

County of Loudoun  
Office of Transportation Services  
MEMORANDUM

**DATE:** November 19, 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  
Second Referral

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**Background**

This referral updates the status of issues identified in the first Office of Transportation Services (OTS) referral on these Zoning Concept Plan Amendment (ZCPA) and Zoning Modification (ZMOD) applications (dated October 7, 2009). These applications propose changes to the development layout approved with ZCPA 2004-0006 (Belmont Glen—Rouse Property) in June 2004, although the total number of residential units (196 single family detached) would remain unchanged. The 143-acre 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). 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).

This update is based on review of materials received from the Department of Planning on November 12, 2009, including (1) a statement of justification prepared by the Applicant, dated June 12, 2009 and revised through November 6, 2009; (2) a letter from the Applicant responding to first referral comments, dated November 6, 2009; (3) a letter from the Applicant's traffic consultant (Wells & Associates), dated October 30, 2009, regarding the applicability of the previous (2002) traffic study prepared for the subject property with respect to satisfying current VDOT Chapter 527 Requirements; (4) a draft proffer statement, dated April 23, 2004 and revised through November 6, 2009; and (5) a plan set (including a concept development plan (CDP)) prepared by Dewberry & Davis, LLC, dated June 12, 2009 and revised through November 6, 2009. OTS staff also participated in a meeting with VDOT staff and the Applicant's representative and traffic consultant on October 15, 2009.

**Status of Transportation Comments**

Staff comments from the first OTS referral (dated October 7, 2009), along with the Applicant's responses (quoted directly from its November 6, 2009 response letter) and issue status, are provided below.

1. Initial Staff Comment: 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 [*in the first OTS referral*]. 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.

Applicant's Response: *The applicant has met with VDOT along with OTS staff to coordinate VDOT review of this project.*

**Issue Status:** At that above-referenced October 15, 2009 meeting, VDOT noted that the applications were subject to the new (2009) Secondary Street Acceptance Requirements (SSAR), and the Applicant stated that the road network, as proposed, will meet these requirements both in terms of connectivity requirements and appropriate typical sections. The proposed typical road sections shown on the plan set (29-foot or 36-foot curb and gutter section, with 5-foot sidewalks on both sides) appear to comply with the SSAR requirements. OTS defers to VDOT for a final determination regarding SSAR compliance. Issue resolved pending VDOT confirmation.

2. Initial Staff Comment: 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.

Applicant's Response: *The applicant has met with VDOT along with OTS staff to coordinate VDOT review of this project. A Chapter 527 study is not required, and the applicant has submitted a letter to VDOT, as requested, stating that there are no changes to the traffic analysis as a result of the proposed revisions to the site layout and that the traffic analysis submitted for the approved rezoning remains valid.*

**Issue Status:** The referenced letter from the Applicant's consultant is provided as *Attachment 1*. OTS staff concurs with the letter's conclusion that the traffic study prepared in 2002 for the approved Belmont Glen—Rouse Property rezoning remains valid, and that a new study is not necessary. The letter is consistent with the discussion between OTS and VDOT staffs and the Applicant's representative at the above-referenced October 15, 2009 meeting. Issue resolved.

3. Initial Staff Comment: 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.

Applicant's Response: *These proffer obligations are carried forward in the draft proffer statement. However, the cash contributions for regional road purposes have already been fulfilled.*

**Issue Status:** OTS staff has reviewed the draft proffer statement and notes that all unfulfilled transportation-related proffers from the previously-approved rezoning are being carried forward with the current application. Issue resolved.

**Conclusion**

Subject to VDOT confirmation that the proposed public streets are consistent with the 2009 Secondary Street Acceptance Requirements (SSAR), OTS would have no objection to the approval of these applications.

**ATTACHMENT**

1. Applicant's Traffic Consultant Letter Regarding VDOT Chapter 527 Requirements (October 30, 2009)

cc: Andrew Beacher, Assistant Director, OTS  
Rashid Siraj, Transportation Engineer, VDOT



**WELLS + ASSOCIATES**



October 30, 2009

James M. Mobley  
Vice President  
Elm Street Development  
1355 Beverly Road, Suite 240  
McLean, Virginia 22101

Re: Belmont Glen Village – ZCPA 2009-0007  
VDOT Chapter 527 Regulations – Determination of Compliance

Dear Jim:

A Zoning Concept Plan Amendment (ZCPA) application for Belmont Glen Village has recently been submitted. This letter is intended to clarify whether the application qualifies for Chapter 527 requirements. The subject site is located on the west side of Belmont Ridge Road (Route 659), north of Belmont Glen and south of Goose Creek Preserve in Loudoun County, Virginia.

The approved Concept Development Plan (CDP) from the original rezoning for Belmont Glen Village included 196 single-family homes accessed through Belmont Glen and Goose Creek Preserve. The ZCPA application also includes 196 single-family homes accessed through Belmont Glen and Goose Creek Preserve.

A traffic impact study was completed by Wells + Associates and dated March 13, 2002 in conjunction with the Belmont Glen Village (formerly Belmont Glen/Rouse Property) rezoning. The rezoning application was subsequently approved in July 2004. According to the Chapter 527 regulations, *“In cases where rezoning occurs after January 1, 2002, but prior to the implementation of this regulation, VDOT, at its discretion, may evaluate traffic impact statements or studies performed as part of the rezoning action. If, in opinion of VDOT staff with the concurrence of the locality, the traffic impact analysis work that was performed encompasses the major elements of work required by this regulation and the underlying assumptions of the study remain valid the previously prepared study may be deemed to meet the requirements of this regulation...”* (June 30, 2008).

The regulations define the major elements of work as outlined below, with the corresponding page number from the traffic study following each in brackets:

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**ATTACHMENT 1**

- *Introduction and Summary* [pages 1-2]
- *Background Information: Proposed Development (Site and Nearby)* [pages 5-9]
- *Analysis of Existing Conditions* [page 15]
- *Trip Generation* [page 26 and Table 4]
- *Site Traffic Distribution and Assignment* [pages 16 and 26, Figures 11 and 12]
- *Analysis of Future Conditions With Development* [pages 26 and 27]
- *Recommended Improvements* [page 27]
- *Conclusions* [page 33]

Thus, each of the required elements was included in the original study. Based on a discussion with Loudoun County staff, even if a new Chapter 527 traffic study were prepared, no changes to the study intersections and background assumptions would be required. Furthermore, the historic growth rate in the Route 659 corridor has decreased in the years since the rezoning study was completed, likely making the original results conservative.

The approved traffic impact study for the Belmont Glen Village rezoning sufficiently encompasses the major elements of analysis required by the regulation and the underlying assumptions of the study would continue to remain valid. We respectfully submit, therefore, that no additional analyses associated with the ZCPA would be required in order to satisfy the Chapter 527 regulations.

If you have any questions or comments, feel free to contact me at 703-365-9262.

Sincerely,



Kevin D. Sitzman, P.E.  
Senior Associate