Stakeholder Committee Meeting

May 15, 2017 | Loudoun County Comprehensive Plan
Administrative Items
Agenda

1. Welcome / Sign-in / Dinner / Administrative Items
2. Continuation of Transition Policy Area/Leesburg JLMA Discussion
3. Transportation Baseline Conditions Presentation and Preference Exercise
4. Community Framework and Place Types Approach
5. Small Group Work – Suburban Policy Area Potential Change Areas
6. Small Group Reporting Out
7. Next Steps
8. Adjourn
The Process

Envision Loudoun will last through the spring of 2018.

2016

PHASE 1
Foundation
What do we know?

PHASE 2
Vision
What do we achieve?

PHASE 3
Explore
Where do we go?

PHASE 4
Plan
Putting it together.

PHASE 5
Review & Adopt
Finishing the work.

2017

2018

ROUND 1
Listening & Learning Workshops
November 2016

PUBLIC ENGAGEMENT

ROUND 2
Envision the Future Workshops

ROUND 3
Plan Review Workshops
January 2018
Transition Policy Area / Leesburg JLMA Small Group Discussion Themes
Key Themes Transition / JLMA

• Varied ideas regarding **housing** in the Transition Policy Area:

1. Request for a “full spectrum” of housing types and price points
2. Be “more innovative” beyond townhomes and single family detached homes
3. Focus on the community instead of the housing type and build villages
4. Maintain current densities to provide transition
5. Concern for not building in the Suburban or Transition Policy Areas will eventually push development into the Rural Policy Area
Key Themes Transition / JLMA

• There are **undeveloped pockets** of the Transition Policy Area.
  
  *Some discussion participants were skeptical if this was enough room for villages.*

• **Commercial development** could be appropriate if local serving and appropriately scaled.  
  *Amenities desired for residents in Transition Policy Area.*
• There is general consensus that water resources should be protected. Density limitations may continue to be part of the answer.

• Quarries should be protected until they are no longer used. Compatibility should be maintained between industries and residences.
Key Themes Transition / JLMA

• Very important to consider **infrastructure** impacts of vision for TPA (support new growth or serve existing needs).

• There is a desire to investigate the capacity for more **schools** or **public facilities**.

• Improve the **road network**, considering **safety**, the **bicycle network**, and current lack of connectivity for **multimodal travel**.

• On-site **wastewater** is failing in some situations. **Water and sewer extension** will spur development.
Key Themes Transition / JLMA

• There is a lack of public open space and facilities, and a large amount of private open space.

• Natural land is an important component of this area and should continue to be preserved.
Key Themes Transition / JLMA

- The boundaries of the Transition Policy Area may need to be reevaluated:
  - There is general concern for development growing west
  - Hard physical boundaries that are not roads would be better for dividing Rural from Transition Policy Areas
  - The “Rural Finger”, an area of the Rural Policy Area that juts east, may fit better in the Transition Policy Area
Key Themes Transition / JLMA

• Alternatives to TPA
  • Maintain as is
  • Modify to create better connectivity and compatibility
  • Change to create true villages
  • Other?
Key Themes Transition / JLMA

• JLMA Specific Comments:
  1. Is the JLMA needed with only 278 acres left? Perhaps for technical reasons like proffers, or special uses like quarries.
  2. The land pattern is fairly defined

• Additional Resources Requested:
  1. Discussions with the Mayor and staff of Leesburg
Key Themes Transition / JLMA Subareas

• Lower Sycolin
  1. Density limitations are meant to protect water quality.
  2. Develop specifically around the toll road and Sycolin Road.

• Middle Goose
  1. Density limitations are meant to protect water quality.
  2. The triangle of land between Ryan Road and Evergreen Mills Road includes failing septic systems and issues with commuter through-traffic.

  Question of whether this land belonged in this subarea.
Key Themes Transition / JLMA Subareas

• Upper Broad Run
  1. The largest percentage of land available
  2. Airports:
     1. Consider Airport Noise.
     2. Consider the impact of modifying airport policy.
  3. Northstar Boulevard:
     1. General connectivity issues and a need to dissipate traffic

• Lower Foley
  1. Current pattern does not match transition.
  2. Consider density on Fairfax County side of boundary.
  3. Developed road network with connections.
  4. Potential environmental issues.
  5. Significant amount of land available
  6. Consider Braddock Road boundary
Transportation Baseline Conditions Presentation and Preference Exercise
Approach to Planning for Future Land Use and Character
Current Planned Land Use Model

Land Use Pattern and Design Policies
1. The County’s vision for the Suburban Policy Area is self-sustaining communities that offer a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities that support a high quality of life; and a design that conforms to the County’s Open Space and Open Space and Open Space and Open Space
2. Suburban Policy Area communities will be developed as extensive, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan. The reserve land uses, as specified in the land use matrix, will fully integrate the County’s Open Space and Open Space and Open Space and Open Space
3. The County, in collaboration with other governmental agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are pedestrian friendly. These measures may include the construction, improvement, maintenance of public squares, parks, and pedestrian trails, and the attention to street design details such as landscaping, lighting, and provision of attractive street furniture.
4. The County adopted three Small Area Plans encompassing the suburban areas and the three Sites of the Village System within the County. These plans, which may be reflected in the future, will be provided for the development of the Suburban Policy Area. The communities are Sterling, Potomac, Dederick, and Ashburn, as shown on the Suburban Community Boundaries Map.
5. All new development proposals in the Suburban Policy Area will be designed using the "new town" approach as detailed in the Revised General Plan.
6. The development plan for a new community will establish a built-out relationship between the residential and non-residential components of the project to be consistent with the County’s goals for the project area.
7. Attention to approved land use policies will conform to the land use and design goals and policies of the Revised General Plan.
8. For properties up to 50 acres: outside of Key Route Employment Designation, the land use mix specified in the land use matrix may not be achievable due to the small size of the parcel. In such cases, an alternative use may vary from the land use mix specified in the Plan by showing that an alternative use is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,000-foot radius of the site.
9. Development proposals proceeding through the legislative and site plan approvals process will conform to the County’s community design guidelines. The design guidelines will be implemented as a part of legislative applications (zoning, special exceptions) and incorporated into regulatory documents such as the Zoning Ordinance, Subdivision Standards Manual, and Land Subdivision and Development Ordinance (SLD) when applicable.
10. To protect and enhance the historic character and cultural importance of the historically significant areas in the Suburban Area, the County shall work with the local communities toward the designation of County Historic Cultural Conservation Districts. Other historically significant areas within the Suburban Area shall be identified and protected/enhanced. Pedestrian access to and from existing and new developments will be encouraged.

Chapter 6: Suburban Policy Area
Historically successful approach
## Comparison: Older and Newer Plans

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Older Plans</th>
<th>Newer Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Structure</strong></td>
<td>Traditional elements in “silos”</td>
<td>Organized around key themes</td>
</tr>
<tr>
<td><strong>Policy Direction</strong></td>
<td>Lengthy narrative</td>
<td>Streamlined policy guidance</td>
</tr>
<tr>
<td><strong>Graphics</strong></td>
<td>Limited</td>
<td>Provided throughout</td>
</tr>
<tr>
<td><strong>Future Land Use</strong></td>
<td>Focus solely on land use</td>
<td>Character based and coordinated with transportation</td>
</tr>
</tbody>
</table>
Public Input on Physical Environment: Character and Function

- Interest in high quality, unique, distinct, and aesthetically pleasing places
- Support active lifestyles
- Coordinate land use and transportation policies and practices
- Build environment for better biking and pedestrian movement
- Create gathering places and spaces
- Make more vibrancy

- Importance of reevaluating transition area
- Give attention to aging underutilized places for redevelopment potential
- Respect natural environment
- Preserve character of western Loudoun
Considerations for New Approach

• Address **character and quality of place**, not just land use
• Guide **consistent interaction of built environment and transportation network** within different contexts
• Recognize **difference between stable areas and potential areas for change**, while still providing a **consistent planning framework**
• Provide guidance for **infill / redevelopment contexts**
• Capture current land use patterns and development types, while providing **flexibility for evolution over time**
• Introduce **new development types** to meet evolving preferences of households and employers
Recommended New Approach

Land Use Plan → Place Types

New model in thinking about land use
Place Types

• Better articulation of vision for area
• Provide options under for different types of development (traditional and emerging)
• Express more detail on the built form and land uses, and describe a variety of characteristics
• Built based on existing and approved plans and guidance for areas of change
• Opportunity / Redevelopment areas to have a palette of options
Examples:

**Southern Rural**

**General Description:**
Southern Rural areas consist of rural landscapes that contain mostly agricultural and equine uses, and allow for complementary agricultural support and tourism uses that support Loudoun’s rural economy. This category includes rural residential homes on very large lots that are compatible with the surrounding rural character, and clustered rural subdivisions that protect large swaths of public open space. Public utilities are not provided, but commercial systems are encouraged.

**Predominant Uses:**
- Equine uses and stables
- Agriculture
- Agriculture support
- Rural/heritage tourism
- Rural hospitality
- Open space
- Rural residential

**Local Examples:**
- Wynd Farm
- Woburn Farm

**Historic Village**

**General Description:**
Historic Villages consist of rural-scale village communities that include a mix of uses designed around a small public and commercial core. Streets in this area are typically arranged in a highly connected pattern and compatible for a range of travel modes.

**Predominant Uses:**
- Retail
- Cust.
- Office
- Single-family detached

**Complementary Uses:**
- Institutional
- Parks and recreation
- Open space

**Local Examples:**
- Mills
- Taylorsville

**Use Pattern**
- Mixed use
- Single use
- Adjacent

**Intended:**
- Provide development in form of small-scale mixed use development in the rural area
- Maintain rural character
- Support agricultural use
- Ensure compatibility of activities

**Typical Form and Character:**

**Use Pattern:**
- Separated uses
- Mixed use
- Adjacent

**Intended:**
- Maintain rural character
- Support agricultural use
- Ensure compatibility of activities
Countryside Living

**General Description:**
Countryside Living consists of low density residential neighborhoods, clustered such that a large portion of land is preserved either as open space or farmland. Clustered housing may be designed as a rural hamlet.

**Predominant Uses:**
- Clustered small lot rural residential
- Open space

**Complementary Uses:**
- Agricultural support
- Limited rural-scale commercial and light industrial

**Local Examples:**
- Willowsford

**Typical Form and Character:**

Intent:
- Opportunities for clustered "hamlet" style developments
- Smaller commercial and light industrial establishments

Contemporary Village

**General Description:**
Contemporary Villages consist of rural-scale village communities that include a mix of uses designed around a small public and commercial core. Streets in this area are typically arranged in a highly connected pattern and comfortable for a range of travel modes.

**Predominant Uses:**
- Single-family detached
- Small-scale retail
- Civic
- Small-scale office

**Complementary Uses:**
- Institutional
- Parks and recreation
- Open space

**Local Examples:**
- Evergreen Rural Village
- Red Cedar
- (PUD Villages in Transition)

**Typical Form and Character:**

Intent:
- Provide transitional development type in form of rural-tone mixed use development in the Transition area
- Variability rural village design
Neighborhood 1

General Description:
Neighborhood 1 area consists primarily of single family detached homes arranged on medium to large lots. The plan type includes the majority of the planned neighborhoods in Loudoun. Streets in this category are typically arranged in a cruciform pattern with low to medium network connectivity.

Predominant Uses:
- Single family detached
- Multi-family

Complementary Uses:
- Parks and recreation
- Schools
- Open space
- Neighborhood scale commercial /office
- Multi-family

Local Examples:
- Brambleton

Neighborhood 2

General Description:
Neighborhood 2 area consists primarily of single family attached homes arranged on small to medium size lots. Streets in this area are typically terraced with mediator network connectivity. Sidewalks and other pedestrian amenities are common in these developments.

Predominant Uses:
- Single family detached
- Multi-family

Complementary Uses:
- Single family detached
- Parks
- Schools
- Open space
- Neighborhood scale commercial /office

Local Examples:
- Calais Gate Terrace

Neighborhood 3

General Description:
Neighborhood 3 area consists primarily of multi-family, internally oriented apartment complexes with simple surface parking and private green spaces. These developments typically consist of several mid-rise buildings arranged with internal green spaces and private amenities.

Predominant Uses:
- Multi-family

Complementary Uses:
- Single family detached
- Parks
- Schools

Local Examples:
- Glenridge Apartments

Neighborhood 4

General Description:
Neighborhood 4 area consists of a mix of housing types and uses. Streets in this district have typically interconnected and multi-modal. On-street parking and streets provide a barrier between pedestrian and moving traffic while rear alley and front porches foster a comfortable and inviting pedestrian realm.

Predominant Uses:
- Single family detached
- Multi-family

Complementary Uses:
- Open space
- Parks and recreation

Local Examples:
- The Village at Accola Center

Desired Form and Character:
Use Pattern:
- Res. Density
- Parks
- Schools
- Multi.

Lot Coverage:
- Setback from Street
- Front Elevation
- Rear Elevation
- Side Elevation

Block Length:
- Walking distance
- Open space

New Development:
- Design new neighborhoods using Traditional Neighborhood Development (TND) principles
- Enhance neighborhood connectivity through results
- Low impact development principles in redevelopment
Airports

General Description:
The Elder Airport occupies 3,000 acres, straddling the Loudoun/Fairfax line and consists of multiple runways, a control tower, and warehouses.

Predominant Uses:
- Airport

Complementary Uses:
- Parks
- Industrial
- Commercial
- Retail
- Institutional
- Civic

Local Examples:
- Dulles International Airport

Interest:
- Potential for initial development
- Commercial uses
- Maintain and enhance surrounding communities

Heavy Industrial

General Description:
Heavy industrial areas are primarily on or near large manufacturing plants. They are typically designed to accommodate large trucks and heavy equipment. These areas are typically isolated from residential areas and should be buffered from neighborhoods and other sensitive areas. However, in some cases, they may be integrated into other uses.

Predominant Uses:
- Manufacturing
- Industrial

Complementary Uses:
- Offices
- Retail

Local Examples:
- Boeing

Natural Resources Extraction

General Description:
Natural Resources Extraction areas typically consist of quarries and mines, where extraction of raw material occurs. In Loudoun, the term “mines” is used to describe areas that can be hazardous to human health and safety and are generally incompatible with commercial and residential uses, but may change over time to be redeveloped for a variety of other uses.

Predominant Uses:
- Quarry
- Manufacturing

Complementary Uses:
- Office

Local Examples:
- Suchas Stock Quarry

Typical Form and Character:
- Land Use: Independent Uses
- Net Density: N/A
- Net FAR: 0.2 - 0.4
- Net / Net Min: 40% / 100%
- Lot Coverage: 4.5
- Height: 1 - 2 stories
- Setback From Street: Minimum "density"
- Block Length: Medium - Long
- Parking Location: Flat near fire
- Curb & Sidewalk: N/A
- Open Space: N/A

Interest:
- Potential for remediation and conversion to other uses over time
Small Group Work – Suburban Policy Area Potential Change Areas
Legend

- **Areas for Potential Change**
- **Redevelopment Opportunity Areas**
- **Uncommitted and Underdeveloped Land**
- **Pipeline Nonresidential Land**
- **Nonresidential Pipeline with 15+ Acres Reserved for Future Use**
Small Group Work

1. What are the critical issues for the Suburban Policy Area?
2. What are the ideas for future planning direction in the Suburban Policy Area?
3. Critical issues/future planning direction for subareas?
Small Group Reporting Out