility based on studies and future conditions
• Be direct enough to provide guidance for future Board action(s)
• Encourage reevaluation and reconsideration of plan policies and opportunities for adoption into ordinances (where appropriate)
• Recognize the role of the Comprehensive Plan as the guiding document for all future efforts and ordinance amendments
• Identify long-range ambitions deriving from this plan
Travel Demand Model Results & Conclusions
CTP Development & Evaluation

• Modifications made from currently adopted CTP to address Envision Loudoun proposed land use

• Travel demand modeling exercise was used to evaluate the performance of the transportation network with the proposed land use plan

• Loudoun County Model is based on the Metropolitan Washington Council of Governments (MWCOG) travel demand model, a regional model covering all or part of more than 15 jurisdictions in Virginia, Maryland and the District of Columbia.
Travel Demand Modeling

Overview

Travel Demand Model Components

- **Roadway Network** – incorporates attributes such as number of lanes, functional class, speeds, and tolls
- **Traffic Analysis Zones (TAZs)** – geographic unit used to create trips
- **Socioeconomic Data** – population and employment data that is assigned to each TAZ
- **Other inputs** – park and ride lot data, airports, external stations (locations on the edge of the network), which are obtained from the MWCOG model

Model Outputs

- Inform decisions on capacity of the network as a whole, and the performance of specific facilities
- Outputs include:
  - Highway traffic volumes
  - Volume-to-capacity ratios
Travel Demand Modeling Process

Land Use Plan

- Population
- Employment
- Socioeconomic (SE) Data

Outputs
- SE Data
- Traffic Analysis Zones
- Roadway Network

Travel Demand Model Outputs
CTP Scenarios

Envision Loudoun Land Use + Proposed Loudoun 2040 CTP Network

Revised General Plan Land Use + Proposed Loudoun 2040 CTP Network

Revised General Plan Land Use + Currently Adopted 2010 CTP Network
Envision Loudoun Scenario Results

Rural Policy Area Capacity Constraints

- **Route 9** - west of Hillsboro, east of Route 287
- **Route 287** north of Purcellville
- **US Route 15** - Montresor Road to the Maryland Line
- **Route 7** - Round Hill to Purcellville
- **US Route 50** near Middleburg and Aldie
- **US Route 15** south of US Route 50 into Prince William County

Transition Policy Area Capacity Constraints

- **US Route 50** between US Route 15 and Northstar Boulevard
- **Braddock Road** between US Route 15 and Northstar Boulevard
- **Gum Spring Road** at the Prince William County line
Urban & Suburban Policy Area Capacity Constraints

- **Route 7 - Belmont Ridge Road to the Fairfax County Line**
  - Capacity remains available on parallel routes such as the Dulles Greenway, Gloucester Parkway, Riverside Parkway, and Russell Branch Parkway.

- **Connections around the future Metrorail Stations**
  - Including: Loudoun County Parkway, Metro Center Drive, Barrister Street, Route 606, and Moran Road.

- **The capacity constraints present on Route 28 and the intersecting roadways such as Waxpool Road, Gloucester Parkway, and Route 7 suggest that travel demand may be avoiding the Dulles Greenway.**
Envision Loudoun Model & Currently Adopted Model

• Consistent constraints between both models
  • Route 7 and Route 28
  • Arcola Boulevard / Gum Spring Road Corridor
  • US 50 / US Route 15 Intersection
  • Rural Corridors

• Improvement with Envision Loudoun Model
  • Route 606 constraints are improved by additional lane capacity between Loudoun County Parkway and Dulles Greenway (6 lanes in current CTP to 8 lanes in Envision Loudoun)
CTP Conclusions

• The proposed CTP network consists of improvements to an already robust transportation plan that largely addresses the travel demands of the Envision Loudoun land use plan

• Limited access and capacity improvements on Route 7, US Route 50, Route 606 enable corridors to operate with few constraints
  • Parallel routes to these major arterials have capacity as well

• Growth and travel demand in neighboring jurisdictions create constraints along rural arterials
CTP Conclusions

**Rural Primary Roadway Recommendations**

- No changes are currently proposed to add additional capacity to rural primary corridors in the draft Loudoun 2040 CTP.

- The draft Loudoun 2040 CTP reflects the currently adopted CTP for US Route 15 between Leesburg and Montresor Road, incorporating the four-lane widening approved by the Board in March 2018.

- Rural primary routes will be further evaluated based Board of Supervisors directed Safety and Operational Studies (SOS). This includes the ongoing study for US Route 15 north of Leesburg and the recently authorized (July 3, 2018) studies for Route 9 and US Route 15 south of Leesburg.

- Future Safety and Operational Studies are anticipated to be funded in future fiscal years for US Route 50, Route 287, and Route 7 west of Round Hill.
Next Steps

August 9
Work Session: Answers to Initial Questions
Begin Land Use Discussion

August 11
All-day Saturday Work Session

August 16
Work Session: Ensure Initial Land Use Decisions Completed

August 30
Work Session: Ensure Initial Decisions on Other GP Chapters & CTP Completed
Moving Forward

• Review Plans and Materials Delivered Tonight

• August-September: Work through Recommendations of Stakeholders Committee, Staff & Planning Commission
  • Additional Staff Recommendations Likely Prior to August Meetings
  • Revise Plans

• October: Review of Revised Plans

• November: Finalize Plans and Hold Public Hearing

• December: Recommend Plans to Board
Any Questions?