

Proposed Changes to;

Town of Lovettsville



2015-2016 Amendment to the Comprehensive Plan

Adopted February 9, 2017

Amended: May 31, 2018

RESIDENTIAL BUILD-OUT ANALYSIS

Most parcels of land in the Town planned and zoned for residential purposes are built-out insofar as they are occupied by at least one dwelling unit, although not all such properties are currently developed to the maximum density allowed by-right in the underlying zoning district. This fact means that the Town can support a limited amount of new infill residential development during the next 10 years, at which time most of the vacant or underutilized residential land located within the existing corporate limits will be developed with residential uses at the maximum density allowed by the zoning ordinance (unless rezoned to allow higher densities). Since the vast majority of the vacant and underdeveloped parcels are located within the R-1, R-2 and R-3 zoning districts wherein only single-family detached dwellings are permitted, the Town should expect that single-family dwellings will continue to be the predominant housing type constructed during this period.

~~Table 2 below shows projected build-out of the Town during the next 10 years within each of the Town residential zoning districts, assuming that no additional townhouses or apartments are constructed in the Town during this same period. For reference, as of mid-2016 (the beginning of the analysis timeframe) the Town contains 688 single-family dwellings in addition to 44 townhouse dwellings, 38 duplex dwellings and approximately 20 apartments.~~

~~The largest undeveloped tract of land in the Town is planned for a mix of commercial and residential use served by public water and sewer (approximately 32 acres), located at the end of North Street adjacent to the post office property (the Engle Tract). Development of the tract may require the owner to provide secondary access to the local street network (through properties located to the southeast or, possibly, north). Development of the tract in accordance with this plan should enhance the economic base of the Town and surrounding area by providing employment opportunities to area residents and increasing the viability of existing and future Town businesses by increasing the customer base and added household spending capacity.~~

(table 2 follows)

TABLE 2. PROJECTED RESIDENTIAL BUILD-OUT BY ZONING DISTRICT, 2017-2026 (FISCAL YEARS)		
Zoning District	Single-Family Dwelling Units	Subdivision or Parent Tract Name(s)
CLI-1 (current) TND Traditional Neighborhood Development (Proposed)	130	
T-C Town Center Planned Development	18	Lovettsville Town Center
CR-1 Residential District	0	N/A
R-1 Residential District	89	Lovettsville Glen Cooper Run Estates Lemp Tract Property Adjoining the Keena Subdivision Property Adjoining Lakeview Village Townhomes 32 S. Loudoun Street
R-2 Residential District	0	N/A
R-3 Residential District	8	Walker Tract
R-C Retirement Community	29	Heritage Highlands
Planned Infill Development District	23	Keena Subdivision
Small Infill (Various Districts)	6	Various

Therefore, the Town anticipates the construction of perhaps ~~303~~ 173 additional dwelling units within the Town between mid-2016 and mid-2026. With the exception of those in the R-C District (Heritage Highlands), all housing units built during this time are anticipated to be single-family detached dwellings. By multiplying the total number of units by the estimated average household size (3.12) during the preceding five-year period (2010-2014), this build-out analysis projects a total of ~~945~~ 539 additional residents by mid-2026.

GOALS

- 1. Promote the establishment of a variety of commercial and light industrial businesses of various sizes, which serve Town and area residents and provide job opportunities, in planned commercial and industrial areas as depicted on the land use plan map.**
- 2. Provide for future residential development that represents the logical expansion of the Town's existing pattern of development with respect to the configuration of streets, blocks and lots. Ensure that any future residential growth, whether infill or otherwise, does not exceed the capacity of the Town to provide essential public services to residents.**

POLICIES

1. Provide for a greater mix of dwelling and building types for new residential development on infill parcels while preserving the Town's predominately single-family character.
2. Promote a mixture of commercial and/or light industrial uses on sites where indicated on the land use plan map at a scale consistent with that of surrounding areas and neighborhoods.
3. Promote the planning of land in Loudoun County adjacent to (southeast of) the Engle Tract for similar "flex" compatible uses with the understanding that the owner/developer would be responsible for the extension of public infrastructure into this area and pursuing any approvals necessary to accomplish this under the relevant policies of the County and/or Town.
4. Facilitate the redevelopment of existing buildings and parcels in the historic downtown, including those located along the E. Broad Way corridor and sections of S. Locust and S. Loudoun Street located within one block of E. Broad Way, by maximizing the adaptive reuse potential of existing structures in order to promote small business uses, including "start-up" businesses.
5. Promote the concept of the Lovettsville Town Center commercial areas and nearby public spaces being a focal point and activity center for community life, not merely a concentration of commercial businesses.

- 7 Future ~~employment~~ retail and commercial uses and opportunities will be generated ~~principally~~ by the development of the Engle Tract through establishment of a ~~combination of "flex" or light industrial,~~ mix of commercial and, ~~potentially, office~~ residential uses. The Town is committed to ensuring that any development of this tract creates visually attractive buildings and homes that are consistent with Lovettsville's small town character and do not create an adverse condition for or impact on adjacent residential neighborhoods. Another potential issue ~~of is whether~~ development of the Engle Tract relates N. Church Street; will necessitate an additional point of access to the Town street network, ~~or~~ whether N. Church Street will be sufficient to handle the volume and type of traffic anticipated or whether an ad as a result of this development.

25. The Engle Tract Special Planning area is proposed to be developed in the following manner:

- a) A transitional commercial area is proposed on the section of the planning area located closest to E. Broad Way and along the west side of the tract bordering Keister Lane in order to buffer adjoining residential subdivisions from planned light industrial uses on the Engle Tract. The commercial uses occupying this area will be restricted to uses that are anticipated to have minimal impact on the adjoining residential uses and the economic viability of which generally do not require frontage on Berlin Turnpike. (*see Map 4: Land Use Plan Map*)
- b) ~~Secondary street access (aside from N. Church Street) is constructed to link to an existing public street when over fifteen (15) acres of the site is approved for development. (*see Map 6: Transportation Plan Map*) Consistent with the Transportation Master Plan or the findings of any traffic studies or analyses conducted for the Town generally or Engle Tract, obtain funding or other contributions from the owner or developer to construct secondary road access to the property from existing public streets. This funding shall be prorated based on reasonable allocation to immediate and future land use. Additionally, prepare preliminary mapping and design of such extension(s) across adjoining properties and work with affected landowners to acquire the necessary right-of-way.~~
- c) Pedestrian facilities will be provided throughout the development.
- d) Access to the parcel of land located on the western side of Keister Lane will be provided through the main part of the tract via N. Church Street, or across one of the three adjacent parcels on N. Berlin Pike, thereby eliminating vehicular access to that parcel via Keister Lane.
- e) Service and loading bays should be oriented such that they do not face adjacent residential areas.
- f) The outside storage of vehicles, equipment, and materials may be permitted, but must be strictly controlled so that all such areas are screened from view from adjoining properties and uses.
- g) ~~In 2016, the Town of Lovettsville used economic development consultants who engaged with key stakeholders and the Town Government to develop a Concept Plan. This Concept Plan embodies and reflects the planning recommendations identified in (a) through (f) above and is the guide for how the Town would like~~

~~to see the Engle Tract Special Planning area developed~~

Consistent with the Transportation Master Plan, Capital Improvement Plan, or the findings of any traffic studies or analyses conducted for the Town generally or Engle Tract, obtain funding or other contributions from the owner or developer to improve South Church Street to VDOT standards and construct sidewalks on one or both sides of the street. This funding shall be prorated based on reasonable allocation to immediate and future land use.

ISSUES AND FUTURE NEEDS

TOWN STREETS

As noted earlier, many of the Town's original streets are narrow with shoulder-and-ditch cross sections. Drainage on these streets has been problematic as driveway culverts become damaged over time or fill with sediment and debris. The Town recognizes the need to address drainage problems on existing streets in the event they are improved or reconstructed in order to prevent future occurrences of ponding and standing water on public streets and in drainage ditches.

The Town has attempted to ensure that connections between existing streets and extensions of streets to serve adjacent tracts are made as large vacant parcels are subdivided or otherwise developed. For example, East Pennsylvania Avenue will be extended from S. Locust Street to Frye Court as part of the development of the Keena Tract in order to ensure the logical continuation of the street grid in that area of Town. Likewise, North Church Street will be extended into the Engle Tract in order for development to occur on this property. Even so, at least one other additional access point to a major arterial or collector street, whether to Quarter Branch Road, [Park Place](#) and/or Lovettsville Road, will most likely be needed to serve potential future development on adjoining tracts. [As additional access points to the Engle Tract should be anticipated so new roads connecting the Engle Tract may be constructed, it warranted.](#)

~~Once the Lovettsville Community Park becomes operational, a gravel road will provide access through the park from South Loudoun Street near the Lovettsville Elementary School directly to Milltown Road just southeast of the corporate limits.~~

MULTI-USE TRAIL AND SIDEWALKS

For years, the Town has planned a shared-use trail along the western side of Berlin Turnpike to facilitate pedestrian mobility within the Town. The first phase of the trail along South Berlin Turnpike was administered and primarily funded by the Virginia Department of Transportation (VDOT). The project was completed in late 2015. Ultimately, plans call for the trail to be linked to a planned future bicycle and pedestrian pathway corridor connecting Lovettsville to Brunswick, Maryland for commuting and recreation purposes as identified in the Loudoun County Bicycle and Pedestrian Mobility Master Plan (2003) and Proposed Bicycle and Pedestrian Network Map.

The Town capital improvement program includes a proposal to construct sidewalks along the entire length of East Broad Way and South Loudoun Street consistent with the Streetscape Master Plan for East Broad Way and South Loudoun Street endorsed by the Town Council in 2009. Sidewalks will be constructed to standards of the

1. improvements will be constructed as part of a private development and in other cases as part of a public project.
2. Road network improvements are planned to increase the safety and convenience of vehicular, bicycle and pedestrian travel throughout the Town and provide necessary connections to the surrounding area. The major planned transportation improvements include:
 - a) Installation of intersection improvements at the intersections of: (1) S. Berlin Pike and S. Loudoun Street; (2) Milltown Road, Lovettsville Road and E. Broad Way; and (3) E. Broad Way and Church Street.
 - b) Extension of E. Pennsylvania Avenue between S. Locust Street and Frye Court.
 - c) Construction of a new street between S. Locust Street and terminus of Frye Court as part of the Keena Subdivision.
 - d) Construction of a new gravel road connecting S. Loudoun Street through the Lovettsville Elementary School and proposed Lovettsville Community Park to Milltown Road as part of the County's park project.
 - e) Extension of Red Bud Lane to S. Berlin Pike.
 - f) Extension of N. Church Street and construction of a new street network on the Engle Tract in order to serve the future development of that property and provide for a street connection to Quarter Branch Road, Park Place and/or Lovettsville Road. Work with Loudoun County to include such future street connection(s) in the Countywide Transportation Plan. Additional access points to Engle Tract should be anticipated so a new road connecting the Engle Tract to Park Place may be constructed, if warranted.
 - g) Construction of a new street connecting N. Berlin Pike and Cooper Run Street through the Lemp Tract and Hill Holdings Tract as part of any subdivision(s) of those tracts.
3. Work with Loudoun County to include in the Countywide Transportation Plan and prioritize in the County's capital improvement program (CIP) improvements to the intersection of Virginia Route 9 and Virginia Route 287 necessary to facilitate commuting for Town and area residents to regional employment destinations.
4. Existing streets which do not meet VDOT standards for right-of way and/or pavement width, drainage, turning radii, or other criteria should be improved to state standards, where appropriate and feasible.

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