

County of Loudoun

Office of Transportation Services

MEMORANDUM

DATE: October 7, 2009

TO: Mike Elabarger, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Coordinator *LM*

SUBJECT: ZCPA 2009-0007, ZMOD 2009-0004—Belmont Glen Village
First Referral

Background

These Zoning Concept Plan Amendment (ZCPA) and Zoning Modification (ZMOD) applications propose changes to the development layout approved with ZCPA 2004-0006 (Belmont Glen—Rouse Property) in June 2004. The site is zoned PD-H3 (administered as R-8) and consists of 143 acres and is located on the west side of Belmont Ridge Road (Route 659) south of the Dulles Greenway (Route 267). The total number of residential units proposed (196 single family detached) would remain unchanged. Access to and from the site would continue to be at the same locations through the adjacent, approved developments to the north and south (Goose Creek Preserve and Belmont Glen, respectively) via public streets which ultimately access Belmont Ridge Road (Route 659). Access to/from the north would be via future Julia Street and future Polen Farm Boulevard; access to/from the south would be via existing Fairhunt Drive and Belmont Glen Place. A vicinity map is provided as *Attachment 1*.

In its consideration of these applications, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on August 27, 2009, including (1) a statement of justification prepared by the Applicant, dated June 12, 2009 and revised through August 3, 2009; (2) a traffic statement, prepared by the Applicant, dated May 15, 2009 and revised through June 12, 2009; and (3) a plan set plan set (including a concept development plan (CDP)) prepared by Dewberry & Davis, LLC, dated June 12, 2009. OTS staff also reviewed the approved proffers and CDP approved with ZMAP 2004-0006 in June 2004, as well as VDOT referral comments on the current applications, dated September 30, 2009.

Existing, Planned and Programmed Transportation Facilities

The site is located along the western edge of the Suburban Policy Area (Ashburn Community), between Belmont Ridge Road (Route 659) and Goose Creek. OTS' review of existing and planned transportation facilities is based on the 2001 Revised Countywide Transportation Plan (2001 Revised CTP) and the 2003 Bicycle & Pedestrian Mobility Master Plan (2003 Bike & Ped Plan).

Belmont Ridge Road (Route 659) (segment between the Dulles Greenway (Route 267) and Truro Parish Drive (Route 2119)) is classified by the 2001 Revised CTP as a major collector. It is currently constructed as a two-lane, rural section (R2). Left and right turn lanes are in place at Belmont Glen Drive. The 2001 Revised CTP calls for this segment of Route 659 to be widened to a four-lane divided (U4M) section as an interim condition (and ultimately a six-lane divided (U6M) section) and reclassified as a minor arterial. As part of the proffers associated with the initial phase of development of Goose Creek Preserve (ZMAP 2002-0009), the segment of Route 659 from just south of the Greenway to just south of the future Broadlands Boulevard/Polen Farm Boulevard intersection is currently being widened to a four-lane divided section, and traffic signal installation is underway at that location. Future widening to a U4M section to the south along Route 659 is anticipated as development occurs in the area and proffered funds are contributed; the Applicant has already fulfilled its proffer obligation for this widening under ZMAP 2004-0006 by contributing \$750,000.00 towards this future construction.

The 2003 Bike & Ped Plan categorizes this segment of Route 659 as a “baseline connecting roadway” along which bicycle and pedestrian facilities are envisioned. Currently, a 10-foot multi-purpose trail is being constructed along the west side of Route 659 from Polen Farm Boulevard to the southern Goose Creek Preserve property line. An extension of this trail to the south (across the short segment of the subject property’s frontage on Route 659) is to be constructed in conjunction with future development of the subject property; this trail segment will connect with the existing multi-purpose trail across the frontage of the existing Belmont Glen development to the south.

Review of Applicant’s Traffic Statement

The Applicant’s traffic statement does not provide any current analysis of existing and/or future traffic conditions in the area, citing the current approval for 196 single family detached units on the site and noting that no increase in site-generated traffic would result from the subject applications. A copy of this letter is provided as *Attachment 2*.

Based on standard ITE trip generation rates, OTS staff notes that 196 single family detached dwellings generate approximately 1,932 average daily trips (ADT). This figure includes 147 AM peak hour trips and 196 PM peak hour trips.

Transportation Comments

1. Further coordination with VDOT would be appropriate concerning VDOT Secondary Street Acceptance Requirements (SSAR) given the previous approvals and proffer contributions for this site. For reference, illustrations of both the approved and proposed road network on-site are provided as *Attachments 3 and 4*, respectively. It is noted that the development provides interparcel access to adjacent developments on both the north and south via approved or existing public streets and does not propose a new entrance onto Route 659.

2. Further coordination with VDOT would be appropriate concerning the Chapter 527 traffic impact analysis regulations given the previous approvals and proffer contributions for this site.
3. All previous transportation proffer obligations associated with ZMAP 2004-0006 (e.g., right-of-way dedication along Route 659, Route 659 multi-use trail construction along the site frontage, development phasing, etc) should be carried forward with these applications.

Conclusion

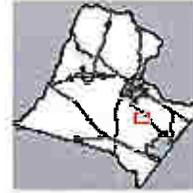
OTS will offer a recommendation once it has received the Applicant's responses to the comments in this referral. OTS staff is available to meet with the Applicant and VDOT to discuss the transportation issues related to this proposal.

ATTACHMENTS

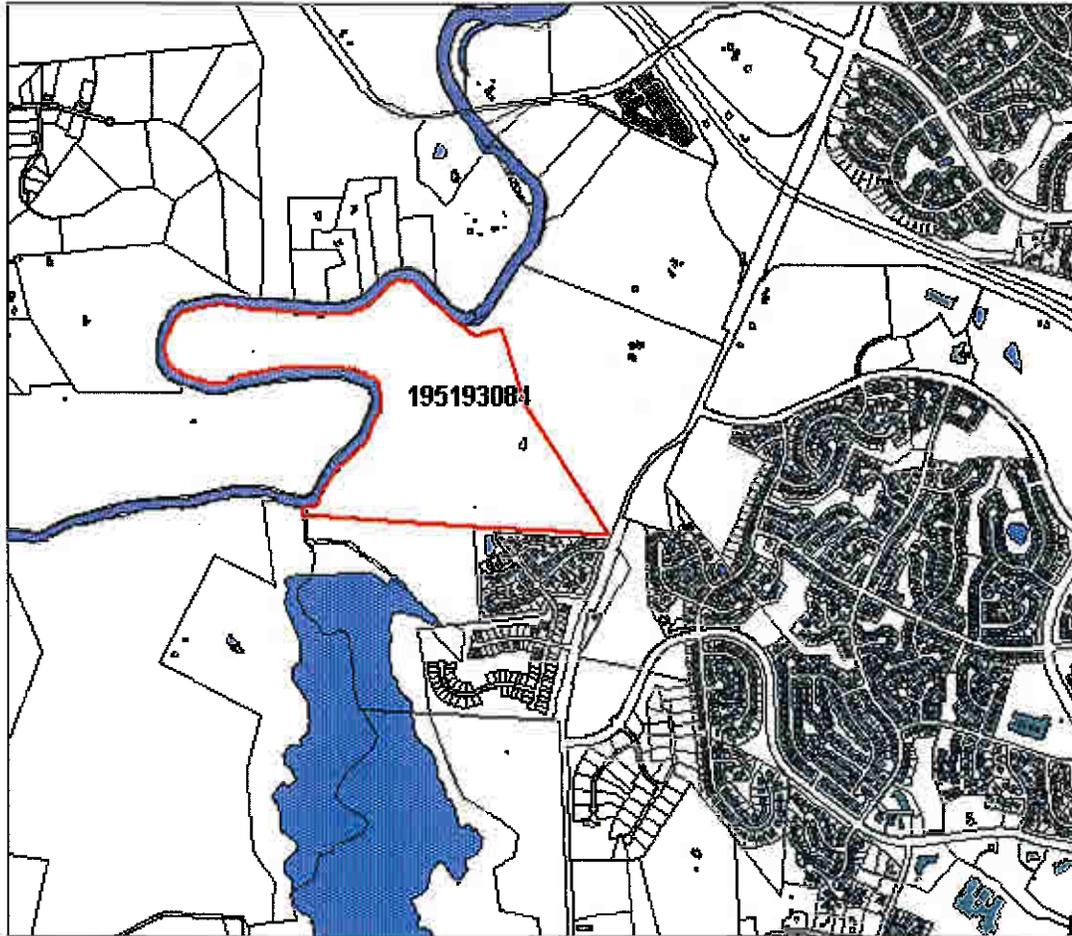
1. Site Vicinity Map
2. Applicant's Traffic Statement (Revised June 12, 2009)
3. Approved (ZMAP 2004-0006) Road Network
4. Proposed (ZCPA 2009-0007) Road Network

cc: Andrew Beacher, Assistant Director, OTS

Loudoun County Mapping System



7,064,224



7,054,001

11,751,888

Map Width=11,686 feet

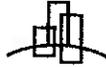
11,763,574

Created on 10/7/2009 12:05:50 PM

PIN	Address
195193084	21361 Belmont Ridge Rd Ashburn 20148

Group All considerations: Polygon Colors are shaded allowing multiple overlays. Legend not provided; use identify feature and/or labeling for feature information.

ATTACHMENT 1



WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

RECEIVED
JUN 26 2009
PRINCE WILLIAM OFFICE

Christine Gleckner, AICP
Land Use Planner
(571) 209-5776
cgleckner@ldn.thelandlawyers.com

May 15, 2009
Revised June 12, 2009

George R. Phillips, Senior Transportation Planner
Loudoun County Office of Transportation Services
One Harrison Street, S.E., 3rd Floor
Leesburg, VA 20177

Re: Belmont Glen Village ZCPA – Proposed Traffic Statement

Dear George:

I am providing this traffic information pursuant to the traffic study requirement contained in the minimum submission requirements checklist for a zoning concept plan amendment application for ZMAP 2004-0006, Belmont Glen/Rouse Property. The proposed amendment will result in the same number of lots as permitted under the approved concept plan for Rouse/Belmont Glen, and therefore no additional vehicle trips as compared with the approved concept plan will result from the proposed amendment.

The applicant, Bayshire LC, of McLean, VA, is the developer of Belmont Glen Village, which is zoned PD-H3 and administered R-8 under the traditional design option pursuant to ZMAP 2004-0006, the Belmont Glen/Rouse Property. The Belmont Glen Village community, consisting of approximately 140 acres, is located between Belmont Ridge Road and Goose Creek, south of the Dulles Greenway. It is zoned for 196 dwelling units at a density of 1.4 dwelling units per acre.

The Belmont Glen/Rouse Property rezoning was approved in June 2004 for the development of 196 single family detached dwelling units under the R-8 zoning district traditional design option. The primary traditional design feature of the approved concept plan, along with an interconnecting street network, was the use of alleys with rear-loaded units along the alleys, and front-loaded units that required the garage to be set back twenty feet from the front of the house. The concept plan also proposed a highly clustered lay-out, providing over 70% open space, most of which is located adjacent to Goose Creek and is proffered for dedication to Loudoun County.

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ATTORNEYS AT LAW

Since the time of rezoning approval, the applicant has received preliminary subdivision and construction plan approval. As a result of these applications, the applicant has come to the understanding that the traditional design option placed on a site with the topographical features of this property results in "over-engineering" the property. There also was difficulty finding homebuilders who had houses that could be accommodated on the lots with the slopes of the approved plans. As a result, the applicant has undertaken a new study of the property and has developed an alternative lay-out for the approved 196 lots that fits better with the site topography. The revised lay-out is better suited to the requirements of the standard R-8 building and lot requirements rather than the traditional design option under the R-8 district. I have attached the approved concept plan and the proposed concept plan, which illustrate the internal street lay-out.

The revised lay-out, which works better with the existing grades on the property, offers many advantages over the approved concept plan lay-out. Less engineering is required resulting in less overall earthwork and existing landform modification. The more efficient lay-out reduces infrastructure needs including reduced road lengths, site utilities, elimination of alleys, less need for retaining walls, and, when needed, smaller retaining walls, and a potential decrease in wetland impacts. By following the topography, the pedestrian network will be more user friendly, especially in terms of ADA accessibility, with less steep grades encountered in the pedestrian system. As a result of eliminating the alleys and a more efficient street lay-out, there is a 1.3 acre reduction of the impervious surface on the property, an increase in the pervious area on individual lots, and an overall increase in the open space on the property. The central community open space has increased two acres in area from 1.8 acres to 3.8 acres, while the significant open space area preserved along Goose Creek remains unaffected. These elements also potentially lead to a decrease in the stormwater management requirements, thereby allowing for increased opportunities to use low impact design techniques. All of these features result in a "greener" community design. The costs of home construction also are reduced as a result of the revised lay-out, resulting in a more-cost efficient home to the consumer, which also is desirable in the current real estate market. Along with the advantages of the revised lay-out listed above, there will be no detrimental effects to the County as a result of the proposed ZCPA, since the existing proffers will be essentially maintained and there will be no increase in units.

Since there is no increase in units proposed, the following traffic information is provided pursuant to the traffic study requirement contained in the minimum submission requirements checklist for a ZMAP application. Belmont Glen Village has approximately 50 feet of frontage on Belmont Ridge Road and no entrance onto Belmont Ridge Road. Access to the property is through the existing Belmont Glen Drive and Fairhunt Drive. The Belmont Glen Drive entrance onto Belmont Ridge Road is constructed and open to traffic, which indicates that it meets all VDOT safety and entrance standards. The proffers restrict development to 31 dwelling units until a second access point through Goose Creek Preserve (ZMAP 2002-0009) is available. Since the Belmont Glen rezoning was approved, the entrance for the Corro property rezoning on Belmont Ridge Road also has been constructed and is accessible from Belmont Glen Village through Belmont Glen. The Goose Creek Preserve rezoning concept plan entrance onto Belmont Ridge Road is directly across from the Broadlands Boulevard entrance at a planned median crossover location on Belmont Ridge Road when it is upgraded to a four-lane divided roadway. Prior to

construction of this entrance, it will be reviewed and approved by VDOT for compliance with all safety and construction standards.

The up front regional road cash contribution of \$750,000 has been paid to the County. The proffers also provide for dedication of Belmont Ridge Road right-of-way along the property frontage at the time of record plat or upon request of the County. The proffers also provide for the construction of a 10-foot wide trail along the Belmont Ridge Road frontage at the time of record plat approval. The applicant intends to maintain the same road proffers with the proposed amendment.

Belmont Ridge Road is classified as a minor arterial road in the CTP and planned ultimately as a six-lane median divided controlled access roadway, with 120 feet of right-of-way. It currently is being upgraded from a two-lane rural roadway to a four-lane median divided controlled access roadway as an interim condition. With no difference in the number of lots proposed, there is no difference in trip generation from the approved concept plan for the property.

The concept plan filed with the application illustrates the proposed revised street layout. The concept plan approved with ZMAP 2004-0006 is attached for comparison purposes.

Sincerely,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.



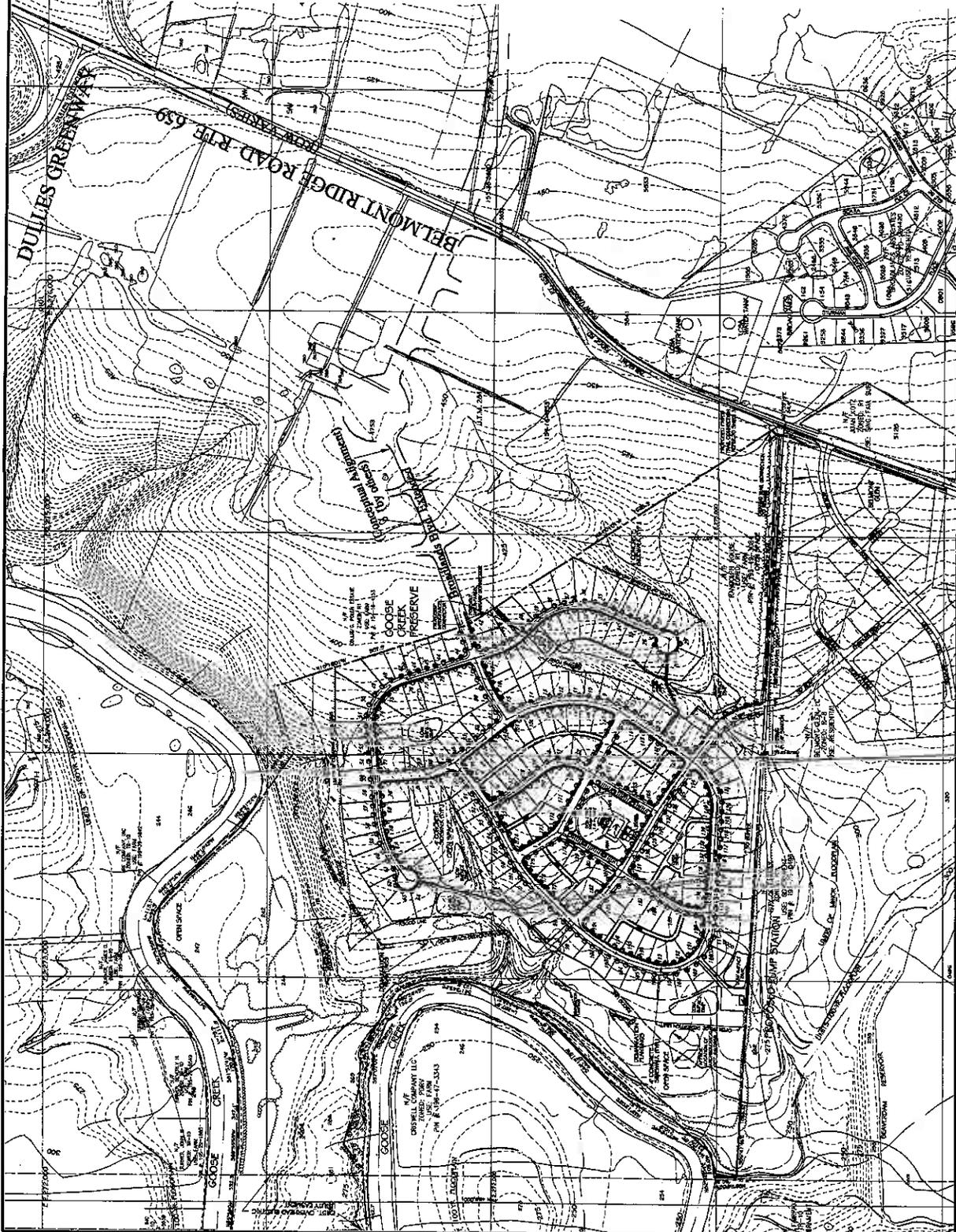
Christine Gleckner, AICP
Land Use Planner

ATTACHMENT

cc: Rick Entsminger, Bayshire LC
Jim Mobley, Bayshire LC

Traffic Circulation Notes:

1. All lots shall have either Public or Private Street Frontage.
- Access shall be provided with a public street connection with Belmont Glen subdivision and an inter parcel connection with the Folen property along the NE boundary.
2. Some lots shall have rear load access via private alleys.
3. A 4' wide concrete sidewalk shall be provided as shown on this plan.
4. The existing gravel drive located along the southern boundary shall remain and provide pedestrian only access from the community to the Belmont Ridge Road trail.



<p>Dewberry 800 South Main Street, Suite 201, Leesburg, Virginia, 20176 Phone: 703.971.8004, 703.478.1265 Fax: 703.771.4081 www.dewberry.com</p>	<p>Legend</p> <ul style="list-style-type: none"> Proposed Internal Surface Lot Proposed Paved Surface Lot Proposed Sidewalk - One Side only Note 	<p>Scale: 1" = 200'</p> <p>Date: 02-15-02</p>	<p>REZONING AMENDMENT ROUSE / BELMONT GLEN PROPERTY LOUDOUN COUNTY VIRGINIA</p> <p>TRAFFIC / PEDESTRIAN CIRCULATION PLAN</p> <p>TAX MAP: 78 PARCEL 9 MCEP: 195-19-3084</p> <p>SHEET 5 OF 10</p>
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ATTACHMENT 3

**APPROVED
 ZMAP 04-06**

