Purpose

• Gather feedback on Small Area Plan elements
  – Proposed Land Use Plan
  – Proposed Land Use Categories
  – Proposed Transportation Network
• Review Next Steps in the Process
Agenda

- Review Project History
- Planned Land Use Map
- Planned Land Use Categories
- Urban Design Concepts
- Planned Roadway Network
- Additional Small Area Plan Components
Scenario Planning Study History

- Workshop 1 - May 28, 2015
- Workshop 2 - August 26, 2015
Scenario Planning Study History
I think the study area should have one or more walkable, mixed-use centers, similar to Reston or One Loudoun.

A. Strongly Agree
B. Somewhat Agree
C. Neutral
D. Somewhat Disagree
E. Strongly Disagree
Scenario Planning Study History

Having more travel options (walk, bike, transit) in the study area would be important to me.

A. Strongly Agree
B. Somewhat Agree
C. Neutral
D. Somewhat Disagree
E. Strongly Disagree
Scenario Planning Study History

1. Pedestrian only areas around rail? What consideration has been given?
2. High density; tolls or priced?
3. Multi-modal transportation network (rail, bus, road, bike/ped)
4. Bike path network to metro (on/along Loudoun Co Pkwy in particular)
5. Carpool/carpool from/to metro stations
   Plan parking spaces based on carsharing/carpooling goals
6. No new 4-lane divided collectors; need pedestrian friendly collectors
   that support green street network in mixed use playfields
7. Trolley that loops around the two metro stations
   Hop on - hop off service - geared towards mixed use development
8. Pedestrian/bike path - connecting Ashburn Farm/Ashburn Village
   & Broadlands
9. More transportation options; buses lack frequency
   Need feeder buses to metro
10. Local bus service for residents
    (fixed route)
11. Ped-friendly intersections
Loudoun County Land Use Scenario Planning
Public Workshop #1
May 28, 2015

Please share your comments . . .

1. If you were to leave this area and return in 10 years, what would you hope the study area would have become?

   Anything resembling the Ballston-Rosslyn corridor, where there are square “city like” blocks. Reston Town Center would also be good examples of how these station areas should look.
Scenario Planning Study History
Scenario Planning Study History
Scenario Planning Study History
Scenario Planning Study History

The map shows the consultant recommended growth concept map with various zones and colors indicating different land uses. The map includes natural areas, open spaces, suburban single family attached, suburban multifamily attached, suburban multifamily stacked, urban multifamily attached, suburban commercial, suburban industrial, compact walkable office, urban mixed use medium buildings (4-6 stories), urban mixed use tall buildings (10-12 stories), center city and special activity center (non-residential use only), data center, parking deck, park and public places, study area boundary, station area buffer (1/2 mile), future metrorail station, major water bodies, and potential street network.

Note: The growth concept map is for illustrative purposes only and should not be used for planning decision making. It is not the official plan adopted by the Loudoun County Board of Supervisors or any county department participating in the scenario planning study beyond the purpose stated above.
Scenario Planning Study History

- Transportation and Land Use Committee – February 12, 2016
- Board of Supervisors Initiates Comprehensive Plan Amendment – March 17, 2016
Study Area Boundary
Planned Land Use
Development Areas
**Floodplain/Designated Open Space**

**TYPICAL OPEN SPACE LAND USES**

**Primary Land Uses**
- Undeveloped Land
- Natural Land
- Conservation Areas

**Secondary Land Uses**
- Roads and Trails
- Buildings and structures

**DEFINED OPEN SPACE FORM AND PATTERN**

- Land Use Mix: Primarily undeveloped land
- Residential Density: N/A
- Non-Residential Intensity: N/A
- Prevailing Building Height: N/A
- Primary Transportation Modes: Auto, Walk, Bike
Parks and Community Facilities

TYPICAL PARKS AND COMMUNITY FACILITIES LAND USES

Primary Land Uses
- Parks
- Recreation Fields
- Trails
- Picnic areas
- Schools
- Fire Stations

Secondary Land Uses
- None

Undesirable Land Uses
- Residential and Commercial uses

PARKS AND COMMUNITY FACILITIES FORM AND PATTERN

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Community Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>N/A</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>N/A</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>N/A</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Auto, Walk, Bike</td>
</tr>
</tbody>
</table>
Urban Mixed Use, Tall Buildings

10 to 15 stories
32 to 125 DU/AC
Urban Mixed Use, Tall Buildings

**TYPICAL MIXED-USE TALL BUILDINGS**

**LAND USES**

**Primary Land Uses**
- Condominium
- Apartment
- Sit-down Restaurant
- Retail Sales
- Bank
- Grocery Store
- Night Club
- Multi-tenant Professional Office

**Secondary Land Uses**
- Community Facilities
- Neighborhood Park
- Public Plaza
- Outdoor Seating

**Undesirable Land Uses**
- Single-Family Attached and Detached homes
- Auto oriented uses (Gas Stations, Drive-through restaurants)

**MIXED-USE TALL BUILDINGS FORM AND PATTERN**

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Mix of Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>32 – 125 du/ac</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>2.0 – 6.0 FAR</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>10 – 15 Stories (195’ Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Rail, Bus, Walk, Bike, Auto</td>
</tr>
</tbody>
</table>
Urban Mixed Use, Medium

4 to 6 stories
24 to 32 DU/AC
Urban Mixed Use, Medium Buildings

Primary Land Uses
- Apartment Buildings
- Restaurants
- Grocery Stores
- Banks
- Doctor Offices
- Multi-tenant Office Buildings
- Corporate Office Buildings

Secondary Land Uses
- Community Facilities
- Schools
- Neighborhood Parks
- Public Plazas
- Urban style townhomes

Undesirable Land Uses
- Single Family Detached Homes
- Suburban style townhomes
- Auto oriented uses (Gas Stations, Drive-through restaurants)

Typical Home Size
700 – 1300 SF

Residential Density
24 – 32 du/ac

Non-Residential Intensity
1.0 – 4.0 FAR

Prevailing Building Height
4 - 6 Stories (90’ Max)

Primary Transportation Modes
Transit, Walk, Bike, Auto

Parking Provision
Parking Structure, On Street, Rear Surface Lot

Building Orientation
Facing Street

Building Placement
Directly Behind Sidewalk

MEDIUM URBAN MIXED-USE LAND USES

MEDIUM URBAN MIXED-USE FORM AND PATTERN

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Mix of Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>24 – 32 du/ac</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>1.0 – 4.0 FAR</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>4 - 6 Stories (90’ Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Transit, Walk, Bike, Auto</td>
</tr>
</tbody>
</table>
Compact, Walkable Non-Residential

Legend
- Small Area Plan Boundary
- Distance from Metrorail Station
  - 0.25 Miles
  - 0.5 Miles
  - 1 Mile
- Future Land Use Designation
  - Compact, Walkable Non-Residential
Compact, Walkable Non-Residential

**COMPACT, WALKABLE NON-RESIDENTIAL LAND USES**

**Primary Land Uses**
- Sports stadium (within ½ mile)
- Convention Center (within ½ mile)
- Exhibit hall or museum (within ½ mile)
- Regional shopping mall (within ½ mile)
- Restaurants
- Retail Sales
- Banks
- Corporate Office Buildings
- Multi-tenant Professional Offices
- Research-and-Development

**Secondary Land Uses**
- Amphitheater
- Movie Theater
- Neighborhood Parks
- Public Plazas
- Outdoor Seating
- Community Facilities

**Undesirable Land Uses**
- Residential
- Auto oriented uses (Gas Stations, Drive-through restaurants)

**COMPACT, WALKABLE NON-RESIDENTIAL FORM AND PATTERN**

**Land Use Mix**

<table>
<thead>
<tr>
<th>Mix of Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
</tr>
<tr>
<td>Primary Transportation Mode</td>
</tr>
</tbody>
</table>
Urban Residential

3 to 6 stories
8 to 24 DU/AC
## Urban Residential Form and Pattern

**Residential Land Uses**

- **Primary Land Uses**
  - Urban Style Townhomes
  - Apartment Buildings
  - Condominiums
  - Two-over-Two Units
  - Multi-family Attached

- **Secondary Land Uses**
  - Schools
  - Churches
  - Community Centers
  - Limited neighborhood retail like drugstores and convenience stores in an urban, walkable format

- **Undesirable Land Uses**
  - Suburban style townhomes
  - Suburban style retail uses

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**Urban Residential Form and Pattern**

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Separated Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>8 – 24 du/ac</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>N/A</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>3 – 6 Stories (70’ Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Transit, Walk, Bike, Auto</td>
</tr>
</tbody>
</table>
Urban Multi-family Attached

**URBAN MULTI-FAMILY ATTACHED LAND USES**

**Primary Land Uses**
- Condominium
- Apartment

**Secondary Land Uses**
- Pocket Park
- Neighborhood Park
- Public Plaza
- Clubhouse
- Pool & Amenities
- Small scale retail like coffee shops or delicatessens

**Undesirable Land Uses**
- Large scale commercial uses
- Auto oriented uses (Gas Stations, Drive-through restaurants)
- Suburban style residential development
- Townhomes

**URBAN MULTI-FAMILY ATTACHED FORM AND PATTERN**

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Separated Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>24 – 48 du/ac</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>N/A</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>4 – 6 Stories (90’ Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Transit, Walk, Bike, Auto</td>
</tr>
</tbody>
</table>
Single Family Detached

1 to 3 stories
1 to 4 DU/AC
Single Family Detached

SINGLE-FAMILY DETACHED LAND USES

Primary Land Uses
- Single Family Detached Homes

Secondary Land Uses
- Natural Areas
- Neighborhood Park
- Clubhouse
- Pool & Amenities

Undesirable Land Uses
- Commercial Uses
- Residential Uses with incompatible densities

SINGLE-FAMILY DETACHED FORM AND PATTERN

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Separated Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>1 – 4 du/ac</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>N/A</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>1 – 3 Stories (45’ Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Auto, Walk, Bike</td>
</tr>
</tbody>
</table>
Compact, Walkable Employment

3 to 6 stories
0.5 to 3.0 FAR
Compact, Walkable Employment

COMPACT WALKABLE OFFICE LAND USES

Primary Land Uses
- Corporate Office
- Multi-tenant Professional Office
- Research and Development

Secondary Land Uses
- Copy and Printing
- Sit-down Restaurant
- Bank
- Public Plaza
- Outdoor Seating

Undesirable Land Uses
- Data Centers
- Strip retail
- Auto oriented uses (Gas Stations, Drive-through restaurants)

COMPACT WALKABLE OFFICE FORM AND PATTERN

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Separated Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
<td>N/A</td>
</tr>
<tr>
<td>Non-Residential Intensity</td>
<td>0.50 – 3.00 FAR</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>3 - 6 Stories (90' Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Transit, Walk, Bike, Auto</td>
</tr>
</tbody>
</table>
Suburban Employment

1 to 6 stories
0.25 to 0.75 FAR
Suburban Employment

SUBURBAN OFFICE LAND USES

Primary Land Uses
- Corporate Office Buildings
- Multi-tenant Professional Office
- Research and Development
- Flex-Industrial

Secondary Land Uses
- Copy and Printing
- Sit-down Restaurant
- Bank
- Auto oriented uses (Gas Stations, Drive-through restaurants)
- Suburban style retail
- Pad sites
- Self-storage facilities

Undesirable Land Uses
- Residential Development

SUBURBAN OFFICE FORM AND PATTERN

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Separated Uses</th>
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<tbody>
<tr>
<td>Residential Density</td>
<td>N/A</td>
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<tr>
<td>Non-Residential Intensity</td>
<td>0.25 – 1.0 FAR</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>1 - 6 Stories (90’ Max)</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Auto</td>
</tr>
</tbody>
</table>
Route 28
Forecasted New Residential Units (2040)

- Current Plan – 7,142 total units
- Proposed Plan – 22,419 total units

- Proposed Plan
  - 4,570 additional single-family attached
  - 10,707 additional multi-family
Forecasted New Employment (2040)

- Current Plan – 18,760 total jobs
- Proposed Plan – 28,272 total jobs
  - 9,512 additional jobs
Urban Design Guidelines
Urban Design Guidelines

- Setbacks
- Sidewalk Width
- Planting Strips
- On-Street Parking
- Street Furniture
- Lighting
- Public Spaces
Lower Setbacks

Preferred VS Undesirable
Wider Sidewalks

Undesirable VS Preferred
Street Furniture
Planting Strips

Preferred VS Undesirable
Street Lighting
Primary Function of Streets
Transportation Network
Multi-Modal Design Standards
Multi-Modal Design Standards

Narrower Travel Lanes
Multi-Modal Design Standards

Bike Lanes
Multi-Modal Design Standards

Wider Sidewalks
Multi-Modal Design Standards

On-Street Parking
Multi-Modal Design Standards

Potential Roadway Section for Shellhorn Road or Centergate Drive
Multi-Modal Design Standards

Potential Roadway Section for “Main Street” in Mixed-Use Neighborhoods
Multi-Modal Design Standards

Potential Roadway Section for "Main Street" in Mixed-Use Neighborhoods
Other Plan Components

- Environment
- Parks
- Schools
- Community Facilities and Services
- Economic Development
- Transportation and Connectivity
- Housing Affordability
Schools

• Identify potential school sites
• Evaluate student generation
• Discuss urban school designs
Parks

• Linear park and trail along Broad Run

• Connections to W&OD

• New neighborhood park sites
Next Steps

- Refine Land Use Map
- Continue drafting plan policy
- Present plan draft at future public meeting
Group Discussions

- Do you have suggested changes for the proposed land use?
- Are the land use categories appropriate?
- Do you have suggested changes for the proposed roadway network?
- What other ideas do you have and what other plan elements should be considered?
Questions?