Stakeholder Committee Meeting

July 10, 2017 | Loudoun County Comprehensive Plan
Administrative Items
1. Welcome / Sign-in / Dinner / Administrative Items
2. Review Stakeholders Committee Work Plan
3. General Plan Outline
4. Silver Line Presentation Part 1
5. Next Meeting
6. Adjourn
Administrative Items

1. Silver Line CPAM Incorporation – Board Action
2. Re-Cap of Envision the Future Workshops
3. Stakeholders Observations/Comments
The Process
Envision Loudoun will last through the spring of 2018.

2016
PHASE 1
Foundation
What do we know?

2017
PHASE 2
Vision
What do we achieve?

2018
PHASE 3
Explore
Where do we go?

PHASE 4
Plan
Putting it together.

PHASE 5
Review & Adopt
Finishing the work.

2016
ROUND 1
LISTENING & LEARNING WORKSHOPS
November 2016

2017
ROUND 2
ENVISION THE FUTURE WORKSHOPS

2018
ROUND 3
PLAN REVIEW WORKSHOPS
January 2018
Charter Topics

1. Economic Development
2. Transition Policy Areas
3. Residential Housing Choice and Diversity
4. Redevelopment/Revitalization
5. Suburban Policy Area
6. Community Facilities and Supporting Infrastructure
7. Quality Development
8. Fiscal Management
9. Growth Management
Work Plan - July

July 10:
1. Review Work Plan (Board Direction on Silver Line CPAM)
2. Expectations Staff, Consultant, Stakeholders Committee / Sub-committees
3. Review Plan Outline
4. Part 1 – Silver Line CPAM Background/Plan Overview

July 31
1. Part 2 – Silver Line CPAM Plan
2. Transportation Needs & Opportunities
3. Response to Public Feedback on Vision, Goals, and Objectives
4. Discussions on Suburban Policy Area Land Use Approach
Work Plan - August

August 14:
1. Round 2 Public Input Summary
2. Discussion of Workforce Housing Strategies
3. Discussion of Economic Development Strategies
4. Staff’s Preliminary Suburban Policy Area Recommendations (Infill, Revitalization, Keynote Employment)

August 28:
1. Suburban Policy Area SC Draft Recommendations
2. Overview of TPA Related Public Feedback/Review of Stakeholder’s Outcomes for TPA
3. Recommended Approach for TPA
4. Additional Technical Information on TPA (By-Right vs. Rezonings, Utility Services, etc.)
Work Plan - September

September 11
1. Preliminary Economic Development Recommendations/Policies/Actions
2. Preliminary Workforce Housing Recommendations/Policies/Actions
3. Staff’s Preliminary Options for Transition Policy Area

September 25
1. SC Transition Policy Area Recommendation (Scenarios)
2. SC Economic Development Recommendations/Policies/Actions
3. SC Workforce Housing Recommendations/Policies/Actions
Work Plan - October

October 16:
2. Completion of First Draft of Land Use Map (TPA and Suburban Policy Areas) and Shape Chapter
3. Draft Public Facility Maps (Parks, Open Space, and Trails; Fire Stations/Emergency Services; Schools, Community Centers, Utilities, etc.).
4. Preliminary Review of Carry-Over Policies/Actions (Rural Policy Area, etc.)

October 30:
1. Continued Preliminary Review of Carry-Over Policies/Actions (Rural Policy Area, etc.)
2. Finalize Draft of Public Facility Recommendations
3. Draft Modal Networks;
Work Plan – November

November 6:
1. Finalizing Draft of Carry-Over Policies/Actions
2. Review Draft Sustain, Support, Compete Chapters;
3. Preview of Fiscal Impact Analysis (Existing Conditions, etc.)

November 20:
1. Identified Transportation Needs/Opportunities
2. Continued Review Draft Sustain, Support, Compete Chapters
Work Plan - December

December 4:
1. Fiscal Impact Analysis Results
2. Review Updates to Shape, Sustain, Support, Compete Chapters;
3. Review Draft Implementation Chapter
4. Draft CTP Recommendations
5. Continue Plan Review

December 18
1. Preliminary Draft of Implementation Chapter
2. Finalize CTP Recommendations
3. Final Review of Draft Plan Components
4. Review of Public Meetings Format
Work Plan

January 2018

Public Outreach Meetings on Draft Plan Components

1. Transition Policy Area Land Use Scenarios
2. Suburban Policy Areas of Change – Land Use and Related Policies
3. Revitalization and Infill – Land Use and Related Policies
4. Draft Policies/Strategies/Actions For Five Goal Areas
5. Future Public Facilities Maps
6. Draft Comprehensive Transportation Recommendations
Work Plan - February Through May 2018

1. Addressing Public Feedback to Plan
2. Revising and Finalizing Draft General Plan and Transportation Plan
Major Sub Tasks

1. Silver Line CPAM
2. Housing Policies/Strategies
3. Economic Development Policies/Strategies
4. Suburban Policy Areas for Change
5. Transition Policy Area
6. Infrastructure/Utility Planning
7. Carry Over Components/Policies From RGP
8. Public Facility Plans
Major Sub Tasks

9. Fiscal Impact Model
11. Quality Development Policies/Strategies
12. Comprehensive Transportation Plan
13. Rural Policy Area
14. Green Infrastructure
15. Drafting of Plan
Use of “White Papers” on Topics

1. What we heard (Public Feedback/Studies)
2. Challenges and Opportunities (Foundations Report)
3. Related goals and objectives
4. Recommended policies/strategies
envision LOUDOUN
our county • our future
Silver Line Comprehensive Plan Amendment (CPAM)

July 10, 2017
Stakeholders Committee Meeting

Presented by the Department of Planning and Zoning
Purpose

- Present Silver Line CPAM 2016-0002 history
- Present an overview of the plan components
- Provide synopsis of Planning Commission and Board issues
- Provide Board direction
- Questions and Discussion
CPAM History

• May 2014 – ULI Technical Assistance Panel
• September 2015 – Market Analysis and Best Practices Study
• December 2015 – Scenario Planning Study
• January 2016 – Board directs Staff to develop Work Pan for CPAM
• March 2016 – Board initiates CPAM
• June 29, 2016 – Public Meeting #1
• July 15, 2016 - TLUC
• September 13, 2016 – Public Meeting #2
## CPAM History – PC and Board Action

<table>
<thead>
<tr>
<th>DATE</th>
<th>TASK / ACTION</th>
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<tbody>
<tr>
<td>November 2016</td>
<td>BOS Special Meeting</td>
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<tr>
<td>January 2017</td>
<td>Planning Commission Public Hearing</td>
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<tr>
<td>February 2017</td>
<td>Planning Commission Work Session</td>
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<tr>
<td>March 2017</td>
<td>Planning Commission Work Session</td>
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<td>March 2017</td>
<td>Planning Commission Public Hearing</td>
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<tr>
<td>April 2017</td>
<td>Planning Commission Work Session</td>
</tr>
<tr>
<td>May 2017</td>
<td>BOS Public Hearing and Consideration</td>
</tr>
<tr>
<td>June 2017</td>
<td>BOS Public Business Meeting</td>
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Background: CPAM Goals

Desirable Land Use Patterns
Maximize Employment Opportunities

Maximize Tax Revenue to support Metrorail operations
Minimize Impacts on the Transportation System
Plan Components

- Land Use
- Urban Design
- Guidelines
- Community Facilities
- Transportation
- Economic Development
- Fiscal Planning
- Green Infrastructure
- Implementation
Planned Land Use
Urban Residential Land Use Typology

**Primary Land Uses**
- Urban Townhomes
- Two-over-Two Units
- Age Restricted Housing
- Live-Work Lofts
- Apartment Buildings
- Condominiums
- Limited neighborhood retail such as, drugstores and convenience stores in an urban, walkable format on the first floor of residential buildings

**Secondary Land Uses**
- Multi-family attached
- Schools
- Churches
- Community Centers

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

**TYPICAL URBAN RESIDENTIAL LAND USES**

**URBAN RESIDENTIAL FORM AND PATTERN**

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Separated Uses</th>
</tr>
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<tbody>
<tr>
<td>Residential Density Range</td>
<td>12 – 24 duka/c</td>
</tr>
<tr>
<td>Typical Home Size Range</td>
<td>700 – 2000 SF</td>
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<tr>
<td>Non-Residential Intensity Range</td>
<td>N/A</td>
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<tr>
<td>Prevailing Building Height</td>
<td>3 – 6 Stories (70’ Max)</td>
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<td>Typical Block Length</td>
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<tr>
<td>Street Pattern</td>
<td>Curvilinear or Grid</td>
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<tr>
<td>Open Space Elements</td>
<td>Pocket Parks / Courts / Buffers / Ponds, Outdoor Gathering Spaces</td>
</tr>
<tr>
<td>Primary Transportation Modes</td>
<td>Transit, Walk, Bike, Auto</td>
</tr>
<tr>
<td>Parking Provision</td>
<td>Private Driveways, On Street</td>
</tr>
<tr>
<td>Building Orientation</td>
<td>Facing Street</td>
</tr>
<tr>
<td>Building Placement</td>
<td>Setback Behind Front Yard</td>
</tr>
</tbody>
</table>
Urban Residential Land Use Typology
Single-Family Attached Units

- Auto Oriented
- Front or Rear Garages
- Typically ~2,200 SF
- Units set back from roads
- Typically have yards
- Up to 24 Feet wide
- ~8 Dwelling Units per acre
- Typically 3 stories

Urban Townhome

- Pedestrian Oriented
- Rear Load Garages
- Typically ~1,800 SF or less
- No or minimal setbacks
- Common open space
- Generally less than 20 Feet wide
- ~16 Dwelling Units per acre
- Up to 4 stories
Multi-Family Units

**Multi-Family**
- Auto Oriented
- Typically 1,500 SF
- ~20 DU per acre
- Setbacks from roads
- Typically surrounded by open space

**Urban Multi-Family**
- Pedestrian Oriented
- Typically 1000 SF
- ~48 DU per acre
- No or minimal setbacks
- Open space provided in courtyards or similar
### TYPICAL MEDIUM URBAN MIXED-USE LAND USES

**Primary Land Uses**
- Condominium Buildings
- Apartment Buildings
- Two-over-two Buildings
- Elevator Flats
- Restaurants
- Grocery Stores
- Banks
- Integrated Retail Sales / Commercial uses
- Doctor Offices
- Multi-tenant Office Buildings
- Corporate Office Buildings

**Secondary Land Uses**
- Community Facilities
- Cultural facilities: museums, art galleries, performing arts venues
- Schools
- Pocket Parks
- Neighborhood Parks
- Public Plazas
- Urban Townhomes

**Undesirable Land Uses**
- Single Family Detached Homes
- Suburban Style Townhomes
- Large scale commercial uses
- Auto oriented uses (Gas Stations, Drive-through restaurants)

### MEDIUM URBAN MIXED-USE FORM AND PATTERN

<table>
<thead>
<tr>
<th>Land Use Mix</th>
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<tbody>
<tr>
<td>Residential Density Range</td>
<td>24 – 48 du/ac</td>
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<tr>
<td>Typical Home Size Range</td>
<td>400 – 1300 SF</td>
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<tr>
<td>Non-Residential Intensity Range</td>
<td>1.0 – 4.0 FAR</td>
</tr>
<tr>
<td>Prevailing Building Height</td>
<td>4 - 6 Stories</td>
</tr>
<tr>
<td>Typical Block Length</td>
<td>400 – 800 LF</td>
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<tr>
<td>Street Pattern</td>
<td>Grid</td>
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<tr>
<td>Open Space Elements</td>
<td>Pocket &amp; Neighborhood Parks / Plazas, Public Gathering Spaces</td>
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<td>Primary Transportation Modes</td>
<td>Transit, Walk, Bike, Auto</td>
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<tr>
<td>Parking Provision</td>
<td>Structured Parking, On Street Parking, Rear Surface Lot</td>
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<tr>
<td>Building Orientation</td>
<td>Facing Street</td>
</tr>
<tr>
<td>Building Placement</td>
<td>Directly Behind Sidewalk</td>
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</table>
Mixed Use Medium Land Use Typology
**Mixed Use Tall Land Use Typology**

**TYPICAL MIXED-USE TALL BUILDINGS LAND USES**

- Primary Land Uses
  - Condominium
  - Apartment
  - Sit-down Restaurant
  - Integrated Retail Sales and Service
  - Bank
  - Grocery Store
  - Night Club
  - Multi-tenant Professional Office
  - Uses compatible with walkable, urban environments

- Secondary Land Uses
  - Community Facilities
  - Cultural facilities: museums, art galleries, performing arts venues
  - 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>
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</thead>
<tbody>
<tr>
<td>Residential Density Range</td>
<td>32 – 125 du/ac</td>
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<tr>
<td>Typical Home Size Range</td>
<td>400 – 1000 SF</td>
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<td>Non-Residential Intensity Range</td>
<td>2.0 – 6.0 FAR</td>
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<td>Prevailing Building Height</td>
<td>10 – 15 Stories (195’ Max)</td>
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<td>Typical Block Length</td>
<td>400 – 800 LF</td>
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<td>Street Pattern</td>
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<tr>
<td>Open Space Elements</td>
<td>Pocket Parks / Plazas</td>
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<tr>
<td>Primary Transportation Modes</td>
<td>Rail, Bus, Walk, Bike, Auto</td>
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<tr>
<td>Parking Provision</td>
<td>Parking Deck, On-Street, Rear Surface Lot</td>
</tr>
<tr>
<td>Building Orientation</td>
<td>Facing Street</td>
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<tr>
<td>Building Placement</td>
<td>Behind Sidewalk</td>
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</tbody>
</table>
Mixed Use Tall Land Use Typology
### Compact, Walkable Nonresidential Land Use Typology

#### Primary Land Uses
- Sports stadium (within ¼ mile of Loudoun Gateway Station)
- Convention Center (within ¼ mile of Loudoun Gateway Station)
- Exhibit, symphony hall or museum (within ¼ mile of Loudoun Gateway Station)
- Regional shopping mall (within ¼ mile of Loudoun Gateway Station)
- Office Buildings/Complexes
- Research-and-Development
- Restaurants
- Retail Sales
- Hotels
- Banks

#### Secondary Land Uses
- Cultural facilities: museums, art galleries, performing arts venues
- Movie Theater
- Neighborhood Parks
- Public Plazas
- Outdoor Seating
- Community Facilities
- Light Flex Industrial/Manufacturing

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

<table>
<thead>
<tr>
<th>Compact, Walkable Non-Residential Form and Pattern</th>
<th>Typical Compact, Walkable Non-Residential Land Uses</th>
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<tbody>
<tr>
<td><strong>Land Use Mix</strong></td>
<td>Mix of Uses</td>
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<tr>
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<tr>
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<tr>
<td><strong>Non-Residential Intensity Range</strong></td>
<td>0.5 – 6.0 FAR</td>
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<tr>
<td><strong>Prevailing Building Height</strong></td>
<td>2-6 Stories</td>
</tr>
<tr>
<td><strong>Typical Block Length</strong></td>
<td>400 – 800 LF</td>
</tr>
<tr>
<td><strong>Street Pattern</strong></td>
<td>Grid</td>
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<tr>
<td><strong>Open Space Elements</strong></td>
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<tr>
<td><strong>Primary Transportation Mode</strong></td>
<td>Transit, Walk, Bike, Auto</td>
</tr>
<tr>
<td><strong>Parking Provision</strong></td>
<td>Parking Structure, On-Street, Rear Surface Lot</td>
</tr>
<tr>
<td><strong>Building Orientation</strong></td>
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</tr>
<tr>
<td><strong>Building Placement</strong></td>
<td>Directly Behind Sidewalk</td>
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Compact, Walkable Nonresidential Land Use Typology
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

- Setbacks
- Sidewalk Width
- Planting Strips
- On-Street Parking
- Street Furniture
- Lighting
- Public Spaces
Community Facilities - Parks

- Within 1/8-mile of every new resident
- Benches, trees, picnic areas, ponds, trails, ballfields
- New park types for urban areas
- Linear park along Broad Run
- Provision for facilities in an unique urban environment
Community Facilities - Parks
Community Facilities - Schools

- Growth management policies to ensure residential development does not occur without provision of schools
- Student generation rates dependent on unit types produced
- Schools to be neighborhood serving
- Need to plan for more urban school types
- Work with LCPS to determine needs in an urban environment
Community Facilities - Schools
Vision for Transportation

Guiding Principles:

– Mobility – The ability to move quickly and efficiently

– Access – The ability to easily access activity centers

– Density – A substantial combination of services within a small area

– High Connectivity – Convenient access to multiple travel options

Transportation Mission Statement:

“The Silver Line Policy Area seeks to create high levels of mobility and access. This can be achieved through density that supports retail and office development, as well as a fully-connected and integrated transportation network where developments flow seamlessly into one another and pedestrian crossings are frequent and practical...a multimodal system where no resident, worker, or visitor to the area is limited to a single transportation mode in order to travel”
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
In denser areas, streets feature multimodal elements, such as:

- Wide sidewalks
- Bike lanes
- Enhanced Transit shelters
- Frequent crosswalks
Fiscal Health: Key Fiscal Policies

- Balance planned nonresidential and residential uses
- Ensure that developer contributions offset capital costs
- Encourage units that are small and of an urban format
- Continue capital facility co-location, urban design formats and public-private partnerships
Fiscal Health

- Fiscal Balance: Countywide fiscal impact
  - Revenues minus expenditures
  - Expenditures include operating and capital costs

- Metrorail Service Tax District Revenues
  - Additional $0.20 real property tax rate

Consider the general direction and magnitude of results
Additional $0.20 real property tax goes to the Metrorail District.
Close Up: Metrorail Tax Districts
Green Infrastructure

• Need to recognize full scope of green infrastructure assets

• Consider green infrastructure as a community amenity

• Address state pollution regulations
Plan Implementation

- Plan review and updates over time
- Zoning Ordinance Amendments
- Infrastructure, capital facilities and service planning
- County land and site acquisition
- Collaboration with MWAA and land use compatibility with airport operations
Board Recommended Planned Land Use
PC Recommended Planned Land Use
Staff Recommended Planned Land Use
# Single Family Attached and Multi-family Development

## New Residential Units Forecasted 2015 to 2040

Planning Commission Recommendation (March 2017)

<table>
<thead>
<tr>
<th></th>
<th>Current Plan (incl. entitlements)</th>
<th>Additional Units with Silver Line Plan</th>
<th>Total Growth To 2040</th>
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<tbody>
<tr>
<td>SFD</td>
<td>45</td>
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<tr>
<td>SFA</td>
<td>1,209</td>
<td>3,255</td>
<td>4,464</td>
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<tr>
<td>MF</td>
<td>5,888</td>
<td>4,726</td>
<td>10,614</td>
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<tr>
<td>Total</td>
<td>7,142</td>
<td>7,981</td>
<td>15,123</td>
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Board Direction

• Forward CPAM 2016-0002 to the Envision Loudoun Process
• Continue study and updates to current TOD policies
• Consider impacts Dulles International Airport operations
• Support for current CPAM goals
Planning Commission and Board Issues

- Distribution of Mixed Use, Medium Buildings
  - Complex land use/infrastructure issues
  - Transportation issues

- Distribution/potential impacts of townhome development

- Residential development location and compatibility with Dulles International Airport flight operations
  - Considering implementation of a new study of airport noise and noise contours
  - Re-evaluate CPAM and Zoning Ordinance, if warranted
Questions and Discussion
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