

## County of Loudoun

### Department of Transportation and Capital Infrastructure

#### MEMORANDUM

**DATE:** April 20, 2020

**TO:** Richard Hancock, AICP, Project Manager  
Department of Planning and Zoning

**FROM:** Marie Pham, Senior Transportation Planner <sup>MP</sup>  
DTCI, Transportation Planning & Traffic Engineering Division

**SUBJECT: ZMAP 2019-0019, ZMOD 2020-0005, ZMOD 2020-0006, & ZMOD 2020-0007 –  
Hogan Kent Greene  
Second Referral**

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#### **Background**

This referral updates the status of comments noted in the first Department of Transportation and Capital Infrastructure (DTCI) referral, dated January 23, 2020, on these Zoning Map Amendment and Zoning Modification (ZMAP 2019-0019, ZMOD 2020-0005, ZMOD 2020-0006, & ZMOD 2020-0007) applications to rezone approximately 37.6 acres from the Transitional Residential – 1, Lower Foley (TR-1LF) and Transitional Residential – 3, Lower Foley (TR-3LF) zoning districts under the *Revised 1993 Loudoun County Zoning Ordinance*, as amended (Zoning Ordinance) to the Single Family Residential – 8 (R-8) zoning district to permit development of up to 144 new residential dwelling units (up to 26 single family detached and up to 118 duplex and quadraplex dwelling units). The Applicant is also requesting Zoning Modifications (ZMOD) to the following:

- Section 1-205(A)(1), to permit site access and a proposed median break not previously planned by Loudoun County or VDOT;
- Section 3-511(A), to permit single family detached, and single family attached residences access and frontage to private streets; and
- Section 5-1102, to waive off-site parking requirement for single family attached duplex units.

The subject property is located along a private drive extending south from Braddock Road approximately 500 feet west of the intersection of Braddock Road and Royal Hunter Drive at 41999 Braddock Road (PIN # 207-46-1171), and is within the Transition Policy Area. A second single family dwelling unit is located on the northernmost parcel and is proposed to be removed with this application. The subject property is located along Braddock Road approximately 1,100 feet west of the intersection of Braddock Road and Royal Hunter Drive at 41947 Braddock Road (PIN # 206-26-3209), and is also within the Transition Policy Area.

This update is based on DTCl review of material received from the Department of Planning and Zoning on March 23, 2020, including (1) an Information Sheet, dated March 23, 2020; (2) the Applicant's responses to DTCl first referral comments, dated March 20, 2020; (3) a revised Statement of Justification prepared by the Applicant, dated March 19, 2020; (4) a Draft Proffer Statement prepared by the Applicant, dated March 20, 2020; (5) a revised Traffic Impact Study prepared by Wells and Associates, Inc., dated November 25, 2019 and revised through March 20, 2020; (6) a revised Concept Development Plan prepared by christopher consultants, Ltd., dated November 13, 2019 and revised through March 20, 2020; and (7) a Draft Design Guidelines prepared by the Applicant, dated March 20, 2020.

### **Executive Summary**

**Based on review of the applications submitted, DTCl is unable to provide a recommendation at this time. DTCl may have additional comments based on the Applicant's responses to the comments provided, and is available to meet with the Applicant upon request to discuss the proposal.**

DTCl has the following general concerns regarding this application. Detailed discussion of these issues are provided in the comment section, below:

- The application does not provide an interparcel public street connection with Gathering Glen Street in the Seven Hills subdivision as called for by the 2019 CTP.
- Site access from Braddock Road does not conform to County policy per the 2019 CTP and proposed access points should be consolidated.
- The revised Proffer Statement prepared by the Applicant, dated March 20, 2020, does not specifically commit the Owner to construct the westbound left-turn lane from Braddock Road into the subject property nor does it commit to prevent traffic from turning left-out of the site entrance.
- The geographic extent in which the proposed regional roadway and regional transit contributions could be expended are not clearly defined.

### **Status of Transportation Comments**

Staff comments from the first DTCl referral (January 23, 2020) as well as the Applicant's responses to these comments (March 20, 2020) are provided below. Based upon review of the Applicant's revised submission materials, DTCl has provided updated statuses for its first referral comments.

#### ***Traffic Study***

1. Initial Staff Comment (January 23, 2020): The Applicant should confirm the number of average daily trips generated by the proposed single family detached housing.

Applicant's Response (March 20, 2020): *The number of daily trips has been updated.*

**Comment Status: Comment addressed.**

2. Initial Staff Comment (January 23, 2020): Page 2 of the TIS references the trip generation table provided in Appendix A which is inconsistent with the number and type of housing presented in the TIS. The Applicant should correct this discrepancy in future versions of the TIS.

*Applicant's Response (March 20, 2020): The density of the project has been modified from the original program when scoping document was prepared. The revised program generates fewer than ten additional peak hour trips and thus does not impact scope of the TIS.*

**Comment Status: Comment addressed.**

3. Initial Staff Comment (January 23, 2020): Page 7 of the TIS states that a major floodplain is located between the proposed project and potential interparcel connection. Loudoun County's WebLogis indicates this is a minor floodplain. The Applicant should confirm this discrepancy with DPZ staff and if necessary correct this information in future versions of the TIS.

*Applicant's Response (March 20, 2020): The floodplain is minor floodplain, not major floodplain.*

**Comment Status: No further comment.**

4. Initial Staff Comment (January 23, 2020): Pages 10 and 11 cite a total of 36 collisions; however, the crash data in Appendix B cites 39 collisions. The Applicant should correct this discrepancy in future versions of the TIS.

*Applicant's Response (March 20, 2020): The number of collisions reported includes three incidents along the Braddock Road segment between Gum Springs Road and Royal Hunter Drive. These have been identified in the updated report.*

**Comment Status: Comment addressed.**

5. Initial Staff Comment (January 23, 2020): Page 35 of the TIS states that a right turn lane on Braddock Road into the site is not warranted. The 2019 CTP classifies Braddock Road as a major collector and calls for right turn lanes at major intersections as well as where warranted. In addition, driver expectation along Braddock Road is that right turn lanes will be provided. As such, DTCI recommends that a right-turn lane be constructed at the site entrance.

*Applicant's Response (March 20, 2020): The applicant will construct a right-turn lane as part of their entrance construction. See proffer VI.B.*

**Comment Status: Comment addressed.**

6. Initial Staff Comment (January 23, 2020): DTCI notes that the lane configuration for Summerall Drive, upon completion of the County's intersection improvement project, includes a dedicated right turn lane and a shared left turn/thru lane. In addition, the westbound right turn lane includes a 100-foot turn lane and 100-foot taper, not a 250-foot turn bay length. The Applicant should correct this information in future versions of the TIS.

*Applicant's Response (March 20, 2020): The lane configuration at Summerall Drive / Braddock Road intersection has been identified in the updated report.*

**Comment Status: Comment addressed.**

### **Roadway Network and Site Access**

7. Initial Staff Comment (January 23, 2020): DTCI notes that the Applicant's Draft Proffer Statement dated December 3, 2019, commits to constructing a westbound left-turn lane and median break at the main site entrance, such that these improvements are in place by the issuance of the first occupancy permit for the property. The Applicant should coordinate these improvements, as well the eastbound right-turn lane noted in Comment #5 above, with the County's ongoing design project for Braddock Road in this area.

*Applicant's Response (March 20, 2020): The applicant has received copies of the County's road plans for this area and will continue to work with DTCI on their entrance design as this project moves forward to future stages of development.*

**Comment Status: Comment partially addressed. The revised Proffer Statement prepared by the Applicant, dated March 20, 2020, states that the Owner shall construct the entrance from Braddock Road, a right-turn lane, and a modified median break allowing the left turns into the property. However, the Proffer Statement does not specifically commit the Owner to constructing the left-turn lane and the CDP does not depict any restriction to limit traffic to "left-in" only. The Applicant should revise the Proffer Statement to include the left-turn lane improvements and proposed turn restriction, subject to VDOT approval.**

8. Initial Staff Comment (January 23, 2020): The CDP for Seven Hills prepared by Urban Engineering and Associates, Inc., dated March 14, 2006, indicates an interparcel connection with PIN # 207-46-1171 via Gathering Glen Street. DTCI notes that an interparcel connection is anticipated by the County, per the 2019 CTP (Chapter 3, Transition Roadway Policies, Policy 3-3.7, Connectivity). DTCI notes that there are several other roadway crossings of similar expanses of minor floodplain within a one-half mile radius of this site.

*Applicant's Response (March 20, 2020): The applicant believes that making a connection to Gathering Glen Dr. from this proposed to development is not appropriate. Such a connection will require a floodplain crossing and will need to require significant clearing in the RSCR. It would also create disruption to the existing neighborhood which has been in place for quite some time. Given the property fronts on Braddock Rd. the applicant*

*believes the property and the neighborhood is better served by providing the site access only from Braddock Rd. The applicant is providing pedestrian connection from Gathering Glen Dr. to the on site trail and sidewalk system.*

**Comment Status: Comment not addressed. DTCI again notes that an interparcel connection is anticipated by the County per the 2019 CTP (Chapter 3, Transition Roadway Policies, Policy 3-3.7, Connectivity).**

9. Initial Staff Comment (January 23, 2020): The 2019 CTP identifies Braddock Road as a major collector and recommends consolidating access on major collector roads. In keeping with the 2019 CTP the Applicant is encouraged to revise the application to provide not three access points but only one access directly onto Braddock Road, along with an interparcel public street connection to Gathering Glen Street. DTCI recommends the Applicant construct the interparcel connection at Gathering Glen Street and terminate the existing private driveway at this connection, removing the private drive access at Braddock Road and the need for an emergency vehicle access point.

*Applicant's Response (March 20, 2020): The applicant is showing only one access point onto Braddock Rd. It is noted that there is currently a driveway onto Braddock Rd. which will be terminated. For reasons stated above the applicant does not plan to make a vehicular connection to Gathering Glen Dr.*

**Comment Status: Comment partially addressed. DTCI acknowledges the revised CDP shows one connection to Braddock Road for the proposed development and the existing private driveway access immediately east of the property on Braddock Road remains. The Applicant should provide a connection for the existing single family dwelling unit that will remain on the property to Gathering Glen Street.**

10. Initial Staff Comment (January 23, 2020): The Applicant should confirm that the access management entrance spacing standards required by VDOT are met with the proposed design once Braddock Road is improved to an urban four-lane median divided section.

*Applicant's Response (March 20, 2020): Acknowledged.*

**Comment Status: Comment not addressed, the Applicant did not provide a response addressing the request made in this comment.**

### ***Bicycle and Pedestrian Facilities***

11. Initial Staff Comment (January 23, 2020): DTCI notes that the Applicant is proposing to provide a six-foot asphalt recreational trail system throughout the property that would connect to Pinebrook Elementary School to the west, the existing ten-foot asphalt trail along Braddock Road to the north, Seven Hills Subdivision at Gathering Glen Street to the east and Seven Hills Subdivision to the south.

*Applicant's Response (March 20, 2020): The trail width has been increased to 8'.*

**Comment Status:** DTCI acknowledges the Applicant has increased the proposed trail width to eight-foot wide in a ten-foot wide public access easement. No further comment.

12. Initial Staff Comment (January 23, 2020): DTCI notes that per the 2019 CTP local roads providing access within subdivisions should have five-foot wide pedestrian facilities along both sides of the road. The Applicant's Statement of Justification indicates that such sidewalks will be provided, however such a commitment is not included in the Applicant's Draft Proffer Statement or on the CDP, both dated/sealed December 3, 2019. The Applicant should commit to providing sidewalks consistent with County policy.

Applicant's Response (March 20, 2020): The applicant has added a note to the symbol for the internal roads indicating they will have sidewalks on both sides of the road.

**Comment Status:** Comment addressed.

### **Proffers**

13. Initial Staff Comment (January 23, 2020): DTCI notes that roadway contributions per dwelling unit are anticipated by the County, per the 2019 CTP (Chapter 5, Proffer Policies, Policy 5-3.2, Potential Proffers). Recently approved residential rezoning applications have contributed \$6,000 per unit towards regional road improvements, however this level has not been adopted by the Board of Supervisors and therefore the amount is advisory at this time.

Applicant's Response (March 20, 2020): Acknowledged.

**Comment Status:** The Applicant has proffered \$4,000 per market rate unit towards regional roadway improvements. DTCI again notes that the specific amounts of such contributions are advisory. No further comment regarding the contribution amount. The Applicant should, however, clarify its intent regarding the geographic area in which these funds could be expended, as the "Dulles South Small Area Plan" is not a plan that is currently in effect following adoption of the 2019 Loudoun County Comprehensive Plan.

14. Initial Staff Comment (January 23, 2020): DTCI notes that transit contributions per dwelling unit are anticipated by the County, per the 2019 CTP (Chapter 5, Proffer Policies, Policy 5-3.2, Potential Proffers). Recently approved residential rezoning applications have contributed \$1,000 per unit towards transit contributions, however this level has not been adopted by the Board of Supervisors and therefore the amount is advisory at this time.

Applicant's Response (March 20, 2020): Acknowledged.

**Comment Status:** The Applicant has proffered \$625 per market rate unit towards public transit. DTCI again notes that the specific amounts of such contributions are advisory. No further comment regarding the contribution amount. The

**Applicant should, however, clarify its intent regarding the geographic area in which these funds could be expended, as the “Dulles South Small Area Plan” is not a plan that is currently in effect following adoption of the 2019 Loudoun County Comprehensive Plan.**

### ***Highway Noise***

15. Initial Staff Comment (January 23, 2020): DTIC notes that the Applicant’s Draft Proffer Statement dated December 3, 2019, commits to providing the County with a noise study and mitigating the noise impact from Braddock Road, per the 2019 CTP (Chapter 7, Noise Policies, Policy 7-3.1, Land Development).

Applicant’s Response (March 20, 2020): Acknowledged.

**Comment Status: Comment partially addressed. The Applicant has committed to provide a highway noise study consistent with relevant policies of the 2019 CTP. The Applicant should, however, clarify the references to the property as “Section 23” does not appear to be applicable to the site.**

### **Additional Transportation Comments and Recommendations**

Based upon review of the Applicant’s revised submission materials, DTIC has the following new comment:

16. Proffer VII. B., *Single Family Attached Market-Rate Dwelling Units*, refers to the units as detached in the third line. The Applicant should clarify this in future versions of the Proffer Statement. DTIC defers to Proffer Management for further review of this matter.

cc: John Thomas, PTP, Assistant Director, DTIC  
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