Silver Line Small Area Plan

September 13, 2016 Public Workshop

Presented by the Department of Planning and Zoning
Purpose

- Discuss Planned Land Use Updates
- Discuss Planned Transportation System
- Provide overview of other small area plan policies
- Review next steps in the process
Study Area Boundary
June 29, 2016 Workshop
June 29, 2016 Workshop

Silver Line Small Area Plan Comprehensive Plan Amendment

Latest News
Upcoming Public Information Session

Loudoun County has scheduled a public information session to present an overview of the preliminary draft of the Silver Line Small Area Plan. The meeting will be used to present draft information and policies in the Small Area Plan. The information provided will build upon details previously provided at the June 29, 2016, public meeting where land use information was presented. Notices such as vision, urban design, community facilities, and transportation will be discussed. Attendees will be asked to provide feedback to help guide continued work on the Small Area Plan document.

- Tuesday, September 13, 2016
  - 6:30 p.m. to 8:30 p.m.
  - Moorefield Station Elementary School Cafeteria
  - 21250 Moorefield Parkway, Ashburn VA

Upcoming Presentation to Board of Supervisors Committee

September 15, 2016
Staff is proposed to present an update on the Silver Line Small Area Plan at the September 13, 2016, meeting of the Board of Supervisors' Transportation and Land Use Committee. The meeting is scheduled to begin at 9:30 a.m., Thursday, September 15, 2016, in the Boardroom located on the first floor of the Loudoun County Government Center, 1 Harrison Street, S.E. in Leesburg. The meeting will be televised on Comcast Government Channel 23, Open Band Channel 48, and Verizon TV Channel 10. The plan is also available for viewing through the Loudoun County website.

July 15, 2016
Staff presented an update on the Silver Line Small Area Plan at the Board of Supervisors’ Transportation and Land Use Committee on July 15, 2016. The meeting began with a review of the plan's history and the Board's role in reviewing the plan. The staff presented an overview of the plan's key elements and discussed the plan's recommendations for future development.

June 29, 2016
Thank you to all those who attended the county's public meeting on the Silver Line Small Area Plan. The meeting was held on June 29, 2016, at Moorefield Station Elementary School. There were approximately 90 attendees who provided feedback on the proposed land use and other elements of the Small Area Plan.

The presentation made at the meeting, a land use typology workbook, and additional public comments are as follows:

- Overview Presentation
- Land Use Typology Workbook
- June 29, 2016: Combined Public Comments

Summary
On March 17, 2016, the Loudoun County Board of Supervisors initiated a Comprehensive Plan Amendment (CPA) for development of a Silver Line Small Area Plan. The Small Area Plan will be crafted as a stand-alone document with a

- Silver Line Plan
- Small Area Plan
- Comprehensive Plan Amendment
New Residential Units (Forecasted 2040)

- Current Plan – 7,142 total units
- Proposed Plan – 22,251 total units

- Proposed Plan
  - 4,402 additional single-family attached
  - 10,707 additional multi-family
New Employment (Forecasted 2040)

- Current Plan – 18,760 total jobs
- Proposed Plan – 28,272 total jobs
  - 9,512 additional jobs
Additional Planned Land Use Updates

- Small Area Plan Document and Maps will be further updated to reflect further revisions made in September (Version 3)
- Current analysis and Plan based on Version 2

Planned Land Use
Silver Line Area Vision
Silver Line Area Vision

- A strong and diverse regional economic center
- A leader in innovation
- An urban community that is rich in amenities
- A community offering a variety of housing choices
Silver Line Area Vision

• A multi-modal transportation hub
• A new civic and cultural center that functions as a place of community
• A network of green infrastructure
• Characterized by the highest quality of urban design
Transportation
Multimodal Transportation System

- Streets to move cars, buses, cyclists, and pedestrians
- Roadway network will function to move people through the area without excessive delay
- On-street parking throughout urban centers
- Bus services from Metrorail Stations to locations throughout the County
- Upgraded facilities for buses, including enhanced shelters and transit centers
- A grid system to ensure high mobility for drivers, cyclists, and pedestrians
Urban Streets

In denser areas, streets feature multimodal elements, such as:

- Wide sidewalks
- Bike lanes
- Enhanced Transit shelters
- Frequent crosswalks
Bicycle Connectivity Plan
Bicycle and Pedestrian Facilities

- Bike lanes and sidewalks are critical to a multimodal urban environment
- On-road bike lanes to encourage bicycling for local trips
- Wide sidewalks provide capacity for pedestrians along every major street
- Frequent and convenient crosswalks for easy access throughout the area
- Bicycle racks and pedestrian plazas allow for people to travel more easily by bicycle and by walking
Off-Road Bicycling

- Off-road trails for additional travel mobility and recreation options
- Trails provide recreation and commuting routes
- Trails provide multimodal transportation options
- A connected and robust trail system can complement the street network
- Along busy streets, trails for bicycles work if sidewalks for pedestrians are also provided
Transit-Priority Streets
Circulator and Local Transit Service

- Frequent local transit service is integral to a multimodal urban area

- Buses to and from Metro stations connect neighborhoods through the Silver Line Area and the County

- Convenient bus routes encourage people commute via Metro without increasing roadway congestion

- A frequent circulator service serving the areas nearer to the Metro stations would encourage tourism and local employees and residents to use transit
Transit Stops and Centers

• Enhanced bus stops and transit centers are critical to encouraging transit ridership

• High-visibility and convenient features make waiting for a bus a more pleasant experience

• Stops may feature off-board fare machines, countdown clocks, route information, and ample seating

• Can help brand services to improve awareness of services
Urban Design Guidelines
Urban Design Guidelines

• Purpose – to guide property owners, developers, architects, engineers, and all community members in creating enhanced pedestrian movement, access, comfort, and safety – contributing to the livability walkability of the Silver Line Planning Area

• Placemaking - the act of designing buildings to increase attractiveness to and compatibly with the people who use them, is the primary design principle in creating walkable neighborhoods
Urban Design Guidelines

• Goals of Urban Design Guidelines
  – Promote accessibility and establish links to transit
  – Promote walkability
  – Establish human scale of buildings
  – Encourage human activity between buildings and streets
  – Create inviting spaces for activity
  – Create a sense of place and uniqueness
Urban Design Guidelines

• Building Orientation/ Setback
  – Visible street facing entrances
  – Accessibility from the street/sidewalk
  – Create an outdoor room or hallway
  – Mid-block passages or paseos bisecting long blocks
  – Transitions from building to street w/grade changes or overhead cover
Urban Design Guidelines
Building Setbacks / Orientation

Preferred

VS

Undesirable
Urban Design Guidelines

- Building Design / Facades
  - Overhead architectural feature
    - Awnings, canopies and trellises
  - Human scale ground floor facades
  - Identifiable and accessible entrances facing high traffic areas
  - Pedestrian level windows and fenestrations
  - Cohesive uses of materials, variety and use of color
Urban Design Guidelines

• Sidewalks
  – Continuous and predominantly straight pathways
  – Wide enough to allow pedestrian flow in two directions
  – Utilize street trees, overhead cover and ground cover
  – Buffer pedestrians from roadway traffic
  – Utilize street furnishings to promote use of the outdoor room
Urban Design Guidelines
Sidewalks

Undesirable

VS

Preferred
Urban Design Guidelines

• Street Trees / Plantings
• Buffer pedestrians from vehicles and traffic
  – Shade producing trees at regular intervals
  – Vegetative / ground cover allows pedestrian movement and car doors
  – Create inviting spaces with low maintenance
Urban Design Guidelines
Street Tree / Plantings

Preferred

VS

Undesirable
Urban Design Guidelines

• On-Street Parking
  – Reduce need for parking lots / decks
  – Parallel parking
  – Buffer pedestrians and vehicle traffic from each other
  – Allow for flow of vehicle traffic
  – Calm vehicle traffic
Urban Design Guidelines

• Street Furnishings / Lighting
  – Create outdoor activity
  – Usable space in the outdoor room
  – Benches, trash cans, kiosks, street gardens, bike racks, outdoor sitting spaces
  – Adequate, safe, high quality night lighting at a human scale
  – ‘Dark Sky’ compliant lighting
Urban Design Guidelines
Street Furnishings
Urban Design Guidelines

• Public Spaces
  – Centers for human activity
  – Orient buildings so that public spaces to receive sunlight
  – Balance with shade producing trees and overhead cover
  – Abundance of on-site features:
    • Water features / public art
    • Outdoor furnishings
    • Vegetative ground cover
    • Space for gathering large groups of people
Urban Design Guidelines
Public Spaces
Community Facilities
Growth Management

- Recognize requirements/needs for community facilities and services
- New rezoning applications to demonstrate adequate capacity of community facilities before approval
Parks

- Within 1/8-mile of every new resident
- Benches, trees, picnic areas, ponds, trails, ballfields
- Pocket Parks, Urban Recreation Parks, Neighborhood Parks
- Linear park along Broad Run
- Evaluate potential for indoor recreation facilities
Conceptual Pocket Park Locations
Pocket Parks

- Approximately 0.1 to 1 acre
- Serves approximately 1000 residents
- Easily visible and accessible
- Benches, trees, picnic areas, ponds
Urban Recreation Parks

- Within 1/2-mile of population centers
- Approximately 2 to 10 acres
- Serves approximately 6000 residents
- Located outside of neighborhood core
- Generally 1-3 fields or courts, trails
Potential Neighborhood Park Locations

Approximate size of 1 Neighborhood Park
Neighborhood Parks

- Outside of population centers
- Approximately 1 to 30 acres
  - (typically 10 to 30 in Silver Line Area)
- Serves approximately 20,000 residents
- Accessible by pedestrians but designed to accommodate automobile traffic
- Generally 3-6 fields or courts, trails
Potential School Locations
Schools

- Growth management policies to ensure residential development does not occur without provision of schools
- 5,300 to 8,000 new students projected
- Need for at least 3 ES, 1 MS, 1 HS
- Schools to be neighborhood serving
- Student generation rates dependent on unit type
- Need for continuous monitoring of school needs
Elementary Schools

- Walkable urban format
  - 900± student capacity
  - Minimize need for bussing
  - Emphasis on pedestrian environment
  - Smaller footprints
  - Integrated into communities
Middle and High Schools

- Necessitate a more suburban form and location
  - 1,350± student capacity for Middle Schools
  - 1,800± student capacity for High Schools
- Need to accommodate vehicular traffic
- Increased need for recreation space
- Explore smaller footprint designs
Potential School Locations
Public Safety - Sheriff’s Office

- Continuous monitoring of need for new staff, equipment, and facilities
- Evaluate need for substations
- Proactive role in ensuring community safety
  - Consideration of “major attractors”
- Proactive roll in addressing traffic concerns
- Evaluate need for parking districts
Public Safety - Fire and Rescue

- Maintain current standards of 1 Fire/Rescue station per 25,000 people
- Evaluate need for new urban standards
- Maintain response times
- Continuous monitoring of need for new staff, equipment, and facilities
- Proactive roll in ensuring community safety (sprinkler systems, adequate circulation)
Other Community Facilities

- Monitor service delivery levels
- Consider need for new facilities like:
  - Libraries
  - Teen/Senior Centers
  - Recreation Facilities
  - Satellite Government Offices
Green Infrastructure
Green Infrastructure

- Need to recognize full scope of green infrastructure assets
- Consider green infrastructure as a community amenity
- Address state pollution regulations
River and Stream Impairments

Aquatic Life

Recreational Use
Green Infrastructure

- Primary Preservation Areas:
  - Broad Run
  - Broad Run floodplain
  - Adjacent steep slopes (Greater than 25%)
  - Minor Floodplain
  - 50-Foot Management Buffer or 100-Foot Minimum Stream Buffer Surrounding Broad Run Floodplain and Minor Floodplain
  - Tree Preservation Areas identified outside of RSCR
- Watershed Management Strategies
Workforce Housing

- Unmet Housing Needs Policies
- Provide diverse housing stock
  - Variety of types and sizes of units
- Evaluate available incentives and programs to address housing needs
Next Steps

- September 15, 2016 TLUC
- Continue refinement of plan text
- October Planning Commission Public Hearing
Questions?