

**TOWN OF LEESBURG
NOTICE OF TOWN COUNCIL
PUBLIC HEARING TO CONSIDER
TOWN PLAN AMENDMENT
APPLICATION TLTA-2016-0002,
REMOVAL OF A SECTION OF
MILLER DRIVE, FROM
THE TOWN PLAN ROADWAY
NETWORK POLICY MAP**

Pursuant to Sections 15.2-1427, 15.2-2204, 15.2-2205 and 15.2-2285 of the Code of Virginia, 1950, as amended, the Leesburg Town Council will hold a public hearing on Tuesday, October 11, 2016 at 7:30 p.m. in the Town Council Chambers, 25 West Market Street, Leesburg, Virginia, 20176 to consider Town Plan Amendment Application TLTA-2016-0002 to:

* Revise the Town Plan Roadway Network Policy Map to remove Miller Drive east from its intersection with Sycolin Road, through to the newly constructed Kincaid Boulevard within Loudoun County.

Additional information and copies of this application are available at the Department of Planning and Zoning located on the second floor of the Leesburg Town Hall, 25 West Market Street, Leesburg, Virginia 20176 during normal business hours (Monday-Friday, 8:30 a.m. to 5:00 p.m.), or by contacting Scott E. Parker, at 703-771-2771 or sparker@leesburgva.gov.

At these hearings, all persons desiring to express their views concerning these matters will be heard. Persons requiring special accommodations at the Town Council meeting should contact the Clerk of Council at (703) 771-2733 three days in advance of the meeting. For TTY/TDD service, use the Virginia Relay Center by dialing 711.

9/28 & 10/6/16 Ad #



Date of Council Meeting: October 11, 2016

**TOWN OF LEESBURG
TOWN COUNCIL MEETING**

Subject: *Town Plan* Amendment TLTA-2016-0002, Removal of a section of Miller Drive from the *Town Plan* Roadway Network Policy Map.

Staff Contact: Scott E. Parker, AICP, Assistant Town Manager

Council Action Requested: Approval of TLTA-2016-0002, *Town Plan* Amendment to remove of a section of Miller Drive from the *Town Plan* Roadway Network Policy Map.

Staff Recommendation: Approval of TLTA-2016-0002, *Town Plan* Amendment to remove of a section of Miller Drive from the *Town Plan* Roadway Network Policy Map.

Commission Recommendation: On September 15, 2016, the Planning Commission voted unanimously (7-0) to forward the application to the Town Council with a recommendation of approval. During their deliberation, the Commissioners discussed the need to assure connectivity in the area, ultimately deciding that this road link was not needed, and that trip distribution would be adequate. They also discussed the phasing and construction of Crosstrail Boulevard.

Fiscal Impact: While approval of the *Town Plan* Amendment alone would not have a direct fiscal impact for the Town, approving the removal of Miller Drive from the *Town Plan* Roadway Network Policy Map creates the potential for more development options and design flexibility for an 11.43 acre parcel of I-1 zoned land that is part of the Gudelsky property, upon which this road crosses. This flexibility potentially increases the buildable square footage on this property resulting in increased tax revenue for the Town.

Work Plan Impact: None. Processing of these types of applications is part of the core function of the Department of Planning and Zoning.

Executive Summary: This amendment, which was initiated by the Town Council on June 14, 2016 via Resolution 2016-077 (Attachment 2), proposes to revise the *Town Plan* Roadway Network Policy Map by removing Miller Drive east from its intersection with Sycolin Road, through to the newly constructed Kincaid Boulevard within Loudoun County.

The first section of Miller Drive being proposed for removal lies within the Town and crosses an 11.43 acre parcel of land that is zoned I-1. This parcel, along with another six-acre parcel within the Town adjoining to the east, is referred to as the "Gudelsky" property (Attachment 1). The balance of Miller Drive requested for removal is within Loudoun County, and runs from the Town boundary to its intersection with Kincaid Boulevard. This particular section of Miller Drive within Loudoun County was removed from the Countywide Transportation Plan (CTP) by the Loudoun County Board of Supervisors on June 11, 2014, via CPAM-2014-0001 (Attachment 3).

It is the opinion of staff that the proposal adequately addresses the justification as required in TLZO Sec 3.16.5.D for the removal of the subject segment of Miller Drive from the *Town Plan* Roadway Network Policy Map, as noted below.

Background: Miller Drive is shown on the *Town Plan* Roadway Network Policy Map as a “through collector” road that runs from Kincaid Boulevard west within Loudoun County into the Town at the previously mentioned Gudelsky property, across Sycolin Road, continuing parallel to the Leesburg Executive Airport and into the Oaklawn development, through to its terminus at the Dulles Greenway. Miller Drive is already constructed west from its intersection with Sycolin Road through Oaklawn and is not affected by this amendment. The portion that is the subject of this report has not been constructed, nor planned for construction.

The Applicant proposes to amend the existing Roadway Network Policy Map (Figure 2, below) to eliminate a section of Miller Drive east from Sycolin Road to its proposed terminus at the newly constructed Kincaid Boulevard within Loudoun County (Figure 3, below).

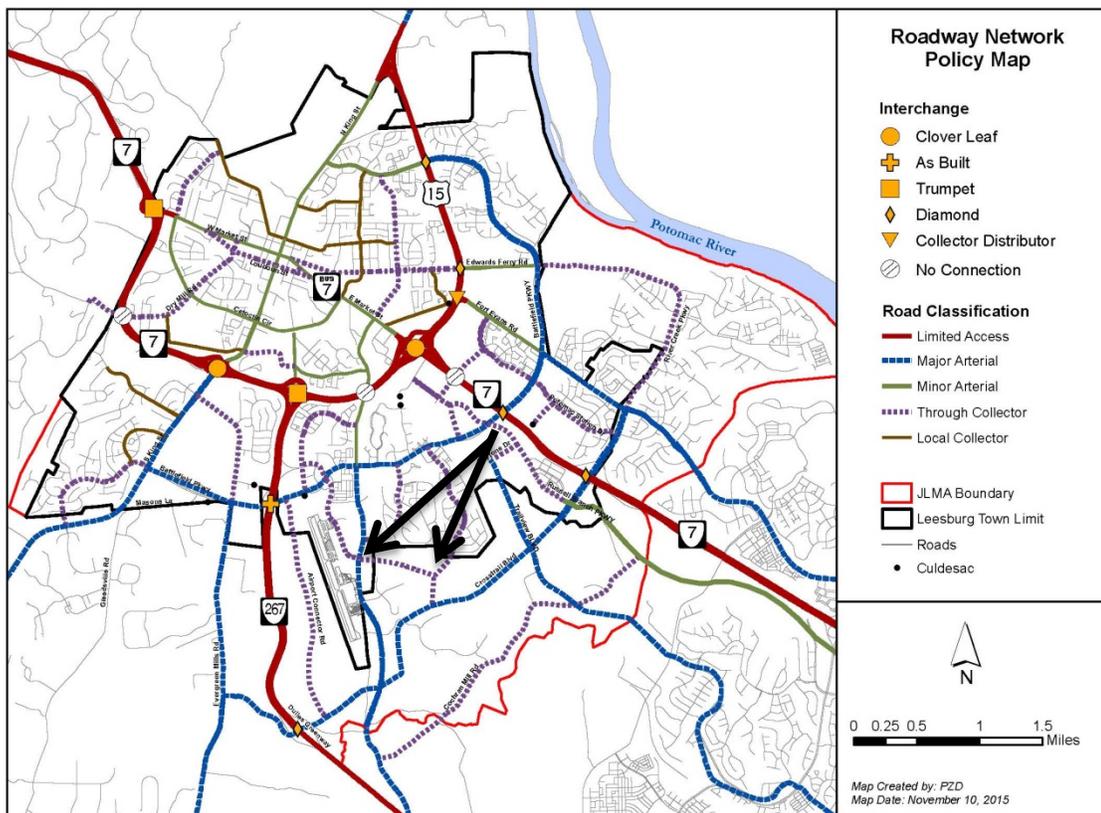


Figure 2. Existing Roadway Network Policy Map

The segment of Miller Drive from the Town boundary to Kincaid Boulevard was removed from the Countywide Transportation Plan (CTP) by the Loudoun County Board of Supervisors on June 11, 2014, via CPAM-2014-0001 (Attachment 3).

The approval of CPAM-2014-0001 followed a recommendation to remove Miller Drive from the Town boundary to Kincaid Boulevard from the County's CTP by a steering committee established to analyze transportation and land use issues surrounding the Loudoun County Government Services Support Center.

A traffic study entitled "Traffic Impact Analysis for the Loudoun County Government Support Center," prepared by MCV Associates and dated January 20, 2014 was submitted as part of the Loudoun County Government Support Center Special Exception, and included build-out scenarios with and without this segment of Miller Drive. The analysis provided in the study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive, including level of service on various roads, in that trips would be sufficiently dispersed upon completion of other roads, including Crosstrail Boulevard. The area that was previously proposed for Miller Drive within the County is now being utilized for a portion of the Loudoun County Government Services Support Center.

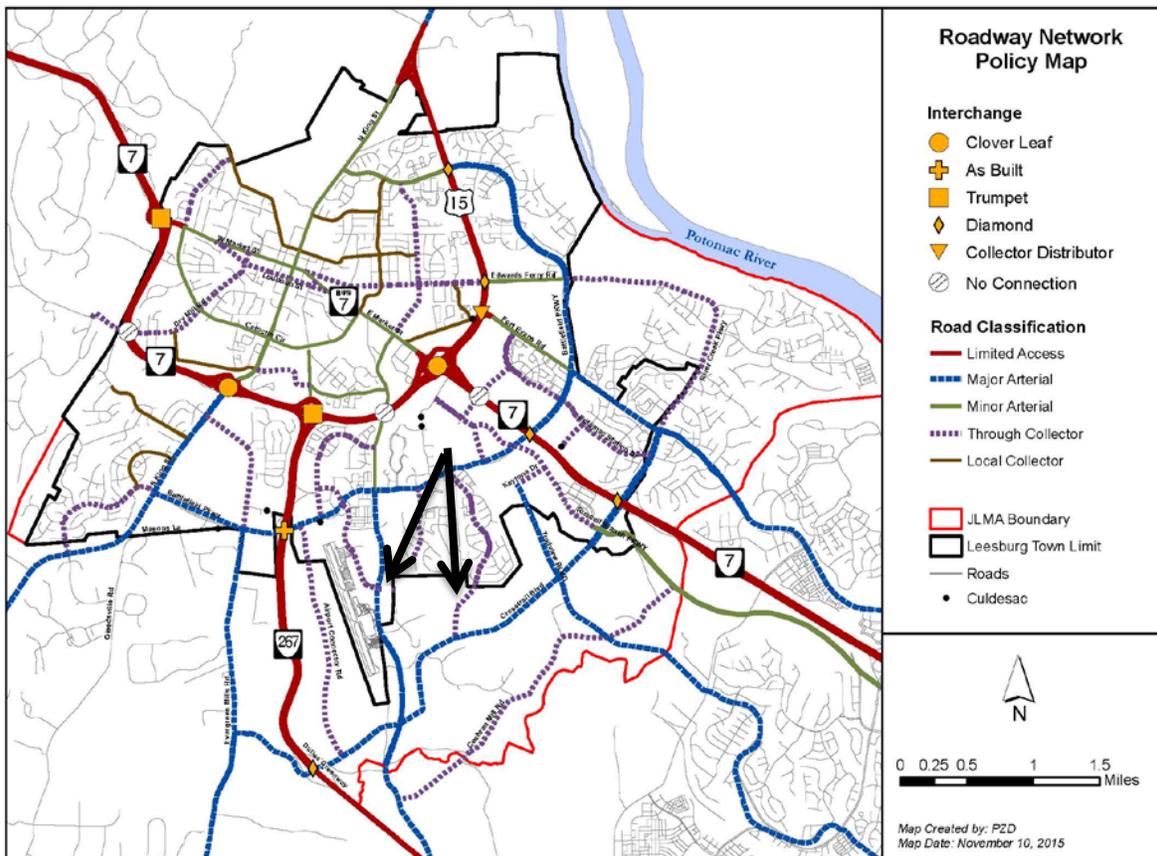


Figure 3. Proposed Roadway Network Policy Map, road removed

TLZO SECTION 3.16.5.D.2. Assessment of the request:

a. How the amendment better realizes a Town Plan goal or objective.

Analysis: The amendment affects the realization of *Plan* goals or objectives in that the subject Miller Drive segment is no longer important to the overall planned road network. The Loudoun County traffic impact analysis analyzed the impact of the removal of the segment of Miller Drive east of the Gudelsky property from the corporate boundary to Kincaid Boulevard and concluded there would be *no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive*, leading to a recommendation for removal by a steering committee established by the Board of Supervisors to analyze transportation and land use issues surrounding the Government Support Center.

With the County's removal of this planned roadway from their Countywide Transportation Plan (CTP), the only segment of Miller Drive remaining to be built east of Sycolin Road is a small piece within the Town across the above mentioned Gudelsky property. Retention of this small section of a through collector on this property could potentially hinder the efficient development of this property.

b. How the amendment may rectify conflicting Plan goals or objectives.

Analysis: A goal of the *Town Plan* is to provide adequate roads to move people safely and efficiently. However, since the County has removed the section of Miller Drive between Sycolin Road and Kincaid Boulevard from their CTP, and is now utilizing this area for the Support Center, there is now a conflict in that the *Town Plan* Roadway Policy Network Map, which shows roads outside of the Town, still shows this connection. This also renders the need for a through collector segment on the Gudelsky property within the Town unnecessary. The natural point of terminus for Miller Drive is now its intersection with Sycolin Road.

c. How the amendment may clarify the intent of a Plan goal or objective.

Analysis: The amendment does not clarify any goals or objectives, although the amendment will create a nolicv man that is in line with actions taken by Loudoun **Figure 3. Proposed Segment to be removed**

d. How the amendment may provide more specific Plan guidance.

Analysis: The amendment affects the specificity of *Plan* guidance in that the proposed change would eliminate a road from the Road Network Policy Map, thereby indicating that it is not required as part of the road network, as indicated by Loudoun County's TIA and subsequent action to remove it from the CTP.

e. How the amendment might adjust the Plan as a necessary result of a significant change in circumstance unforeseen by the Plan at the time of adoption.

Analysis: Removal of this segment of Miller Drive adjusts the *Town Plan* to reflect the County's actions to remove Miller Drive from the CTP. This County action makes the removal of the section of Miller Drive within the Town acceptable as well, in that the Town I-1 zoned property upon which it crosses will have the ability to be planned efficiently and provide for its full economic potential without the encumbrance of a 90-foot wide road that is unwarranted and unnecessary.

TLZO SECTION 3.16.5.D.3. COMPLIANCE WITH OTHER ELEMENTS OF THE TOWN PLAN: The Zoning Ordinance requires an analysis of how the proposed amendment and subsequent development comply with the goals and objectives of the *Town Plan*.

Analysis: The proposed amendment helps further the goals of the Economic Development elements of the *Town Plan*. Since the County has removed Miller Drive from the CTP, adherence to the provision of a through collector road across the Gudelsky property that stops at the Town boundary could potentially hinder the efficient development of this property. Without the encumbrance of this section of roadway, a key I-1 zoned property will have the flexibility to develop to its full potential. Efficient access to Sycolin Drive will still be provided, but the design of the entire site can be better realized through the removal of this section of Miller Drive from the *Town Plan*.

TLZO SECTION 3.16.5.D.4. FISCAL ANALYSIS: The Zoning Ordinance requires a fiscal analysis that compares general fund revenues, costs of services and capital facilities improvements generated by development associated with the requested amendment.

Analysis: This was a Town initiated amendment for a road removal, so there is no associated development. Since Loudoun County removed Miller Drive from their CTP and has indicated that this segment will not be built through the Government Services Support Center, staff has determined that a Fiscal Analysis is unnecessary for this amendment.

Staff does believe, however, that removal of the section of Miller Drive across the Gudelsky property will allow more flexibility in planning the site, potentially leading to a more efficient design, thus enhancing the development potential of the site.

In addition, it is anticipated that construction of this roadway would have to be accommodated with public funds in that there is no proffer money available for its construction and utilization of other funding sources is unlikely.

TLZO SECTION 3.16.5.D.5. TRANSPORTATION ANALYSIS: The Zoning Ordinance requires a transportation analysis that shows how the amendment will address the objectives of the *Town Plan*'s Transportation element.

Analysis: A traffic impact analysis (TIA) entitled "Traffic Impact Analysis for the Loudoun County Government Support Center" dated January 20, 2014 was prepared by

MCV Associates to analyze the impact of the removal of the segment of Miller Drive east of the Gudelsky property from the corporate boundary to Kincaid Boulevard using a comparison “before” and “after” approach, as well as including build-out scenarios with and without this segment of Miller Drive.

The analysis provided in the study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive. The TIA showed that trips would be adequately dispersed on surrounding roadways and that an acceptable level of service would be maintained. Particularly when Crosstrail Boulevard is complete.

Based on this information, the Board of Supervisors approved CPAM-2014-0001, removing Miller Drive from the CTP from the Town boundary to Kincaid Boulevard.

A referral with this information was sent to VDOT as part of this application, and they indicated that they have no objection to the removal of the requested section of Miller Drive from the *Town Plan* Roadway Network Policy Map (Attachment 4). The Town Traffic Engineer also agrees with this assessment and has no objection to the removal of these sections of Miller Drive from the *Town Plan* (Attachment 5).

SUMMARY: The actions of Loudoun County to remove Miller Drive from their CTP from the corporate boundaries to Kincaid Boulevard based on their TIA demonstrates that the link that remains in the corporate boundaries across the Gudelsky property would not be warranted or necessary, and would not affect the overall road network.

Both VDOT and the Town Transportation Engineer agree with this conclusion. In addition, the retention of this road across an I-1 zoned property within the Town is not a necessary transportation improvement, and its removal potentially enhances the economic viability of this property by providing the opportunity for flexible design options.

Based on this analysis, staff believes that the proposal adequately addresses the justification as required in TLZO Sec 3.16.5.D for the removal of the subject segment of Miller Drive from the *Town Plan* Roadway Network Policy Map.

Attachments:

1. Vicinity Map
2. Resolution 2016-077
3. Loudoun County Board of Supervisors Public Hearing item number 14, June 11, 2014.
4. Letter from VDOT
5. Letter from Town Traffic Engineer
6. Planning Commission Staff Report\
7. Draft Resolution



Sycolin Rd

Kincaid Blvd

Miller Dr. removed

Airport Connector Rd

Crosstrail Blvd

The Town of
**Leesburg,
Virginia**

PRESENTED June 14, 2016

RESOLUTION NO.: 2016-077

ADOPTED June 14, 2016

A RESOLUTION: INITIATING AMENDMENTS TO THE LEESBURG ROADWAY NETWORK POLICY MAP IN THE TOWN PLAN TO DELETE MILLER DRIVE EAST OF SYCOLIN ROAD.

WHEREAS, the Town Plan provides policy guidance for land use and transportation network planning including guidance for the location of planned roads; and

WHEREAS, the Town Plan presently shows a planned segment of Miller Drive east of Sycolin Road as a Through Collector; and

WHEREAS, Loudoun County has deleted the connecting planned segment of Miller Drive that extended from the Town corporate limits to Kincaid Boulevard; and

WHEREAS, an assessment of the need for this segment of Miller Drive should be conducted through a Town Plan amendment; and

WHEREAS, if such assessment finds that this road segment is not necessary to complete or enhance the connectivity or functionality of the local road network, it may be considered for deletion from the Roadway Network Policy Map in the Town Plan; and

WHEREAS, the public necessity, convenience, general welfare and good planning practice require the proposed amendments.

THEREFORE, RESOLVED by the Council of the Town of Leesburg in Virginia as follows:

SECTION I. Amendments to Town Plan Roadway Network Policy Map are hereby initiated and referred to the Planning Commission to delete the segment of Miller Drive that is shown east of Sycolin Road.

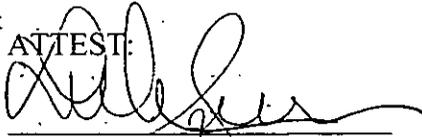
A RESOLUTION: INITIATING AMENDMENTS TO THE ROADWAY NETWORK
POLICY MAP IN THE TOWN PLAN TO DELETE MILLER DRIVE EAST
OF SYCOLIN ROAD.

SECTION II. The Planning Commission shall hold a public hearing to consider these amendments to the Town Plan and report its recommendation to the Town Council pursuant the Chapter 22, Title 15.2-2204 of the 1950 Code of Virginia, as amended

PASSED this 14th day of June, 2016.



David S. Butler, Mayor
Town of Leesburg

ATTEST:


Clerk of Council

Loudoun County 2010 Countywide Transportation Plan Amendments			
Case #	Name	Adoption Date	Chapters Affected
CPAM 2010-0001	Belmont Ridge Road	January 19, 2011	Chapter 2 Figure 2-1A Figure 2-1B Figure 2-1C Appendix 1 Appendix 2 Appendix 3 Figure A2-4A Figure A2-4C CTP Roads Map
CPAM 2012-0001	Northstar Boulevard / Belmont Ridge Road	May 2, 2012	Chapter 2 Figure 2-1A Appendix 1 Figure A2-4A Figure A2-4B CTP Roads Map
CPAM 2013-0001	North Lower Sycolin	December 11, 2013	Figure 2-1C CTP Roads Map
CPAM 2014-0001	Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway and Shaw Road	June 11, 2014	Chapter 2 Appendix 1 Appendix 2 CTP Roads Map
CPAM 2014-0003	George Washington Boulevard/ Route 7 Overpass	June 10, 2015	Chapter 2 Figure 2-1B Appendix 1 CTP Roads Map
CPAM-2014-0002	Prentice Drive	July 1, 2015	Chapter 2 Figures 2-1A thru G Appendix 1 CTP Roads Map
CPAM-2015-0001	Evergreen Mills Road	November 12, 2015	Chapter 2 Figures 2-1A, 2-1B Appendix 1 CTP Roads Map

NOTE:

The 2010 Countywide Transportation Plan has been amended and updated through November 12, 2015.

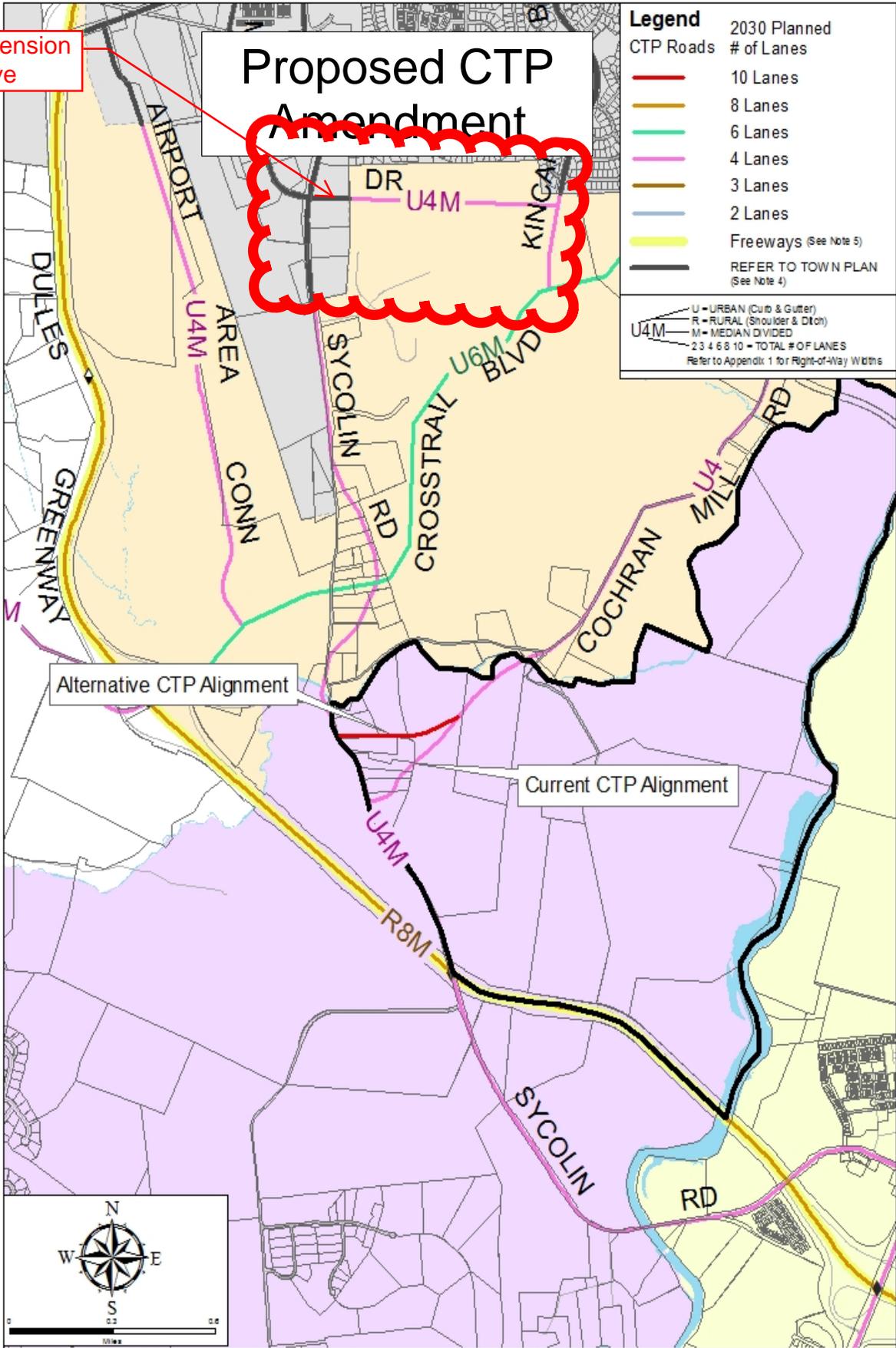
previous extension of Miller Drive

Proposed CTP Amendment

Legend

CTP Roads	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

	U - URBAN (Curb & Gutter)
	R - RURAL (Shoulder & Ditch)
	M - MEDIAN DIVIDED
	2 3 4 6 8 10 - TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	



Prepared by the Loudoun County Department of Planning, September 2013



DEPARTMENT OF PLANNING
STAFF REPORT

Date of Hearing: June 11, 2014

14

BOARD OF SUPERVISORS PUBLIC HEARING

SUBJECT: **CPAM 2014-0001, CTP Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road**

ELECTION DISTRICT: Algonkian, Broad Run, Catoclin, Leesburg, Sterling

CRITICAL ACTION DATE: July 14, 2014

STAFF CONTACTS: Marie Genovese, AICP, Planner III, Department of Planning
Julie Pastor, FAICP, Director, Department of Planning

PURPOSE: On July 6, 2011, the Board of Supervisors voted to initiate a Comprehensive Plan Amendment (CPAM) to remove a portion of Miller Drive from the 2010 Countywide Transportation Plan based on the Government Support Center Steering Committee recommendations. The CPAM was placed on the Board's Strategic Plan and was given an application number, CPAM 2011-0001. Since the initiation of CPAM 2011-0001, several other technical amendments have occurred as a result of Board actions. As such, the Miller Drive CPAM has been incorporated with these additional amendments and given a new name and number. CPAM 2014-0001 proposes to amend the 2010 Countywide Transportation Plan (CTP) to reflect a new alignment for the Greenway Transit Connector from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643), including the Transit Connector Bridge over the Dulles Greenway (Route 267); extend Riverside Parkway (Route 7 North Collector Road) from Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended); and remove Lexington Drive, a portion of Miller Drive, and segments of Shaw Road as planned CTP roadways. The *Revised 2030 Countywide Transportation Plan Map* as well as text and figures related to the changes in Chapter 2, Appendix 1, and Appendix 2 of the CTP would be amended.

PROPOSED AMENDMENTS:

Greenway Transit Connector

- A new alignment for the Greenway Transit Connector is proposed south of its current alignment based on the Route 772 Metro Station design changes. The new alignment will extend from Moorefield Boulevard in Moorefield Station to Shellhorn Road in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway (Route 267).
- The relocation of the Greenway Transit Connector necessitates a new road segment for Croson Lane (Route 645) from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station.

Lexington Drive/Riverside Parkway

- The CTP calls for an alignment study to determine the ultimate alignment of Riverside Parkway and Lexington Drive. Based on Board action/direction, this study is currently underway. The proposed new road segment for Riverside Parkway (Route 7 North Collector Road) extends from Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended).
- With this new road segment connecting Riverside Parkway across Potomac Farms; Lexington Drive is no longer needed as a CTP roadway.

Miller Drive

- Removal of Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended.

Shaw Road

- Due to the implementation of the Belfort Area Road Improvement Project (construction of Belfort Park Drive and Glenn Drive extension) through the Capital Improvement Plan, the east/west segment of Shaw Road from Davis Drive (Route 868) west is no longer needed.
- With the removal of the segment of Shaw Road west of Davis Drive from the CTP road network, the portion of Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) no longer needs to be categorized as a CTP roadway.

RECOMMENDATIONS: At the April 15, 2014 Public Hearing, the **Planning Commission** voted 8-0-1 (Ryan – absent) to forward CPAM 2014-0001 to the Board of Supervisors with a recommendation to amend the 2010 Countywide Transportation Plan to reflect new CTP road segments for the Greenway Transit Connector, including the Transit Connector Bridge from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643); Croson Lane from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station; and Riverside Parkway (Route 7 North Collector Road) between Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended) and to eliminate Lexington Drive; Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended; and Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) and west of Davis Drive (Route 868). **Staff** concurs with the Planning Commission's recommendation.

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors forward *CPAM 2014-0001, Countywide Transportation Plan Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road* to the July 2, 2014 Board of Supervisors **Business Meeting** for action.

OR

- 2a. I move that the Board of Supervisors **suspend the rules**.

AND,

- 2b. I move that the Board of Supervisors **approve** *CPAM 2014-0001, Countywide Transportation Plan Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road* amending the 2010 Countywide Transportation Plan as recommended by the Planning Commission on April 15, 2014 as set forth in **Attachment 1** of the June 11, 2014 Public Hearing Staff Report.

OR

3. I move an alternate motion

I. BACKGROUND

Greenway Transit Connector

In preparation for the extension of Metrorail into Loudoun County, the Department of Transportation and Capital Infrastructure (DTCI) contracted with the consulting firm Kimley-Horn Associates, Inc. (KHA) to assist the County in determining system needs and changes necessary to position the County for the opening of Metrorail in January 2019. The KHA Study, *Loudoun County Transportation Prioritization Study for the Area Surrounding the New Metrorail Stations* dated July 2013 recommended completion or implementation of several transportation system improvements prior to the opening of Metrorail in January 2019. One transportation system improvement identified is the Greenway Transit Connector, including the Transit Connector Bridge over the Dulles Greenway linking the rail station with both sides of the Greenway.

The CTP already planned for a number of Metrorail-related road improvements in the Dulles Greenway Corridor between and proximate to the two planned Metrorail stations along the Dulles Greenway at Route 606 and Route 772. As the design of the Metro Station has progressed, the exact station features have been defined. Due to security concerns, it became necessary to relocate the Transit Connector Bridge over the Dulles Greenway from the west side of the station to the east side. The proposed alignment would extend from Moorefield Boulevard in Moorefield Station to Shellhorn Road in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway. Two new CTP road segments would be established; one between Moorefield Boulevard in Moorefield Station extending to Devin Sharon Drive in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway, with a planned ultimate condition of two lanes (local access undivided urban collector) within a 60-foot right-of-way with a 25 mph design speed and a maximum width of 46 feet for the Transit Connector Bridge. The other CTP road segment would extend from Devin Shafron Drive to Shellhorn Road, with a planned ultimate condition of four lanes (local access undivided urban collector) within a 60-foot right-of-way with a 30 mph design speed. With the relocation of the Greenway Transit Connector, a new CTP road segment for Croson Lane is also proposed, extending from Old Ryan Road to Moorefield Boulevard in Moorefield Station, with a planned ultimate condition of three lanes (local access undivided urban collector) within a 70-foot right-of-way with a 30 mph design speed. A Board-initiated Zoning Concept Plan Amendment (ZCPA) for the Moorefield Station development (ZCPA 2014-0002), approved at the May 20, 2014 Planning Commission Public Hearing reflects these changes. The item is scheduled for the June 11, 2015 Board of Supervisors Public Hearing.

Miller Drive:

On January 19, 2011, the Transportation and Land Use Committee (TLUC) deferred review and action on the proposed Government Support Center Master Plan pending public input sessions on the Plan. At the Board's February 28, 2011 Business Meeting, the Board established a Steering Committee to look at transportation and land use issues surrounding the Government Support Center and for the Steering Committee to report

back to the Board with recommendations that minimize adverse impacts to the nearby community. The Steering Committee recommended three transportation-related items, including the elimination of Miller Drive from the 2010 Countywide Transportation Plan (CTP). On May 3, 2011, the Board forwarded the Steering Committee's road plan to the TLUC for further review and final recommendation. At its June 15, 2011 meeting, the TLUC voted to recommend that the Board, among other things, authorize Staff to initiate a comprehensive plan amendment to remove Miller Drive from the CTP. On July 6, 2011, the Board approved the TLUC recommendation. A revised traffic impact analysis dated January 20, 2014, submitted as part of the Loudoun County Government Support Center (SPEX 2013-0005 & CMPT 2013-0007) application, included build-out scenarios with and without Miller Drive from Sycolin Road east to Kincaid Boulevard Extended. The analysis provided in the traffic study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive east of Sycolin Road.

Lexington Drive/Riverside Parkway:

With the adoption of the CTP in 2010, Note J was added to the *Revised 2030 Countywide Transportation Plan Map* calling for an alignment study to determine the ultimate alignment of Riverside Parkway and Lexington Drive in the Potomac Farms/University Center vicinity. The alignment study process began on March 6, 2013, when the Board directed Staff to review funding options to design and construct the missing link of Riverside Parkway between Loudoun County Parkway and Lexington Drive. Staff recommended using proffers collected from University Center (ZCPA 2006-0005) to fund the design and construction of Riverside Parkway between Loudoun County Parkway and Lexington Drive. At the Board's July 10, 2013 Public Hearing, the Board amended the FY 2014 Capital Improvements Program (CIP) and approved the use of proffer funds from University Center (ZCPA 2006-0005) for the design and construction of Riverside Parkway between Loudoun County Parkway and Lexington Drive. Staff used the engineering firm, Rinker Design Associates (RDA) to prepare conceptual alignment alternatives. On March 12, 2014, County staff and RDA met with the Virginia Department of Transportation (VDOT) to discuss the pros and cons of the multiple alternatives. As a result of the meeting, three alignment alternatives were developed for public consideration and further analysis. The three alignment alternatives were presented to the Board at their April 16, 2014 Business Meeting. Following the Board Business Meeting, a community information meeting was held on April 28, 2014 at George Washington University. The deadline for public comment on the three alignment alternatives is May 28, 2014. While the preferred alignment has not been selected, it is important to note the proposed CTP alignment along with all other planned roadways within the CTP do not reflect engineered alignments. The new CTP road segment is planned to have an ultimate condition of six lanes (controlled access median divided urban collector), within a 120-foot right-of-way with a 40 mph design speed. With the extension of Riverside Parkway through Potomac Farms and University Center, Lexington Drive no longer needs to be categorized as a CTP roadway. The elimination of Lexington Drive from the CTP is consistent with Board direction on June 19, 2013, for the VDOT to suspend design work on the Lexington Drive overpass project

and redirect funds toward another planned overpass of Route 7 further to the east within University Center.

Shaw Road

In 2008, the Board created the Belfort Area Task Force to analyze and provide recommendations on transportation and land uses in the area between Route 28 and the W&OD Trail from Sterling Boulevard to Church Road, known as Belfort Park. The transportation recommendations involved changes to the CTP, which were incorporated into the current CTP (adopted June 15, 2010; amended through December 11, 2013). During the FY 2012 budget considerations, the Board approved a Capital Improvement Project – Belfort Area Road Improvements allocating \$9 million to fund the project (i.e., construction of Belfort Park Drive and Glenn Drive extension). Concerns were raised by area residents at the September 12, 2012 VDOT public hearing on the proposed design plans. Board members as well as a representative from the Route 28 Public Private Partnership Act (PPTA) met with residents on November 7, 2012 to discuss issues raised at the VDOT public hearing. On December 5, 2012, the Board directed Staff to initiate an amendment to the CTP to remove the two-lane connector road between Shaw Road and Davis Drive. With the elimination of the segment of Shaw Road west of Davis Drive from the CTP road network, the portion of Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) will serve as a local road and as such no longer needs to be included as a CTP roadway.

II. PLANNING COMMISSION REVIEW AND RECOMMENDATION:

The Planning Commission held a public hearing on CPAM 2014-0001 on April 15, 2014; there were no public speakers.

The Planning Commission voted 8-0-1 (Ryan – absent) to forward CPAM 2014-0001 to the Board with the recommendation of adding new CTP road segments for the Greenway Transit Connector, including the Transit Connector Bridge from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643); Croson Lane from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station; and Riverside Parkway (Route 7 North Collector Road) between Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended) and to eliminate Lexington Drive; Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended; and Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) and west of Davis Drive (Route 868).

Because of the statutory provision (*“In acting on any amendments to the Plan, the governing body shall act within 90 days of the local Planning Commission’s recommending resolution”*), Staff recommends that any action by the Board on CPAM 2014-0001 occur no later than July 14, 2014.

ATTACHMENT

1. 2010 Countywide Transportation Plan Proposed Changes



Chapter 2

County Road Network

Loudoun County’s roads form the backbone of its transportation network. This chapter outlines the vision and associated policies that govern the planning, design and operation of Loudoun County’s road system. It features a revised road network that attempts to address future congestion concerns, reflecting vehicular travel needs through the year 2030.

I. Development of the Road Network

In order to develop the revised road network, the County employed the industry-accepted technique of computer modeling to forecast future travel demand on its roads and along key corridors. These forecasts are based on observed travel patterns and behaviors, anticipated growth in population, households and employment, and the characteristics of the existing and planned roadway network. The forecasts draw from data from within the County as well as data from surrounding jurisdictions.

The extent of improvements needed within the network and along particular corridors was guided in large part by the adequacy of a given road facility’s projected Level of Service (LOS), obtained from the computer model output. Level of Service is defined in the *Highway Capacity Manual* as “a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.” In essence, it is a calculation that describes how well a road segment is able to support travel demand as measured by the volume of vehicles on that road over a certain period of time (note: LOS can also be measured for intersections, however, the computer modeling exercise for the CTP only considers road segments). Level of Service is measured on a scale of A through F, with A being the best, and F being the worst. In this plan, adequate LOS is defined as LOS D or better. Inadequate LOS is defined as LOS E or worse (LOS F). The County has chosen this standard because in situations where level of service is worse than LOS D, traffic conditions become unstable, disrupting travel speeds and limiting freedom to maneuver, resulting in severe congestion. If a particular road segment was shown to have an inadequate LOS, improvements were considered and evaluated for effectiveness in improving operations. If successful, these improvements were considered for incorporation into the network. While LOS played a significant role in determining where improvements were necessary, the need to enhance the roadway network was also balanced with consideration by staff and County leadership as to whether such improvements were deemed practical, possible (given environmental constraints) and/or appropriate, given the context. It should also be noted that existing road policies play a role in shaping the road network. Finally, recommended changes were submitted to the Virginia Department of Transportation (VDOT) for review and comment in conformance with §15.2-2222.1 of the Virginia Code and VDOT’s *Traffic Impact Analysis Regulations Administrative Guidelines*. A detailed review of the analysis process is included in Appendix 2.

II. The Road Network

A. Countywide Transportation Plan Map

The structure of the revised road network is described graphically by the CTP map, which has been divided into sections for ease of use and is shown in Figures 2-1a-g. It should be noted that the road network featured on the CTP map and within this document consists of what are referred to as “CTP roads.” CTP roads include those roads that have a significant impact on the function of the network, classified as

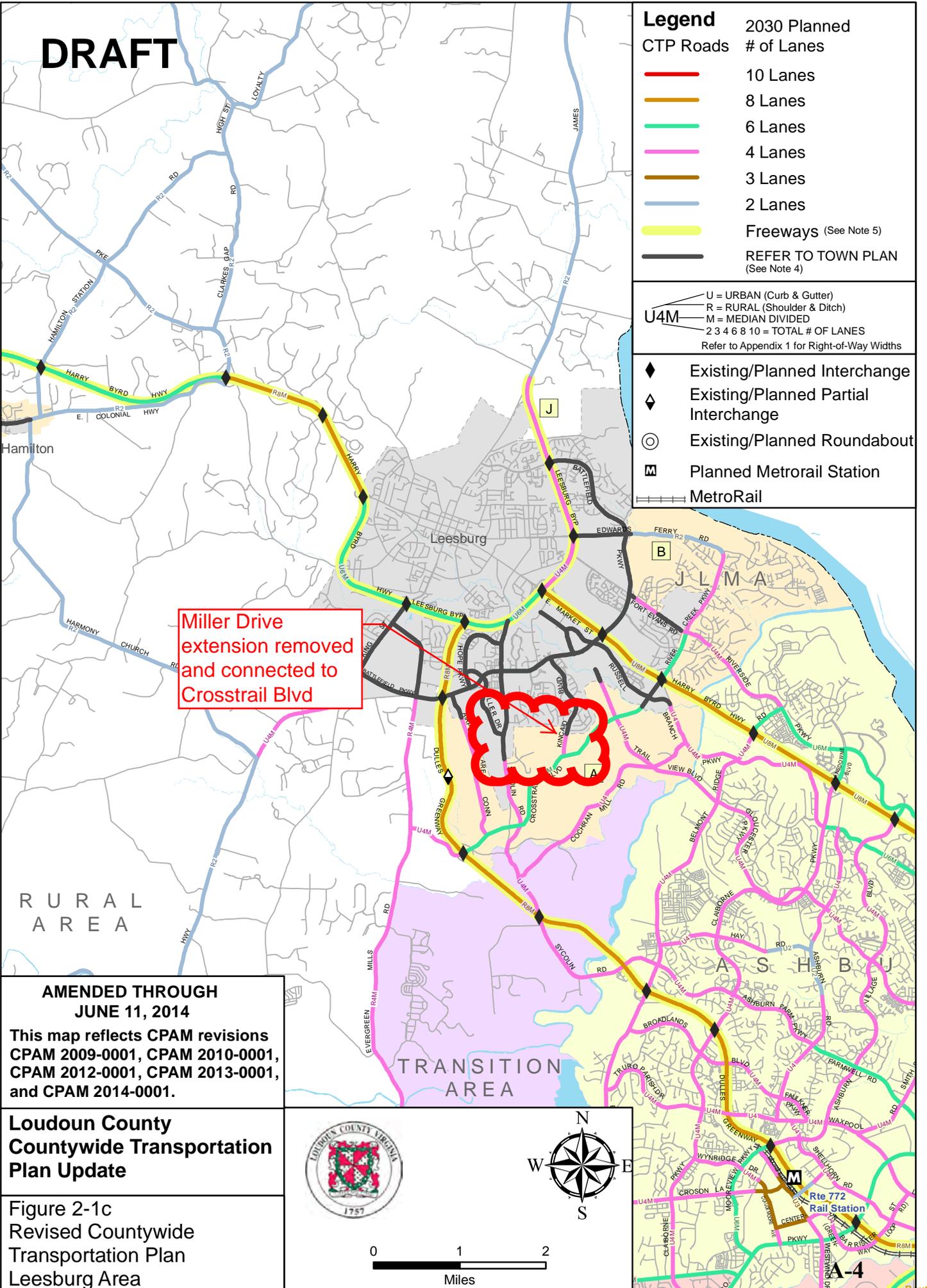
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Legend	
CTP Roads	2030 Planned # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

U	= URBAN (Curb & Gutter)
R	= RURAL (Shoulder & Ditch)
M	= MEDIAN DIVIDED
2 3 4 6 8 10	= TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail

Miller Drive extension removed and connected to Crosstrail Blvd



AMENDED THROUGH
JUNE 11, 2014

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, CPAM 2013-0001,
and CPAM 2014-0001.

Loudoun County Countywide Transportation Plan Update

Figure 2-1c
Revised Countywide
Transportation Plan
Leesburg Area



NOTES

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. An alignment study will need to be performed to determine the ultimate alignment of Lockridge Road.
- J. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- K. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.

DRAFT



AMENDED THROUGH JUNE 11, 2014

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, and CPAM 2014-0001.

Loudoun County
Countywide Transportation
Plan Update

Figure 2-1g
Revised Countywide
Transportation Plan
Map 8
Notes

Appendix 1

Planning Guidelines for Major Roadways

Countywide

I. Introduction

The purpose of this appendix is to provide County staff, the development community and the general public with a guide for the planning, design, and coordination of improvements to the major roadways within Loudoun County. The County understands that in order for the actual roadway improvement or construction to be accepted into the state system, VDOT must approve the roadway design; therefore, VDOT standards must be utilized in conjunction with these guidelines. If any differences occur between this document and the adopted transportation maps, the maps govern.

For each roadway or roadway segment, there may be up to three phasing conditions: existing, interim, and ultimate. Roadway segments are listed in numerical order by VDOT route number. Where no VDOT route number has been assigned, roadway segments are listed alphabetically. The conditions are not linked to a specific implementation schedule or time horizon (i.e., 10, 20, or more years). The following components are outlined in each condition for each roadway segment:

1. The **SEGMENT** represents the location and end points for the route or portion of the route in question (i.e., for Route 7—Fairfax County Line west to the Algonkian Parkway/Atlantic Boulevard interchange). The segment remains the same for each condition, unless specified otherwise.
2. The **POLICY AREA** identifies the distinct geographic policy areas, as defined in the Revised General Plan, in which the segment of the route in question is located. In the Suburban Policy Area, the specific community or communities (i.e., Ashburn, Dulles, Potomac and Sterling) are also noted. A route may traverse more than one policy area. Incorporated towns through which a road segment passes are also noted. Each policy area has a preferred development pattern that is distinct and that will determine the location of public infrastructure and facilities. Chapter 2 of the CTP details the road policies that apply to each policy area.
3. The **FUNCTIONAL CLASSIFICATION** of each roadway segment ranges from local/secondary to principal arterial. The functional classification for the existing roadways is consistent with the current VDOT classification system. The classification for the planned roadways expands upon the VDOT classification system. The range and definitions of the functional classifications are provided in the Glossary within this document.
4. The total **NUMBER OF LANES** and **RIGHT-OF-WAY (ROW)** are identified for each roadway segment (e.g., four lanes/120 foot ROW). Additional ROW may be required for interchanges, turn lanes, and/or bicycle and pedestrian facilities.
5. A **DESCRIPTION** of the roadway segment includes the typical cross-section (undivided vs. divided and curb vs. shoulder and ditch), design speed, and for future conditions, other additional improvements (i.e., turn lanes and interchanges).
6. **BICYCLE/PEDESTRIAN FACILITIES** planning guidelines are provided in Appendix 6.

The ultimate condition for each roadway or roadway segment stated in this document is foreseen by the

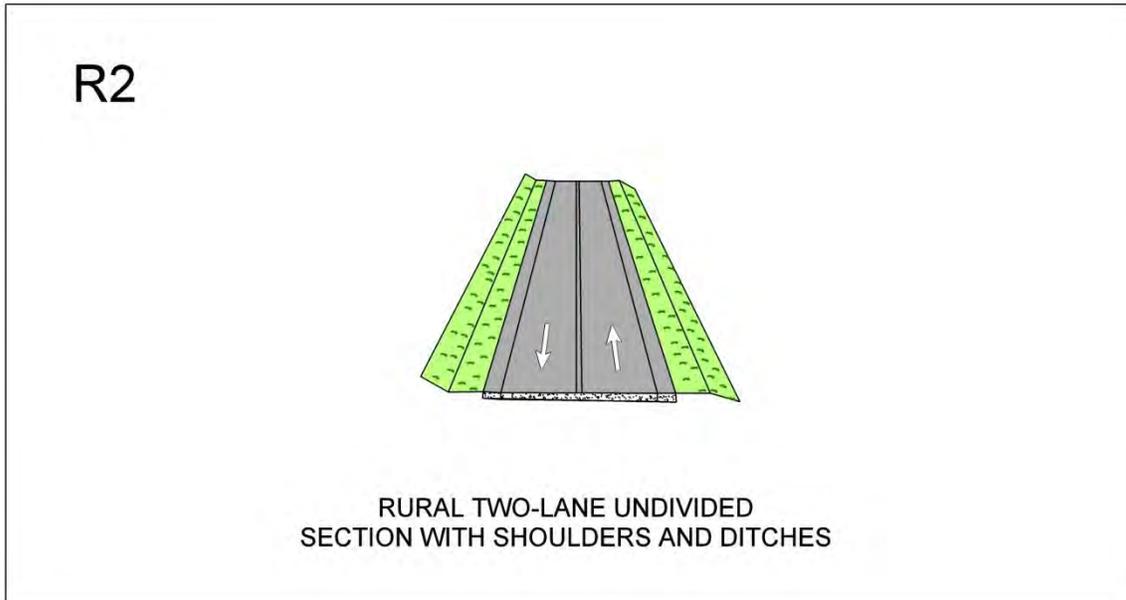
County as the final condition. Also, the ultimate condition may include roadway link improvements, such as increasing the number of lanes, and intersection improvements, such as turn lanes and/or interchanges. These improvements may or may not occur at the same time. For new road construction on new alignments, construction of the four outside lanes in the interim condition will be required in the design of ultimate U6M and U8M roads. The planning guidelines are not intended to propose roadway improvements within the incorporated towns beyond those identified in the town plans.

II. Road Type Descriptions, Typical Sections and Planning Guidelines

ROAD TYPE DESCRIPTIONS

R2	Rural two-lane undivided section with shoulder and ditch
U2	Urban two-lane undivided section with curb and gutter
U3	Urban three-lane undivided section with curb and gutter (limited use)
R4	Rural four-lane undivided section with shoulder and ditch
U4	Urban four-lane undivided section with curb and gutter
R4M	Rural four-lane median divided section with shoulder and ditch
U4M	Urban four-lane median divided section with curb and gutter
R6M	Rural six-lane median divided section with shoulder and ditch
U6M/F	Urban six-lane median divided section with curb and gutter/Urban six-lane freeway
U8M/F	Urban eight-lane median divided section with curb and gutter/Urban eight-lane freeway
U10M/F	Urban ten-lane median divided section with curb and gutter/Urban ten-lane freeway
ROW	Right-of-Way

TYPICAL CROSS-SECTIONS



Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

201. Maple Leaf Place / Jennings Farm Drive (VA Route 7 North Collector Road)

Segment VA Route 2700 (Augusta Drive) east to VA Route 821 (Lakeland Drive)

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Existing Segments Maple Leaf Place – VA Route 2700 (Augusta Drive) east to just beyond Tamarack Ridge Square; Jennings Farm Drive – VA Route 821 (Cedar Drive) east to VA Route 821 (Lakeland Drive)

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2. Local access undivided urban collector. ROW reservation in place for future connection of existing segments. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

202. Miller Drive

Segment Hope Parkway east and south to Sycolin Road

Policy Area Town of Leesburg

Existing/Ultimate Condition

Existing Segments Hope Parkway to Tolbert Lane; Blue Seal Drive to Sycolin Road

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

~~203. Miller Drive~~

~~Segment VA Route 625 (Sycolin Road) west to Kincaid Boulevard Extended~~

~~Policy Area Town of Leesburg, Leesburg JLMA~~

~~Ultimate Condition~~

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

204. Moorefield Boulevard

Segment	VA Route 772 Relocated (Mooreview Parkway) (opposite Dulles Greenway Eastbound Off-Ramp) southeast to VA Route 607 (Loudoun County Parkway) (opposite VA Route 645 Extended (Westwind Drive))
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	3-4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U3/U4. U3 section between Beth Street and Centergate Drive; U4 section between VA Route 772 Relocated (Mooreview Parkway) and Beth Street, and between Centergate Drive and VA Route 607 (Loudoun County Parkway). Left and right turn lanes required at major intersections. 20 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

205. Purcellville VA Route 7 North Collector Road

Segment	Eastern Purcellville JLMA Boundary (east of VA Route 287 (Berlin Turnpike)) west to VA Route 690 (Hillsboro Road)
Policy Area	Purcellville JLMA, Town of Purcellville

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Purcellville determined by Town.
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, Va. 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

July 28, 2016

Scott Parker
Town of Leesburg
Department of Planning and Zoning
25 West Market Street
Leesburg, Virginia 20176

Re: Removal of a section of Miller Drive from the Roadway Network Policy Map of the Town Plan.

Dear Mr. Parker:

We have reviewed the referenced comprehensive plan amendment submittal dated June 21, 2016, and we have no objection to approval of the amendment to remove the section of Miller Drive from Sycolin Road to the Town's corporate limits to the east.

If you have any questions, please contact me at (703) 259-2492.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Walker", written over a horizontal line.

Thomas B. Walker
Land Use Engineer



The Town of Leesburg
INTEROFFICE MEMORANDUM
DEPARTMENT OF PUBLIC WORKS AND CAPITAL PROJECTS
Transportation Division

TO: Scott E. Parker, Assistant Town Manager
FROM: Calvin K. Grow, Transportation Engineer *CA*
DATE: August 24, 2016
RE: Miller Drive (TLTA-2016-0002)

The Department of Public Works and Capital Projects Transportation Division has completed a review of the above referenced project. The following comments are offered by the Transportation Division.

A Traffic Impact Analysis dated January 20, 2014, included build-out scenarios with and without Miller Drive from Sycolin Road east to Kincaid Boulevard extended. The analysis provided in the traffic study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive east of Sycolin Road. Now that Loudoun County has removed Miller Drive in Loudoun County, the Department of Public Works and Capital Projects Transportation Division recommends that the Town portion be removed also (see attached).

C: Charles A. Mumaw, P.E., Public Works Manager



Date of Meeting: September 15, 2016

**TOWN OF LEESBURG
PLANNING COMMISSION PUBLIC HEARING**

Subject: TLTA-2016-0002, Removal of a Section of Miller Drive from the Town Plan Roadway Network Policy Map

Staff Contact: Scott E. Parker, AICP, Assistant Town Manager

Applicant: Town of Leesburg

Proposal: This application proposes to revise the *Town Plan* Roadway Network Policy Map to remove Miller Drive east from its intersection with Sycolin Road, through to the newly constructed Kincaid Boulevard within Loudoun County.

The first section of Miller Drive being proposed for removal lies within the Town and crosses an 11.43 acre parcel that is zoned I-1. This parcel, along with another six-acre parcel within the Town adjoining to the east, is referred to as the “Gudelsky” property, PIN numbers 191-35-9810 (11.43 acre parcel) and 191-25-9851 (six-acre parcel) (see Attachment 1). The balance of Miller Drive requested for removal is within Loudoun County, and runs from the Town boundary to its intersection with Kincaid Boulevard. This particular section of Miller Drive within Loudoun County was removed from the Countywide Transportation Plan by the Loudoun County Board of Supervisors on June 11, 2014, via CPAM-2014-0001 (Attachment3).

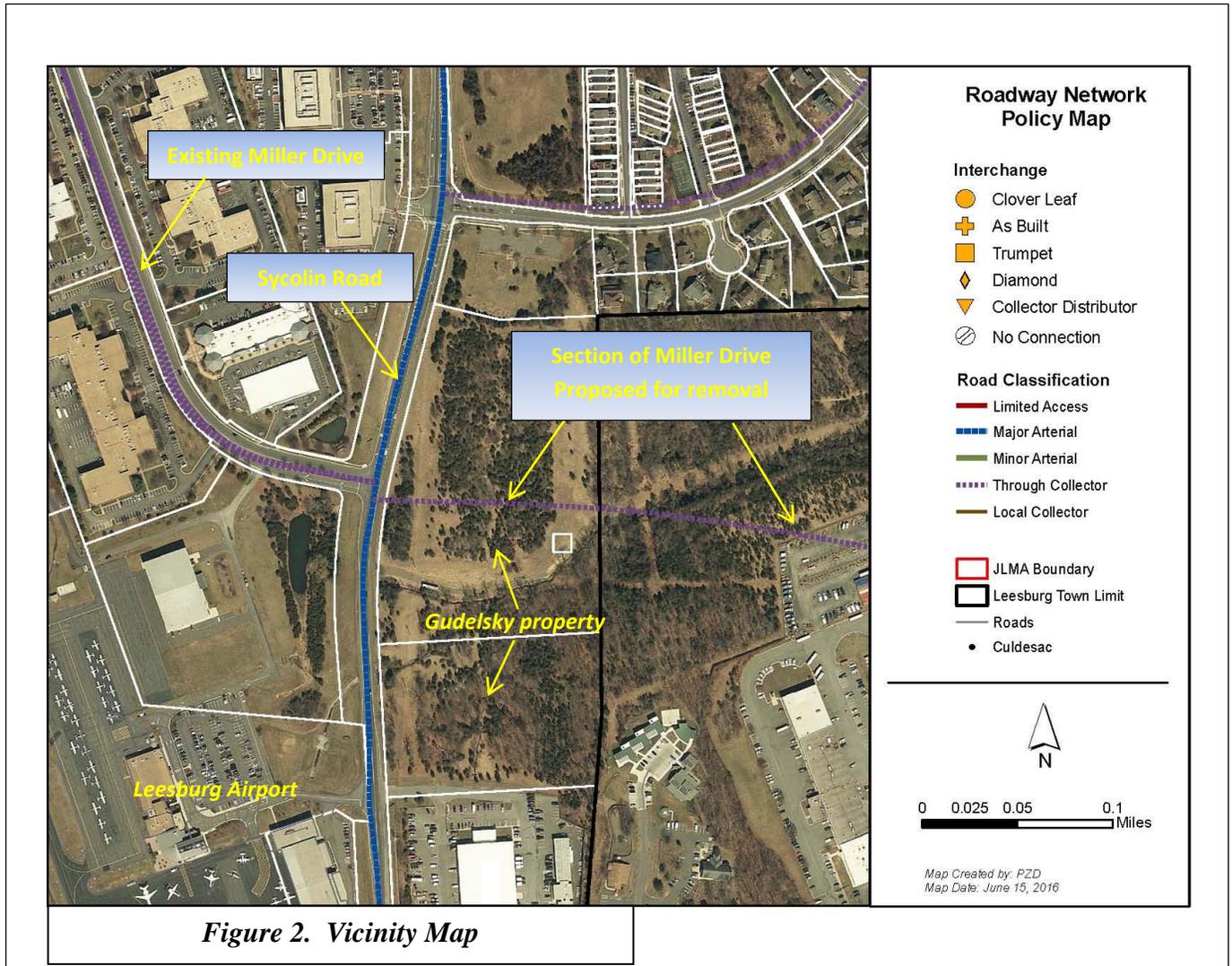
Planning Commission Critical Action Date: December 24, 2016

Recommendation: Staff recommends approval of TLTA-2016-0002 based on the findings contained in this report.

Acceptance Date: The Town Plan Amendment was initiated by the Town Council on June 14, 2016 via Resolution 2016-077 (Attachment 2).

Web Link: A comprehensive listing of all application documents is found on the Town website: <http://www.leesburgva.gov/government/departments/planning-zoning/liam-interactive-applications-map>.

Figure 1. Property Information (<i>for Town parcel that road crosses</i>)			
Address:	(none)	Zoning:	I-1
PIN #:	191-35-9810	Existing Planned Land Use:	Community Office
Size:	11.43 acres	Proposed Planned Land Use:	Community Office



Suggested Motions:

Approval

I move that *Town Plan* Amendment TLTA-2016-0002 to revise the *Town Plan* Roadway Network Policy Map to remove Miller Drive east from its intersection with Sycolin Road, through to the newly constructed Kincaid Boulevard within Loudoun County, be forwarded to the Town Council with a recommendation of approval on the basis that the amendment meets the Approval Criteria of TLZO Section 3.16 and will serve the public necessity, convenience, general welfare and good planning practice based on the findings as provided in the September 15, 2016 Planning Commission Staff Report.

- Or -

Denial

I move that *Town Plan* Amendment TLTA-2016-0002 to revise the *Town Plan* Roadway Network Policy Map to remove Miller Drive east from its intersection with Sycolin Road, through to the newly constructed Kincaid Boulevard within Loudoun County, be forwarded to the Town Council with a recommendation of denial on the basis that the amendment does not meet the Approval Criteria of TLZO Section 3.16 and will not serve the public necessity, convenience, general welfare and good planning practice based on the following findings:

_____.

- Or -

Alternate Motion

I move that _____.

- I. PROPOSAL:** This application proposes to revise the *Town Plan* Roadway Network Policy Map to remove Miller Drive east from its intersection with Sycolin Road, through to the newly constructed Kincaid Boulevard within Loudoun County. Existing Miller Drive as constructed west from its intersection through Oaklawn is not affected by this amendment.

The first section of Miller Drive being proposed for removal from the *Town Plan* lies within the Town and crosses an 11.43 acre parcel that is zoned I-1. This parcel, along with another six-acre parcel within the Town adjoining to the east, is referred to as the “Gudelsky” property, PIN numbers 191-35-9810 (11.43 acre parcel) and 191-25-9851 (six-acre parcel) (see Attachment 1). The balance of Miller Drive requested for removal is within Loudoun County, and runs from the Town boundary to its intersection with Kincaid Boulevard. This particular section of Miller Drive within Loudoun County was removed from the Countywide Transportation Plan (CTP) by the Loudoun County Board of Supervisors on June 11, 2014, via CPAM-2014-0001.

The approval of CPAM-2014-0001 followed a recommendation to remove Miller Drive from the Town boundary to Kincaid Boulevard from the County’s CTP by a steering committee established to analyze transportation and land use issues surrounding the Government Support Center. A revised traffic impact analysis dated January 20, 2014, submitted as part of the Loudoun County Support Center Special Exception, included build-out scenarios with and without this segment of Miller Drive. The analysis provided in the study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive. The area that was previously proposed for Miller Drive within the County is now being utilized for a portion of the Loudoun County Government Services Support Center. A link to the County’s TIA can be found here:

<https://www.lesburgva.gov/Home/Components/FacilityDirectory/FacilityDirectory/122/2362?backlist=%2fgovernment%2fdepartments%2fplanning-zoning%2fliam-interactive-applications-map>

As a result of this section of roadway being removed from the County's plan, the owners of the Gudelsky property approached the Town about removal of this road from their property as it still appears in the *Town Plan*. It is their contention that this classification of roadway on their property, in light of the County's action, is now unneeded and unwarranted, and will affect their ability to efficiently plan the property for commercial uses. As such, a Town Plan Amendment was initiated by the Town Council on June 14, 2016 via Resolution 2016-077 (Attachment 2).

It should be noted that the Virginia Department of Transportation (VDOT) supports the removal of Miller Drive east of Sycolin as indicated in the attached letter of July 28, 2016 (Attachment 4). Although this letter only states support for the removal of Miller Drive east of Sycolin to the corporate boundary, VDOT previously supported the County's effort to remove the section of Miller Drive referenced above with CPAM-2014-0001. In addition, the Town's Traffic Engineer concurs with VDOT's recommendation for removal of the road from the plan (Attachment 5).

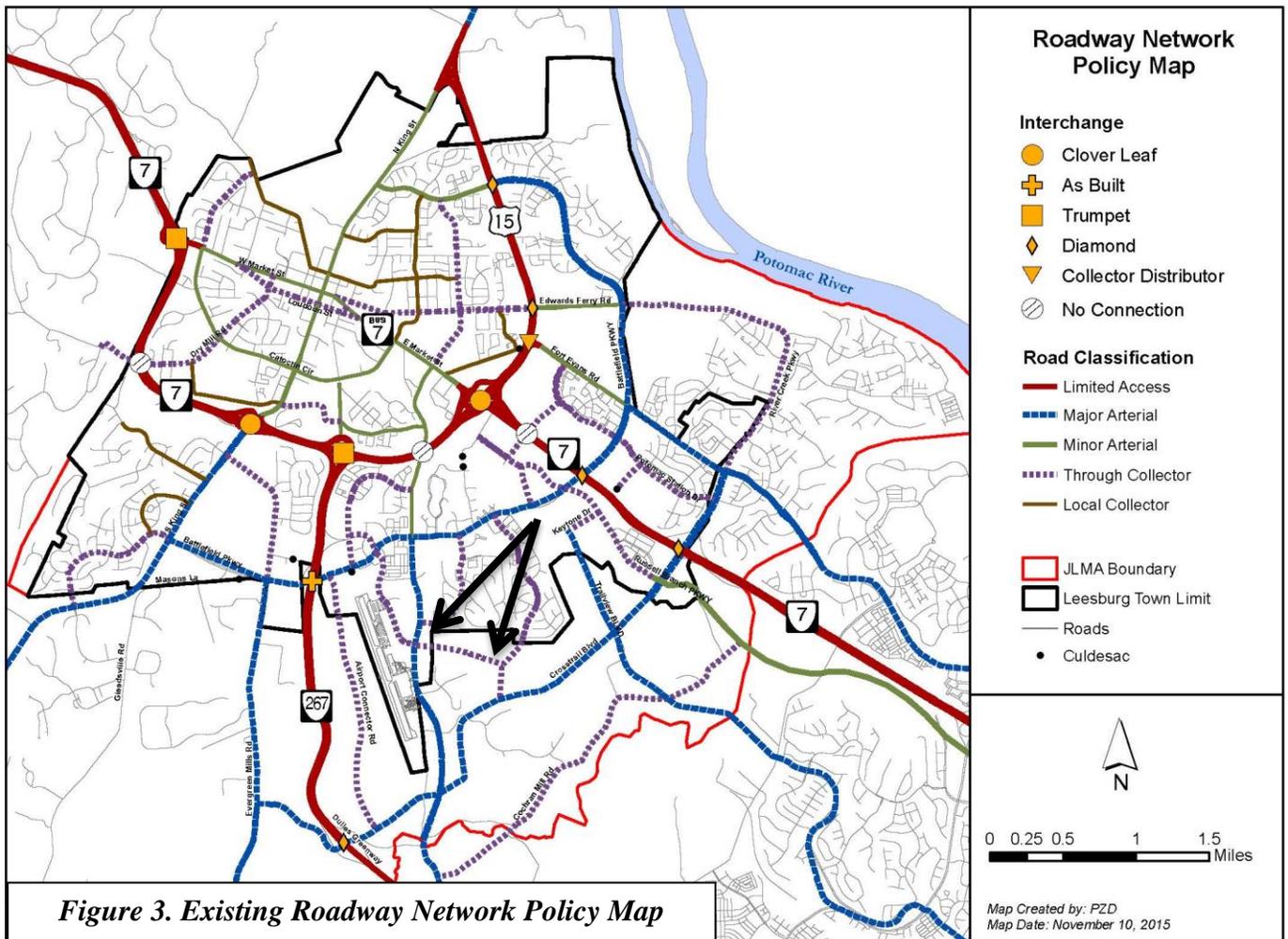


Figure 3. Existing Roadway Network Policy Map

II. APPROVAL CRITERIA: A *Town Plan* amendment is a request to establish new policy guidance different from the existing policies of the *Town Plan*. Staff has evaluated the proposed amendment in light of the requirements stipulated by the Town of Leesburg *Zoning Ordinance* (TLZO) and current *Town Plan* policies to assess whether the requested amendment is supported by those criteria. The proposed amendment is subject to the approval criteria specified in TLZO Sec. 3.16.12. Detailed criteria are specified in TLZO Sec. 3.16.5.D. Each of these criteria is addressed below.

III. STAFF ANALYSIS:

This amendment proposes to amend the Roadway Network Policy Map of the *Town Plan* to eliminate a section of Miller Drive east from Sycolin Road to its proposed terminus at the newly constructed Kincaid Boulevard within Loudoun County (see Figure 4 below).

The *Town Plan* Roadway Network Policy Map indicates Miller Drive as a “through collector” road from Kincaid Boulevard west, across Sycolin Road, continuing parallel to the Leesburg Executive Airport and into the Oaklawn development, through to its terminus at the Dulles Greenway (see Figure 3 above). A through collector road is characterized as a four lane undivided road with a 90-foot right-of-way.

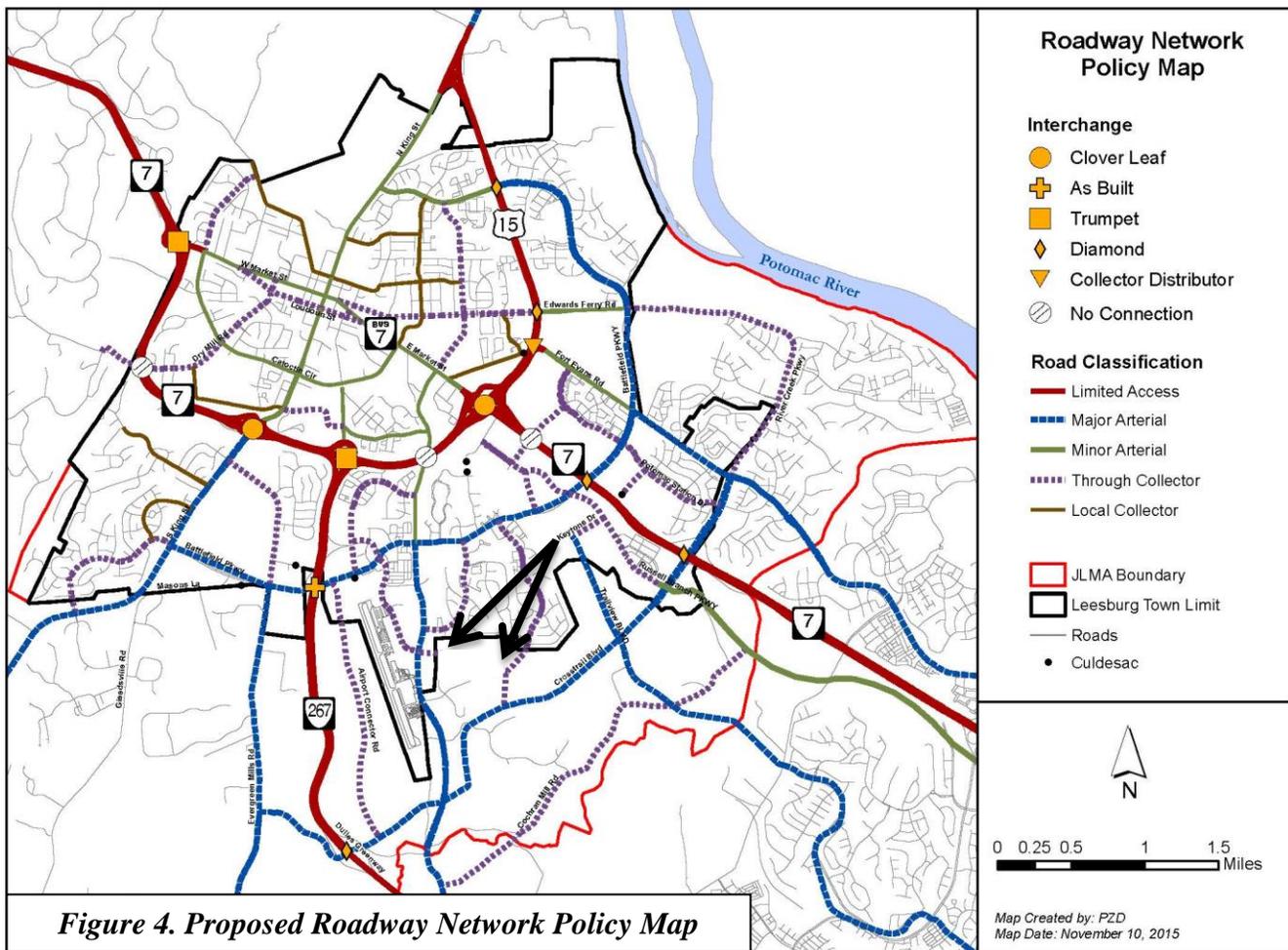


Figure 4. Proposed Roadway Network Policy Map

Miller Drive is constructed from Sycolin Road to the terminus at the Dulles Greenway. Miller Drive east across the Gudelsky property within the Town and into Loudoun County to Kincaid Boulevard is not constructed. This segment of Miller Drive within Loudoun County was removed from the CTP as described in Section I above, and is not planned for construction.

1. TLZO SECTION 3.16.5.D.2. CRITERIA

a. How the amendment better realizes a Town Plan goal or objective (e.g., to provide a more compatible land use pattern; better transitions between land uses).

Analysis: The amendment affects the realization of *Plan* goals or objectives in that the subject Miller Drive segment is no longer important to the overall planned road network. A Traffic Impact Analysis (TIA) entitled “Traffic Impact Analysis for the Loudoun County Government Support Center” dated January 20, 2014 was prepared by MCV Associates to analyze the impact of the removal of the segment of Miller Drive east of the Gudelsky property from the corporate boundary to Kincaid Boulevard using a comparison “before” and “after” approach, as well as including build-out scenarios with and without this segment of Miller Drive. The analysis provided in the study confirmed there would be *no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive*, leading to a recommendation for removal by a steering committee established by the Board of Supervisors to analyze transportation and land use issues surrounding the Government Support Center.

With the County’s removal of this planned roadway from their Countywide Transportation Plan, the only segment of Miller Drive remaining to be built east of Sycolin Road is a small piece within the Town across the above mentioned Gudelsky property. Retention of this small section of a through collector on this property will hinder the development of this property to its efficient potential.

b. How the amendment may rectify conflicting Plan goals or objectives.

Analysis: A goal of the *Town Plan* is to provide adequate roads to move people safely and efficiently. However, since the County has removed the section of Miller Drive between Sycolin Road and Kincaid Boulevard from their CTP, and is now utilizing this area for the Support Center, there is now a conflict in that the *Town Plan* Roadway Policy Network Map still shows this connection. This also renders the need for a through collector segment on the Gudelsky property within the Town unnecessary. The natural point of terminus for Miller Drive is now its intersection of Sycolin road.

c. How the amendment may clarify the intent of a Plan goal or objective.

Analysis: The amendment does not clarify any goals or objectives, although the amendment will create a policy map that is in line with actions taken by the County to remove Miller Drive from the CTP.

d. How the amendment may provide more specific Plan guidance.

Analysis: The amendment affects the specificity of *Plan* guidance in that the proposed change would eliminate a road from the Road Network Policy Map, thereby indicating that it is not required as part of the road network, as indicated by the County's TIA and subsequent action to remove it from the CTP.

e. How the amendment might adjust the Plan as a necessary result of a significant change in circumstance unforeseen by the Plan at the time of adoption.

Analysis: Removal of this segment of Miller Drive adjusts the Plan to reflect the County's actions to remove Miller Drive from the CTP. This County action makes the removal of the section of Miller Drive within the Town acceptable as well, in that the Town I-1 zoned property upon which it crosses will have the ability to be planned efficiently and provide for its full economic potential without the encumbrance of a 90-foot wide road that is unwarranted and unnecessary.

2. TLZO SECTION 3.16.5.D.3. COMPLIANCE WITH OTHER ELEMENTS OF THE TOWN PLAN: The Zoning Ordinance requires an analysis of how the proposed amendment and subsequent development comply with the goals and objectives of the *Town Plan*.

Analysis: The proposed amendment helps further the goals of the Economic Development elements of the *Town Plan*. Since the County has removed Miller Drive from the CTP, adherence to the provision of a through collector road across the Gudelsky property that stops at the Town boundary could potentially hinder the efficient development of this property. Without the encumbrance of this section of roadway, a key I-1 zoned property will have the flexibility to develop to its full potential. Efficient access to Sycolin Drive will still be provided, but the design of the entire site can be better realized through the removal of this section of Miller Drive from the *Town Plan*.

3. TLZO SECTION 3.16.5.D.4. FISCAL ANALYSIS: The Zoning Ordinance requires a fiscal analysis that compares general fund revenues, costs of services and capital facilities improvements generated by development associated with the requested amendment.

Analysis: This was a Town initiated amendment for a road removal, so there is no associated development. Since Loudoun County removed Miller Drive from their CTP and has indicated that this segment will not be built through the Government Support Center, staff has determined that a Fiscal Analysis is unnecessary for this amendment.

Staff does believe, however, that removal of the section of Miller Drive across the Gudelsky property will allow more flexibility in planning the site, potentially leading to a more efficient design, thus enhancing the development potential of the site.

In addition, it is anticipated that construction of this roadway would have to be accommodated with public funds in that there is no proffer money available for its construction and utilization of other funding sources is unlikely. It should be noted that any

construction of roads for the benefit and use by a development application would be borne by the developer of the property. Because of the action taken by the County, development of the property most likely would not require a four lane collector road as referenced within the current *Town Plan* Roadway Network Policy Map.

4. **TLZO SECTION 3.16.5.D.5. TRANSPORTATION ANALYSIS:** The Zoning Ordinance requires a transportation analysis that shows how the amendment will address the objectives of the *Town Plan*'s Transportation element.

Analysis: A traffic impact analysis (TIA) entitled "Traffic Impact Analysis for the Loudoun County Government Support Center" dated January 20, 2014 was prepared by MCV Associates to analyze the impact of the removal of the segment of Miller Drive east of the Gudelsky property from the corporate boundary to Kincaid Boulevard using a comparison "before" and "after" approach, as well as including build-out scenarios with and without this segment of Miller Drive. The analysis provided in the study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive, leading to a recommendation for removal by a steering committee established by the Board of Supervisors to analyze transportation and land use issues surrounding the Government Support Center.

Based on this information, the Board of Supervisors approved CPAM-2014-0001, removing Miller Drive from the CTP from the Town boundary to Kincaid Boulevard.

A referral with this information was sent to VDOT as part of this application, and they indicated that they have no objection to the removal of the requested section of Miller Drive from the *Town Plan* Roadway network Policy Map (Attachment 4). The Town Traffic Engineer also agrees with this assessment and has no objection to the removal of these sections of Miller Drive from the *Town Plan*.

5. **SUMMARY:** It is the opinion of staff that the proposal adequately addresses the justification as required in TLZO Sec 3.16.5.D for the removal of the subject segment of Miller Drive from the *Town Plan* Roadway Network Policy Map.

The actions of Loudoun County to remove Miller Drive from their CTP from the corporate boundaries to Kincaid Boulevard based on their TIA demonstrates that the link that remains in the corporate boundaries across the Gudelsky property would not be warranted or necessary, and would not affect the overall road network.

Both VDOT and the Town Transportation Engineer agree with this conclusion. In addition, the retention of this road across an I-1 zoned property within the Town is not a necessary transportation improvement, and its removal potentially enhances the economic viability of this property by providing the opportunity for flexible design options.

6. **STAFF FINDINGS:** Based on the discussion above, Staff is of the opinion that the interests of the Town and its citizens are best served by approval of the proposed *Town Plan* Amendment based on the following findings:

- A. The provided materials adequately address the Zoning Ordinance criteria to justify the *Town Plan* Amendment as proposed.
- B. The proposal furthers *Town Plan* Economic Development policies by providing for greater design opportunities on an I-1 zoned property.
- C. The proposal furthers Transportation Element policies that seek to provide an efficient transportation system that provides necessary road infrastructure and which avoids unnecessary improvements. Particularly in light of Loudoun County's removal of Miller Drive from their CTP, the retention of a stub of Miller Drive on the Roadway Network Policy Map serves no public purpose.

Attachments

- 1. Vicinity Map
- 2. Resolution 2016-077
- 3. Loudoun County Board of Supervisors Public Hearing item number 14, June 11, 2014.
- 4. Letter from VDOT
- 5. Letter from Town Traffic Engineer



Sycolin Rd

Kincaid Blvd

Miller Dr. removed

Airport Connector Rd

Crosstrail Blvd

The Town of
**Leesburg,
Virginia**

PRESENTED June 14, 2016

RESOLUTION NO.: 2016-077

ADOPTED June 14, 2016

A RESOLUTION: INITIATING AMENDMENTS TO THE LEESBURG ROADWAY NETWORK POLICY MAP IN THE TOWN PLAN TO DELETE MILLER DRIVE EAST OF SYCOLIN ROAD.

WHEREAS, the Town Plan provides policy guidance for land use and transportation network planning including guidance for the location of planned roads; and

WHEREAS, the Town Plan presently shows a planned segment of Miller Drive east of Sycolin Road as a Through Collector; and

WHEREAS, Loudoun County has deleted the connecting planned segment of Miller Drive that extended from the Town corporate limits to Kincaid Boulevard; and

WHEREAS, an assessment of the need for this segment of Miller Drive should be conducted through a Town Plan amendment; and

WHEREAS, if such assessment finds that this road segment is not necessary to complete or enhance the connectivity or functionality of the local road network, it may be considered for deletion from the Roadway Network Policy Map in the Town Plan; and

WHEREAS, the public necessity, convenience, general welfare and good planning practice require the proposed amendments.

THEREFORE, RESOLVED by the Council of the Town of Leesburg in Virginia as follows:

SECTION I. Amendments to Town Plan Roadway Network Policy Map are hereby initiated and referred to the Planning Commission to delete the segment of Miller Drive that is shown east of Sycolin Road.

A RESOLUTION: INITIATING AMENDMENTS TO THE ROADWAY NETWORK
POLICY MAP IN THE TOWN PLAN TO DELETE MILLER DRIVE EAST
OF SYCOLIN ROAD.

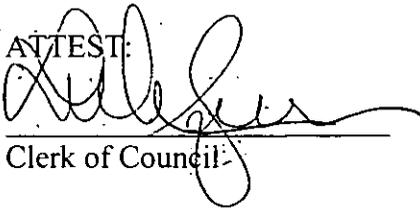
SECTION II. The Planning Commission shall hold a public hearing to consider these amendments to the Town Plan and report its recommendation to the Town Council pursuant the Chapter 22, Title 15.2-2204 of the 1950 Code of Virginia, as amended

PASSED this 14th day of June, 2016.



David S. Butler, Mayor
Town of Leesburg

ATTEST:

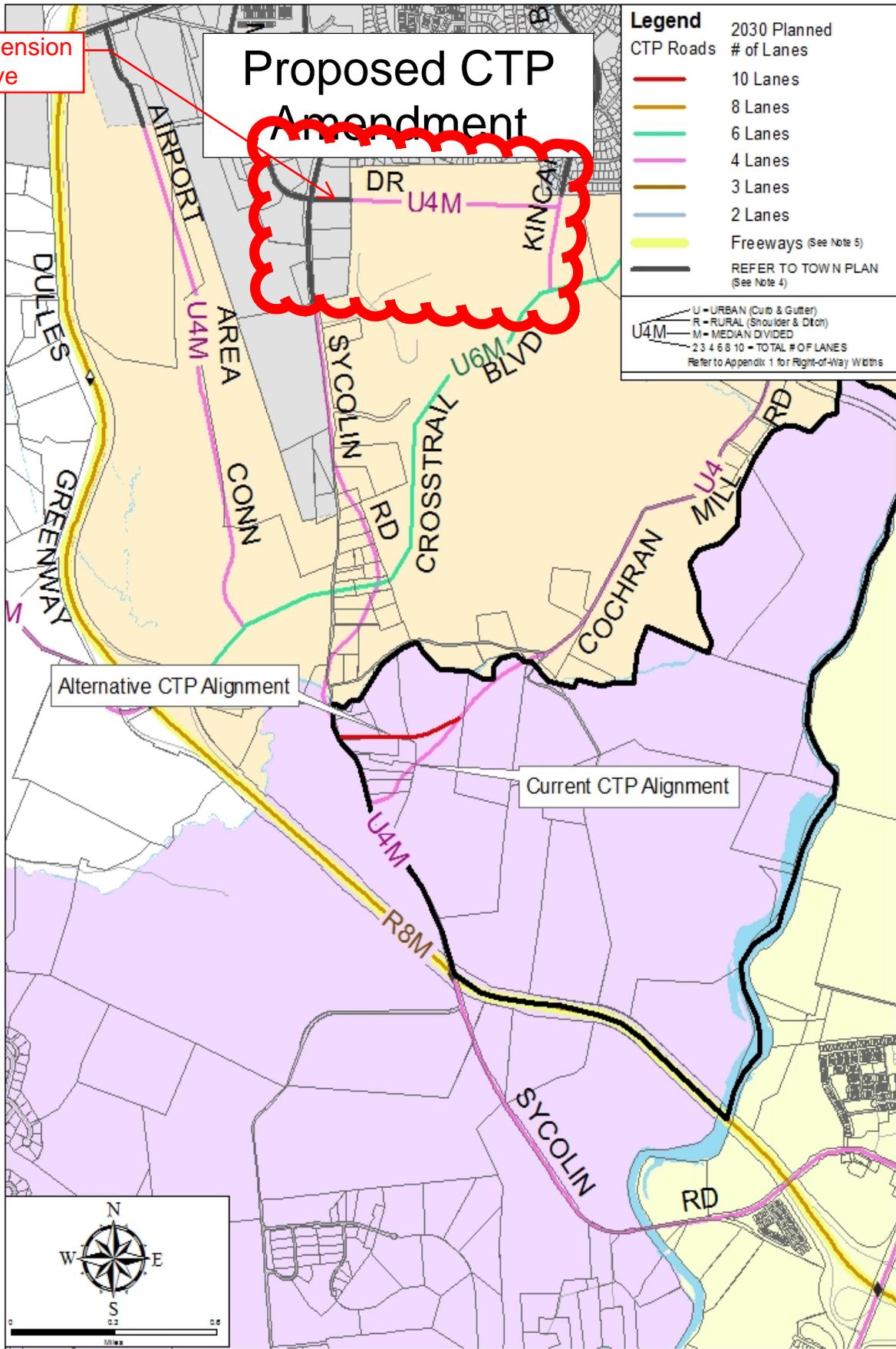

Clerk of Council

Loudoun County 2010 Countywide Transportation Plan Amendments			
Case #	Name	Adoption Date	Chapters Affected
CPAM 2010-0001	Belmont Ridge Road	January 19, 2011	Chapter 2 Figure 2-1A Figure 2-1B Figure 2-1C Appendix 1 Appendix 2 Appendix 3 Figure A2-4A Figure A2-4C CTP Roads Map
CPAM 2012-0001	Northstar Boulevard / Belmont Ridge Road	May 2, 2012	Chapter 2 Figure 2-1A Appendix 1 Figure A2-4A Figure A2-4B CTP Roads Map
CPAM 2013-0001	North Lower Sycolin	December 11, 2013	Figure 2-1C CTP Roads Map
CPAM 2014-0001	Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway and Shaw Road	June 11, 2014	Chapter 2 Appendix 1 Appendix 2 CTP Roads Map
CPAM 2014-0003	George Washington Boulevard/ Route 7 Overpass	June 10, 2015	Chapter 2 Figure 2-1B Appendix 1 CTP Roads Map
CPAM-2014-0002	Prentice Drive	July 1, 2015	Chapter 2 Figures 2-1A thru G Appendix 1 CTP Roads Map
CPAM-2015-0001	Evergreen Mills Road	November 12, 2015	Chapter 2 Figures 2-1A, 2-1B Appendix 1 CTP Roads Map

NOTE:

The 2010 Countywide Transportation Plan has been amended and updated through November 12, 2015.

previous extension of Miller Drive



Prepared by the Loudoun County Department of Planning, September 2013



DEPARTMENT OF PLANNING
STAFF REPORT

Date of Hearing: June 11, 2014

14

BOARD OF SUPERVISORS PUBLIC HEARING

SUBJECT: **CPAM 2014-0001, CTP Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road**

ELECTION DISTRICT: Algonkian, Broad Run, Catoclin, Leesburg, Sterling

CRITICAL ACTION DATE: July 14, 2014

STAFF CONTACTS: Marie Genovese, AICP, Planner III, Department of Planning
Julie Pastor, FAICP, Director, Department of Planning

PURPOSE: On July 6, 2011, the Board of Supervisors voted to initiate a Comprehensive Plan Amendment (CPAM) to remove a portion of Miller Drive from the 2010 Countywide Transportation Plan based on the Government Support Center Steering Committee recommendations. The CPAM was placed on the Board's Strategic Plan and was given an application number, CPAM 2011-0001. Since the initiation of CPAM 2011-0001, several other technical amendments have occurred as a result of Board actions. As such, the Miller Drive CPAM has been incorporated with these additional amendments and given a new name and number. CPAM 2014-0001 proposes to amend the 2010 Countywide Transportation Plan (CTP) to reflect a new alignment for the Greenway Transit Connector from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643), including the Transit Connector Bridge over the Dulles Greenway (Route 267); extend Riverside Parkway (Route 7 North Collector Road) from Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended); and remove Lexington Drive, a portion of Miller Drive, and segments of Shaw Road as planned CTP roadways. The *Revised 2030 Countywide Transportation Plan Map* as well as text and figures related to the changes in Chapter 2, Appendix 1, and Appendix 2 of the CTP would be amended.

PROPOSED AMENDMENTS:

Greenway Transit Connector

- A new alignment for the Greenway Transit Connector is proposed south of its current alignment based on the Route 772 Metro Station design changes. The new alignment will extend from Moorefield Boulevard in Moorefield Station to Shellhorn Road in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway (Route 267).
- The relocation of the Greenway Transit Connector necessitates a new road segment for Croson Lane (Route 645) from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station.

Lexington Drive/Riverside Parkway

- The CTP calls for an alignment study to determine the ultimate alignment of Riverside Parkway and Lexington Drive. Based on Board action/direction, this study is currently underway. The proposed new road segment for Riverside Parkway (Route 7 North Collector Road) extends from Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended).
- With this new road segment connecting Riverside Parkway across Potomac Farms; Lexington Drive is no longer needed as a CTP roadway.

Miller Drive

- Removal of Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended.

Shaw Road

- Due to the implementation of the Belfort Area Road Improvement Project (construction of Belfort Park Drive and Glenn Drive extension) through the Capital Improvement Plan, the east/west segment of Shaw Road from Davis Drive (Route 868) west is no longer needed.
- With the removal of the segment of Shaw Road west of Davis Drive from the CTP road network, the portion of Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) no longer needs to be categorized as a CTP roadway.

RECOMMENDATIONS: At the April 15, 2014 Public Hearing, the **Planning Commission** voted 8-0-1 (Ryan – absent) to forward CPAM 2014-0001 to the Board of Supervisors with a recommendation to amend the 2010 Countywide Transportation Plan to reflect new CTP road segments for the Greenway Transit Connector, including the Transit Connector Bridge from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643); Croson Lane from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station; and Riverside Parkway (Route 7 North Collector Road) between Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended) and to eliminate Lexington Drive; Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended; and Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) and west of Davis Drive (Route 868). **Staff** concurs with the Planning Commission's recommendation.

SUGGESTED MOTIONS:

1. I move that the Board of Supervisors forward *CPAM 2014-0001, Countywide Transportation Plan Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road* to the July 2, 2014 Board of Supervisors **Business Meeting** for action.

OR

- 2a. I move that the Board of Supervisors **suspend the rules**.

AND,

- 2b. I move that the Board of Supervisors **approve** *CPAM 2014-0001, Countywide Transportation Plan Technical Amendments: Greenway Transit Connector, Lexington Drive, Miller Drive, Riverside Parkway, and Shaw Road* amending the 2010 Countywide Transportation Plan as recommended by the Planning Commission on April 15, 2014 as set forth in **Attachment 1** of the June 11, 2014 Public Hearing Staff Report.

OR

3. I move an alternate motion

I. BACKGROUND

Greenway Transit Connector

In preparation for the extension of Metrorail into Loudoun County, the Department of Transportation and Capital Infrastructure (DTCI) contracted with the consulting firm Kimley-Horn Associates, Inc. (KHA) to assist the County in determining system needs and changes necessary to position the County for the opening of Metrorail in January 2019. The KHA Study, *Loudoun County Transportation Prioritization Study for the Area Surrounding the New Metrorail Stations* dated July 2013 recommended completion or implementation of several transportation system improvements prior to the opening of Metrorail in January 2019. One transportation system improvement identified is the Greenway Transit Connector, including the Transit Connector Bridge over the Dulles Greenway linking the rail station with both sides of the Greenway.

The CTP already planned for a number of Metrorail-related road improvements in the Dulles Greenway Corridor between and proximate to the two planned Metrorail stations along the Dulles Greenway at Route 606 and Route 772. As the design of the Metro Station has progressed, the exact station features have been defined. Due to security concerns, it became necessary to relocate the Transit Connector Bridge over the Dulles Greenway from the west side of the station to the east side. The proposed alignment would extend from Moorefield Boulevard in Moorefield Station to Shellhorn Road in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway. Two new CTP road segments would be established; one between Moorefield Boulevard in Moorefield Station extending to Devin Sharon Drive in Loudoun Station, including the Transit Connector Bridge over the Dulles Greenway, with a planned ultimate condition of two lanes (local access undivided urban collector) within a 60-foot right-of-way with a 25 mph design speed and a maximum width of 46 feet for the Transit Connector Bridge. The other CTP road segment would extend from Devin Shafron Drive to Shellhorn Road, with a planned ultimate condition of four lanes (local access undivided urban collector) within a 60-foot right-of-way with a 30 mph design speed. With the relocation of the Greenway Transit Connector, a new CTP road segment for Croson Lane is also proposed, extending from Old Ryan Road to Moorefield Boulevard in Moorefield Station, with a planned ultimate condition of three lanes (local access undivided urban collector) within a 70-foot right-of-way with a 30 mph design speed. A Board-initiated Zoning Concept Plan Amendment (ZCPA) for the Moorefield Station development (ZCPA 2014-0002), approved at the May 20, 2014 Planning Commission Public Hearing reflects these changes. The item is scheduled for the June 11, 2015 Board of Supervisors Public Hearing.

Miller Drive:

On January 19, 2011, the Transportation and Land Use Committee (TLUC) deferred review and action on the proposed Government Support Center Master Plan pending public input sessions on the Plan. At the Board's February 28, 2011 Business Meeting, the Board established a Steering Committee to look at transportation and land use issues surrounding the Government Support Center and for the Steering Committee to report

back to the Board with recommendations that minimize adverse impacts to the nearby community. The Steering Committee recommended three transportation-related items, including the elimination of Miller Drive from the 2010 Countywide Transportation Plan (CTP). On May 3, 2011, the Board forwarded the Steering Committee's road plan to the TLUC for further review and final recommendation. At its June 15, 2011 meeting, the TLUC voted to recommend that the Board, among other things, authorize Staff to initiate a comprehensive plan amendment to remove Miller Drive from the CTP. On July 6, 2011, the Board approved the TLUC recommendation. A revised traffic impact analysis dated January 20, 2014, submitted as part of the Loudoun County Government Support Center (SPEX 2013-0005 & CMPT 2013-0007) application, included build-out scenarios with and without Miller Drive from Sycolin Road east to Kincaid Boulevard Extended. The analysis provided in the traffic study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive east of Sycolin Road.

Lexington Drive/Riverside Parkway:

With the adoption of the CTP in 2010, Note J was added to the *Revised 2030 Countywide Transportation Plan Map* calling for an alignment study to determine the ultimate alignment of Riverside Parkway and Lexington Drive in the Potomac Farms/University Center vicinity. The alignment study process began on March 6, 2013, when the Board directed Staff to review funding options to design and construct the missing link of Riverside Parkway between Loudoun County Parkway and Lexington Drive. Staff recommended using proffers collected from University Center (ZCPA 2006-0005) to fund the design and construction of Riverside Parkway between Loudoun County Parkway and Lexington Drive. At the Board's July 10, 2013 Public Hearing, the Board amended the FY 2014 Capital Improvements Program (CIP) and approved the use of proffer funds from University Center (ZCPA 2006-0005) for the design and construction of Riverside Parkway between Loudoun County Parkway and Lexington Drive. Staff used the engineering firm, Rinker Design Associates (RDA) to prepare conceptual alignment alternatives. On March 12, 2014, County staff and RDA met with the Virginia Department of Transportation (VDOT) to discuss the pros and cons of the multiple alternatives. As a result of the meeting, three alignment alternatives were developed for public consideration and further analysis. The three alignment alternatives were presented to the Board at their April 16, 2014 Business Meeting. Following the Board Business Meeting, a community information meeting was held on April 28, 2014 at George Washington University. The deadline for public comment on the three alignment alternatives is May 28, 2014. While the preferred alignment has not been selected, it is important to note the proposed CTP alignment along with all other planned roadways within the CTP do not reflect engineered alignments. The new CTP road segment is planned to have an ultimate condition of six lanes (controlled access median divided urban collector), within a 120-foot right-of-way with a 40 mph design speed. With the extension of Riverside Parkway through Potomac Farms and University Center, Lexington Drive no longer needs to be categorized as a CTP roadway. The elimination of Lexington Drive from the CTP is consistent with Board direction on June 19, 2013, for the VDOT to suspend design work on the Lexington Drive overpass project

and redirect funds toward another planned overpass of Route 7 further to the east within University Center.

Shaw Road

In 2008, the Board created the Belfort Area Task Force to analyze and provide recommendations on transportation and land uses in the area between Route 28 and the W&OD Trail from Sterling Boulevard to Church Road, known as Belfort Park. The transportation recommendations involved changes to the CTP, which were incorporated into the current CTP (adopted June 15, 2010; amended through December 11, 2013). During the FY 2012 budget considerations, the Board approved a Capital Improvement Project – Belfort Area Road Improvements allocating \$9 million to fund the project (i.e., construction of Belfort Park Drive and Glenn Drive extension). Concerns were raised by area residents at the September 12, 2012 VDOT public hearing on the proposed design plans. Board members as well as a representative from the Route 28 Public Private Partnership Act (PPTA) met with residents on November 7, 2012 to discuss issues raised at the VDOT public hearing. On December 5, 2012, the Board directed Staff to initiate an amendment to the CTP to remove the two-lane connector road between Shaw Road and Davis Drive. With the elimination of the segment of Shaw Road west of Davis Drive from the CTP road network, the portion of Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) will serve as a local road and as such no longer needs to be included as a CTP roadway.

II. PLANNING COMMISSION REVIEW AND RECOMMENDATION:

The Planning Commission held a public hearing on CPAM 2014-0001 on April 15, 2014; there were no public speakers.

The Planning Commission voted 8-0-1 (Ryan – absent) to forward CPAM 2014-0001 to the Board with the recommendation of adding new CTP road segments for the Greenway Transit Connector, including the Transit Connector Bridge from Moorefield Boulevard in Moorefield Station to Shellhorn Road (Route 643); Croson Lane from Old Ryan Road (Route 772) to Moorefield Boulevard in Moorefield Station; and Riverside Parkway (Route 7 North Collector Road) between Loudoun County Parkway (Route 607) west to Ashburn Village Boulevard (Route 2020 Extended) and to eliminate Lexington Drive; Miller Drive from Sycolin Road (Route 625) east to Kincaid Boulevard Extended; and Shaw Road north of Moran Road/Belfort Park Drive (Route 634 Extended) and west of Davis Drive (Route 868).

Because of the statutory provision (*“In acting on any amendments to the Plan, the governing body shall act within 90 days of the local Planning Commission’s recommending resolution”*), Staff recommends that any action by the Board on CPAM 2014-0001 occur no later than July 14, 2014.

ATTACHMENT

1. 2010 Countywide Transportation Plan Proposed Changes



Chapter 2

County Road Network

Loudoun County’s roads form the backbone of its transportation network. This chapter outlines the vision and associated policies that govern the planning, design and operation of Loudoun County’s road system. It features a revised road network that attempts to address future congestion concerns, reflecting vehicular travel needs through the year 2030.

I. Development of the Road Network

In order to develop the revised road network, the County employed the industry-accepted technique of computer modeling to forecast future travel demand on its roads and along key corridors. These forecasts are based on observed travel patterns and behaviors, anticipated growth in population, households and employment, and the characteristics of the existing and planned roadway network. The forecasts draw from data from within the County as well as data from surrounding jurisdictions.

The extent of improvements needed within the network and along particular corridors was guided in large part by the adequacy of a given road facility’s projected Level of Service (LOS), obtained from the computer model output. Level of Service is defined in the *Highway Capacity Manual* as “a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.” In essence, it is a calculation that describes how well a road segment is able to support travel demand as measured by the volume of vehicles on that road over a certain period of time (note: LOS can also be measured for intersections, however, the computer modeling exercise for the CTP only considers road segments). Level of Service is measured on a scale of A through F, with A being the best, and F being the worst. In this plan, adequate LOS is defined as LOS D or better. Inadequate LOS is defined as LOS E or worse (LOS F). The County has chosen this standard because in situations where level of service is worse than LOS D, traffic conditions become unstable, disrupting travel speeds and limiting freedom to maneuver, resulting in severe congestion. If a particular road segment was shown to have an inadequate LOS, improvements were considered and evaluated for effectiveness in improving operations. If successful, these improvements were considered for incorporation into the network. While LOS played a significant role in determining where improvements were necessary, the need to enhance the roadway network was also balanced with consideration by staff and County leadership as to whether such improvements were deemed practical, possible (given environmental constraints) and/or appropriate, given the context. It should also be noted that existing road policies play a role in shaping the road network. Finally, recommended changes were submitted to the Virginia Department of Transportation (VDOT) for review and comment in conformance with §15.2-2222.1 of the Virginia Code and VDOT’s *Traffic Impact Analysis Regulations Administrative Guidelines*. A detailed review of the analysis process is included in Appendix 2.

II. The Road Network

A. Countywide Transportation Plan Map

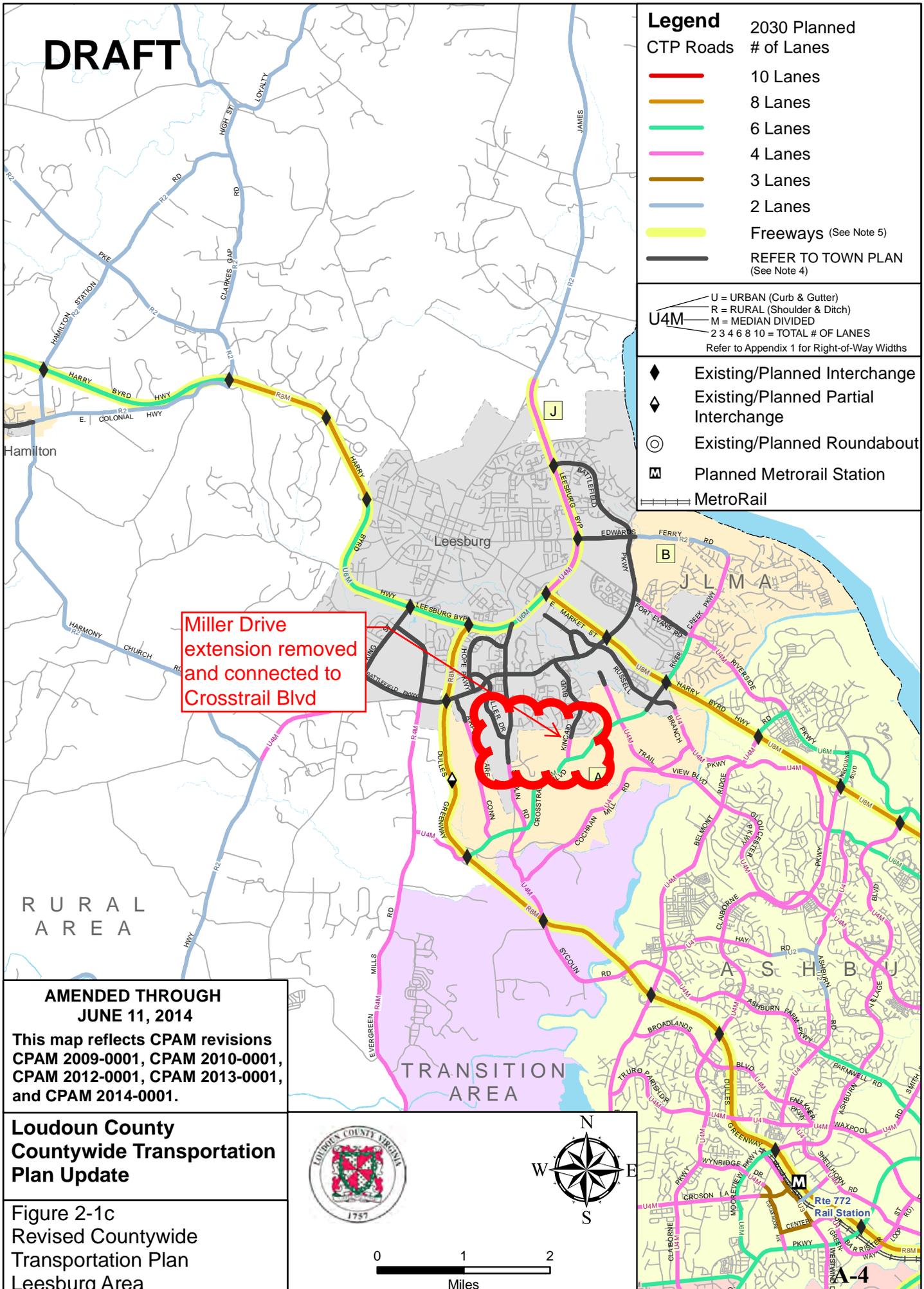
The structure of the revised road network is described graphically by the CTP map, which has been divided into sections for ease of use and is shown in Figures 2-1a-g. It should be noted that the road network featured on the CTP map and within this document consists of what are referred to as “CTP roads.” CTP roads include those roads that have a significant impact on the function of the network, classified as

DRAFT

Legend	
	2030 Planned CTP Roads # of Lanes
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	3 Lanes
	2 Lanes
	Freeways (See Note 5)
	REFER TO TOWN PLAN (See Note 4)

U	= URBAN (Curb & Gutter)
R	= RURAL (Shoulder & Ditch)
M	= MEDIAN DIVIDED
2 3 4 6 8 10	= TOTAL # OF LANES
Refer to Appendix 1 for Right-of-Way Widths	

	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Roundabout
	Planned Metrorail Station
	MetroRail



Miller Drive extension removed and connected to Crosstrail Blvd

**AMENDED THROUGH
JUNE 11, 2014**

This map reflects CPAM revisions CPAM 2009-0001, CPAM 2010-0001, CPAM 2012-0001, CPAM 2013-0001, and CPAM 2014-0001.

**Loudoun County
Countywide Transportation
Plan Update**

Figure 2-1c
Revised Countywide
Transportation Plan
Leesburg Area



NOTES

GENERAL NOTES:

1. Planned roadway alignments shown are conceptual and subject to further engineering. Alignments will be further refined as part of the planning process and through the land development application process.
2. For information on specific transportation policies, see the Countywide Transportation Plan.
3. For additional information concerning specific roadways, see the Planning Guidelines for Major Roadways, Appendix 1 for the Transportation Plan.
4. Reference Town Plans for specific roadways and their elements within town limits.
5. The Freeway network will be considered for further study of alternate lane operations which may include the dedication of high-occupancy vehicle and/or express busway use when new lanes are added.

SITE SPECIFIC NOTES:

- A. The alignments and other design characteristics of Crosstrail Boulevard and Cochran Mill Road will be studied in consultation with the Town of Leesburg and VDOT.
- B. Edwards Ferry Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources.
- C. Location of the Route 7/Route 690 Interchange to be determined by a later study in consultation with the Town of Purcellville and VDOT. A Western Collector Road is being considered in this vicinity by the Town of Purcellville as part of its ongoing planning efforts. County consideration of this proposed facility is pending completion of the Town Plan.
- D. Local access, interchange locations and ultimate alignment of Route 606 between Route 28 and Loudoun County Parkway to be determined by later study with consideration of adjacent development/stakeholders.
- E. Location of the Western Round Hill Route 7 Interchange and six lane transition to be determined by a later study in consultation with the Town of Round Hill and VDOT.
- F. Grade separated options at the intersection of Route 50 and Route 609 to be explored by a later study.
- G. The planned road network in the area bounded by the Dulles Toll Road, Route 28, Route 606 and the Fairfax County line was determined in coordination with Fairfax County and the Town of Herndon. The planned road network was incorporated into the Countywide Transportation Plan as part of CPAM 2009-0001, Route 28 Keynote Employment Policies.
- H. Mooreview Parkway to be constructed as a U4M section between Croson Lane and Old Ryan Road to function as a U6M section in tandem with the parallel segment of Old Ryan Road.
- I. An alignment study will need to be performed to determine the ultimate alignment of Lockridge Road.
- J. Grade separated and/or rotary options at the intersection of US Route 15 (Leesburg Bypass) and US Route 15 Business (North King Street) to be explored by later study.
- K. Functionality of planned interchanges within the Route 50 limited access corridor between Loudoun County Parkway and North Star Boulevard to be reviewed by later study.

DRAFT



AMENDED THROUGH JUNE 11, 2014

This map reflects CPAM revisions
CPAM 2009-0001, CPAM 2010-0001,
CPAM 2012-0001, and CPAM 2014-0001.

Loudoun County
Countywide Transportation
Plan Update

Figure 2-1g
Revised Countywide
Transportation Plan
Map 8
Notes

Appendix 1

Planning Guidelines for Major Roadways

Countywide

I. Introduction

The purpose of this appendix is to provide County staff, the development community and the general public with a guide for the planning, design, and coordination of improvements to the major roadways within Loudoun County. The County understands that in order for the actual roadway improvement or construction to be accepted into the state system, VDOT must approve the roadway design; therefore, VDOT standards must be utilized in conjunction with these guidelines. If any differences occur between this document and the adopted transportation maps, the maps govern.

For each roadway or roadway segment, there may be up to three phasing conditions: existing, interim, and ultimate. Roadway segments are listed in numerical order by VDOT route number. Where no VDOT route number has been assigned, roadway segments are listed alphabetically. The conditions are not linked to a specific implementation schedule or time horizon (i.e., 10, 20, or more years). The following components are outlined in each condition for each roadway segment:

1. The **SEGMENT** represents the location and end points for the route or portion of the route in question (i.e., for Route 7—Fairfax County Line west to the Algonkian Parkway/Atlantic Boulevard interchange). The segment remains the same for each condition, unless specified otherwise.
2. The **POLICY AREA** identifies the distinct geographic policy areas, as defined in the Revised General Plan, in which the segment of the route in question is located. In the Suburban Policy Area, the specific community or communities (i.e., Ashburn, Dulles, Potomac and Sterling) are also noted. A route may traverse more than one policy area. Incorporated towns through which a road segment passes are also noted. Each policy area has a preferred development pattern that is distinct and that will determine the location of public infrastructure and facilities. Chapter 2 of the CTP details the road policies that apply to each policy area.
3. The **FUNCTIONAL CLASSIFICATION** of each roadway segment ranges from local/secondary to principal arterial. The functional classification for the existing roadways is consistent with the current VDOT classification system. The classification for the planned roadways expands upon the VDOT classification system. The range and definitions of the functional classifications are provided in the Glossary within this document.
4. The total **NUMBER OF LANES** and **RIGHT-OF-WAY (ROW)** are identified for each roadway segment (e.g., four lanes/120 foot ROW). Additional ROW may be required for interchanges, turn lanes, and/or bicycle and pedestrian facilities.
5. A **DESCRIPTION** of the roadway segment includes the typical cross-section (undivided vs. divided and curb vs. shoulder and ditch), design speed, and for future conditions, other additional improvements (i.e., turn lanes and interchanges).
6. **BICYCLE/PEDESTRIAN FACILITIES** planning guidelines are provided in Appendix 6.

The ultimate condition for each roadway or roadway segment stated in this document is foreseen by the

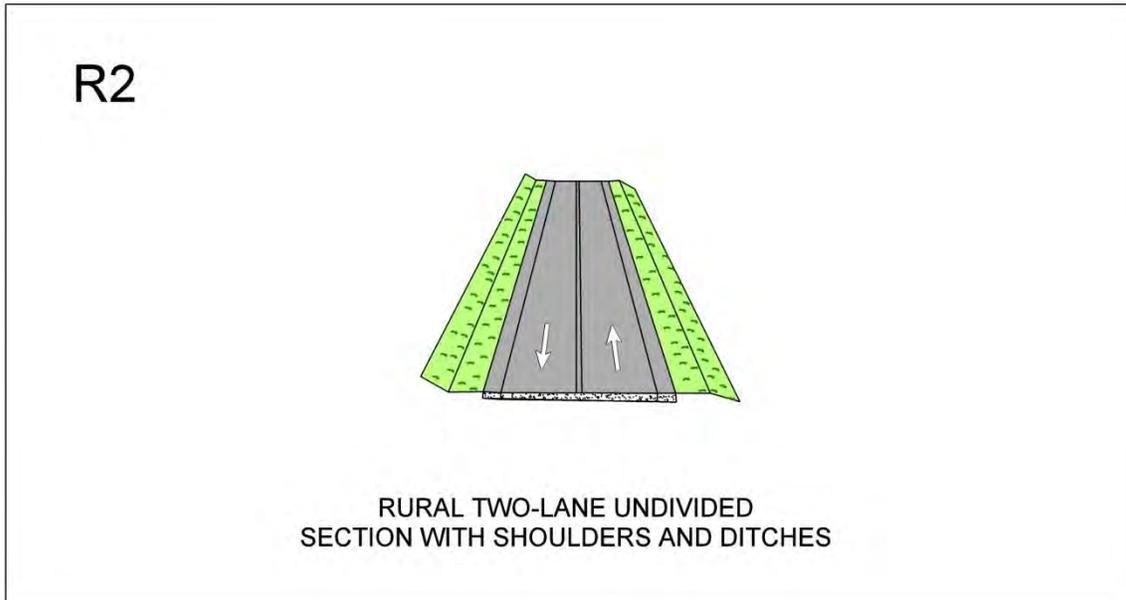
County as the final condition. Also, the ultimate condition may include roadway link improvements, such as increasing the number of lanes, and intersection improvements, such as turn lanes and/or interchanges. These improvements may or may not occur at the same time. For new road construction on new alignments, construction of the four outside lanes in the interim condition will be required in the design of ultimate U6M and U8M roads. The planning guidelines are not intended to propose roadway improvements within the incorporated towns beyond those identified in the town plans.

II. Road Type Descriptions, Typical Sections and Planning Guidelines

ROAD TYPE DESCRIPTIONS

R2	Rural two-lane undivided section with shoulder and ditch
U2	Urban two-lane undivided section with curb and gutter
U3	Urban three-lane undivided section with curb and gutter (limited use)
R4	Rural four-lane undivided section with shoulder and ditch
U4	Urban four-lane undivided section with curb and gutter
R4M	Rural four-lane median divided section with shoulder and ditch
U4M	Urban four-lane median divided section with curb and gutter
R6M	Rural six-lane median divided section with shoulder and ditch
U6M/F	Urban six-lane median divided section with curb and gutter/Urban six-lane freeway
U8M/F	Urban eight-lane median divided section with curb and gutter/Urban eight-lane freeway
U10M/F	Urban ten-lane median divided section with curb and gutter/Urban ten-lane freeway
ROW	Right-of-Way

TYPICAL CROSS-SECTIONS



Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

201. Maple Leaf Place / Jennings Farm Drive (VA Route 7 North Collector Road)

Segment VA Route 2700 (Augusta Drive) east to VA Route 821 (Lakeland Drive)

Policy Area Suburban (Potomac)

Existing/Ultimate Condition

Existing Segments Maple Leaf Place – VA Route 2700 (Augusta Drive) east to just beyond Tamarack Ridge Square; Jennings Farm Drive – VA Route 821 (Cedar Drive) east to VA Route 821 (Lakeland Drive)

Functional Class Minor Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U2. Local access undivided urban collector. ROW reservation in place for future connection of existing segments. Left and right turn lanes recommended at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

202. Miller Drive

Segment Hope Parkway east and south to Sycolin Road

Policy Area Town of Leesburg

Existing/Ultimate Condition

Existing Segments Hope Parkway to Tolbert Lane; Blue Seal Drive to Sycolin Road

Functional Class Determined by Town of Leesburg

Lanes/Right of Way 4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

~~203. Miller Drive~~

~~Segment VA Route 625 (Sycolin Road) west to Kincaid Boulevard Extended~~

~~Policy Area Town of Leesburg, Leesburg JLMA~~

~~Ultimate Condition~~

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

204. Moorefield Boulevard

Segment	VA Route 772 Relocated (Mooreview Parkway) (opposite Dulles Greenway Eastbound Off-Ramp) southeast to VA Route 607 (Loudoun County Parkway) (opposite VA Route 645 Extended (Westwind Drive))
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	3-4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U3/U4. U3 section between Beth Street and Centergate Drive; U4 section between VA Route 772 Relocated (Mooreview Parkway) and Beth Street, and between Centergate Drive and VA Route 607 (Loudoun County Parkway). Left and right turn lanes required at major intersections. 20 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

205. Purcellville VA Route 7 North Collector Road

Segment	Eastern Purcellville JLMA Boundary (east of VA Route 287 (Berlin Turnpike)) west to VA Route 690 (Hillsboro Road)
Policy Area	Purcellville JLMA, Town of Purcellville

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Purcellville determined by Town.
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, Va. 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

July 28, 2016

Scott Parker
Town of Leesburg
Department of Planning and Zoning
25 West Market Street
Leesburg, Virginia 20176

Re: Removal of a section of Miller Drive from the Roadway Network Policy Map of the Town Plan.

Dear Mr. Parker:

We have reviewed the referenced comprehensive plan amendment submittal dated June 21, 2016, and we have no objection to approval of the amendment to remove the section of Miller Drive from Sycolin Road to the Town's corporate limits to the east.

If you have any questions, please contact me at (703) 259-2492.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Walker", with a long horizontal line extending to the left.

Thomas B. Walker
Land Use Engineer



The Town of Leesburg
INTEROFFICE MEMORANDUM
DEPARTMENT OF PUBLIC WORKS AND CAPITAL PROJECTS
Transportation Division

TO: Scott E. Parker, Assistant Town Manager
FROM: Calvin K. Grow, Transportation Engineer *CA*
DATE: August 24, 2016
RE: Miller Drive (TLTA-2016-0002)

The Department of Public Works and Capital Projects Transportation Division has completed a review of the above referenced project. The following comments are offered by the Transportation Division.

A Traffic Impact Analysis dated January 20, 2014, included build-out scenarios with and without Miller Drive from Sycolin Road east to Kincaid Boulevard extended. The analysis provided in the traffic study confirmed there would be no significant impact to the operation of the surrounding roadway network with the removal of Miller Drive east of Sycolin Road. Now that Loudoun County has removed Miller Drive in Loudoun County, the Department of Public Works and Capital Projects Transportation Division recommends that the Town portion be removed also (see attached).

C: Charles A. Mumaw, P.E., Public Works Manager

PRESENTED: October 11, 2016

RESOLUTION NO. _____

ADOPTED: October 11, 2016

A RESOLUTION: ADOPTING TOWN PLAN AMENDMENT TLTA-2016-0002 TO REVISE THE TOWN PLAN ROADWAY NETWORK POLICY MAP TO REMOVE A SECTION OF MILLER DRIVE FROM SYCOLIN ROAD EAST TO KINCAID BOULEVARD.

WHEREAS, the Town Council initiated a Town Plan Amendment on June 14, 2016 via Resolution 2016-077 to revise the Town Plan Roadway Network Policy Map to remove a section of Miller Drive from Sycolin Road east to Kincaid Boulevard; and

WHEREAS, a duly advertised Planning Commission Public Hearing was held on September 15, 2016; and

WHEREAS, at their meeting of September 15, 2016, the Planning Commission recommended approval of the request to revise the Town Plan Roadway Network Policy Map to remove a section of Miller Drive from Sycolin Road east to Kincaid Boulevard to the Town Council; and

WHEREAS, the Town Council held a duly advertised public hearing on this application on October 11, 2016; and

WHEREAS, staff recommends approval; and

WHEREAS, the Council has concluded that the approval of the application would be in the public interest and in accordance with sound zoning and planning principles; and

WHEREAS, Town Council has determined that the approval criteria of Zoning Ordinance Section 3.16.12 have been satisfied; and

WHEREAS, Town Council has determined that approval of the amendment proposed by

A RESOLUTION: ADOPTING TOWN PLAN AMENDMENT TLTA-2016-0002 TO REVISE THE TOWN PLAN ROADWAY NETWORK POLICY MAP TO REMOVE A SECTION OF MILLER DRIVE FROM SYCOLIN ROAD EAST TO KINCAID BOULEVARD.

TLTA 2016-0002 provides a more compatible land use pattern that promotes the health, safety, convenience, prosperity and general welfare for Leesburg.

THEREFORE, RESOLVED, by the Council of the Town of Leesburg in Virginia that TLTA-2016-0002 to revise the Town Plan Roadway Network Policy Map to remove a section of Miller Drive from Sycolin Road east to Kincaid Boulevard per Exhibit "A" below, is hereby approved:

PASSED this 11th day of October, 2016.

David S. Butler, Mayor
Town of Leesburg

ATTEST:

Clerk of Council

A RESOLUTION: ADOPTING TOWN PLAN AMENDMENT TLTA-2016-0002 TO REVISE THE TOWN PLAN ROADWAY NETWORK POLICY MAP TO REMOVE A SECTION OF MILLER DRIVE FROM SYCOLIN ROAD EAST TO KINCAID BOULEVARD.

Exhibit A.

