Suburban Policy Area
Place Types Review
Place Types Updates

• **Deleted Natural Resources & Conservation**
  • These areas can be present in any Place Type
  • Publicly preserved lands (ex. Banshee Reeks Nature Preserve) have been incorporated into Parks & Recreation

• **Deleted Institutional Campus**
  • Added as use in Mixed Employment, Light Industrial & Heavy Industrial to add greater flexibility
  • Only reflected what is on the ground
  • Form and Character Guidelines were very similar to Mixed Employment
Place Types Updates

• **Neighborhood Center merged in to Community Commercial Center**
  • Form and Character Guidelines were nearly the same for these two Place Types

• **Restructured Form and Character Guidelines table as previously discussed**
  • Place Types provide general guidance
  • Table reduced to appear less like an ordinance
  • Seeking balance between flexibility and predictability
Form & Character Guidelines Updates

**Neighborhood A**

*General Description:* Neighborhood A was previously organized for a variety of row housing types designed to support development. This is followed by multiple detached single family, attached, and semi-detached homes that are smaller in size, oriented on semi-private streets, and located in a mixed-use community centered around a pedestrian and transportation network. Pedestrian streets are single-family attached residential and��建燕.

*Uses:* • Single-family detached • Multifamily • Office • Neighborhood supporting social • Open Space • Schools and other public facilities • Historic and other community amenities • Front porches and other residential frontage • Sidewalks and other pedestrian features

*Local Examples:* None

*Intent:* • Support in-fill development • Support pedestrian and transportation network • Support pedestrian and public open space

*Desired Form and Character:*

<table>
<thead>
<tr>
<th>Attribute</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Size</td>
<td>2-3 acres</td>
</tr>
<tr>
<td>Street Orientation</td>
<td>No through, side</td>
</tr>
<tr>
<td>Street Trees</td>
<td>15-30 feet</td>
</tr>
<tr>
<td>Street Lighting</td>
<td>Street lighting</td>
</tr>
<tr>
<td>Street Width</td>
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</tr>
<tr>
<td>Street Pattern</td>
<td>Regular</td>
</tr>
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</table>

*Form and Character Guidelines:*

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</tr>
<tr>
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<td>Regular</td>
</tr>
</tbody>
</table>

*Local Examples:* None

*Intent:* • Support in-fill development based on an existing pedestrian and street network • Support pedestrian and public open space

*Working Draft*

**Neighborhood B**

*General Description:* Neighborhood B was previously organized for a variety of row housing types designed to support development. This is followed by multiple detached single family, attached, and semi-detached homes that are smaller in size, oriented on semi-private streets, and located in a mixed-use community centered around a pedestrian and transportation network. Pedestrian streets are single-family attached residential and操建燕.

*Uses:* • Single-family detached • Multifamily • Office • Neighborhood supporting social • Open Space • Schools and other public facilities • Historic and other community amenities • Front porches and other residential frontage • Sidewalks and other pedestrian features

*Local Examples:* None

*Intent:* • Support in-fill development • Support pedestrian and transportation network • Support pedestrian and public open space

*Desired Form and Character:*

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<tbody>
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<td>Lot Size</td>
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</table>

*Local Examples:* None

*Intent:* • Support in-fill development based on an existing pedestrian and street network • Support pedestrian and public open space

*Working Draft*
# Form & Character Guidelines Updates

**Desired Form and Character:**

<table>
<thead>
<tr>
<th>Desired Form and Character</th>
<th>Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use Pattern</td>
<td>Separate Uses</td>
</tr>
<tr>
<td>Res. Density</td>
<td>6-16 du / acre</td>
</tr>
<tr>
<td>Nonres. FAR</td>
<td>up to 1.0</td>
</tr>
<tr>
<td>Land Area Mix (R: Residential, NR: Nonresidential, OS: Open Space, PC: Public/Civic)</td>
<td>R: 40-60% NR: 0-20% OS: 30%+ PC: 10%+</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>0.25 - 0.7</td>
</tr>
<tr>
<td>Bldg. Height</td>
<td>3 - 4 stories</td>
</tr>
<tr>
<td>Setback from Street</td>
<td>Shallow - Medium</td>
</tr>
<tr>
<td>Block Length</td>
<td>Short - Long</td>
</tr>
<tr>
<td>Parking Location</td>
<td>On-street, Alley</td>
</tr>
<tr>
<td>Civic &amp; Recreation</td>
<td>Park, trail, small public plaza</td>
</tr>
<tr>
<td>Open Space</td>
<td>15-30% of site</td>
</tr>
<tr>
<td>Street Pattern</td>
<td>TBD</td>
</tr>
<tr>
<td>Methods of Connectivity</td>
<td>TBD</td>
</tr>
<tr>
<td>Mobility Characteristics</td>
<td>TBD</td>
</tr>
</tbody>
</table>

**Form and Character Guidelines:**

<table>
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<tr>
<td>Nonres. FAR</td>
<td>Up to 1.0</td>
</tr>
<tr>
<td>Land Area Mix (R: Residential, NR: Nonresidential, PC: Public/Civic)</td>
<td>R: 80-90% NR: 0-10% PC: 10%+</td>
</tr>
<tr>
<td>Bldg. Height</td>
<td>Up to 4 stories</td>
</tr>
<tr>
<td>Minimum Open Space</td>
<td>30% of Site</td>
</tr>
</tbody>
</table>
Form & Character Guidelines
Updates

• Res/Nonres Mix has been converted to:
  • Land Area Mix + Minimum Open Space, or
  • FAR Mix + Minimum Open Space

• Vertically Mixed Uses = FAR Mix & Total FAR

• Separate Uses = Land Area Mix & Nonres. FAR

• Preliminary changes to both Mixes with decreased commercial and increased residential
Form & Character Guidelines Updates

• **Target Residential Density**

• **Building Heights increased for:**
  • Special Activity (no limit)
  • Community Commercial Center
  • Regional Commercial Center
  • Town Center Mixed Use

• **FAR increased for:**
  • Neighborhood A
  • Community Commercial Center

• **Removed minimum lot size from both Commercial Centers**
Place Types Updates

• Lists of Uses tweaked but may still change

• Staff continuing to pursue Place Type Compatibility Matrix, but concept has not been finalized
Mapping Updates

• **Error – Innovation Station Urban Area:** Transition Station Mixed Use instead of Town Center Mixed Use

• **Deleted Natural Resources**
  • Publicly preserved lands (ex. Banshee Reeks Nature Preserve) have been incorporated into Parks & Recreation
  • **NOTE:** Current maps focus on Place Types for Stakeholders. Maps for public input sessions in January are likely to be modified to display additional information (e.g. floodplain, public properties, etc.) to provide greater context.
Mapping Updates

• Deleted Institutional Campus
  • Now coded as Mixed Employment

• Greenway parcels cleared out

• Neighborhood Center now coded as Community Commercial Center

• MWAA Western Lands included
Mapping Updates

Responses to August 28th Stakeholder Comments

• Changes
  • Mixed Employment between Luck Stone Quarry & Goose Creek Village changed to Light Industrial (Light Industrial/Neighborhood Center split or a Neighborhood previously recommended)
  • Area across Claiborne Pkwy from Belmont Chase switched from Neighborhood Center to Mixed Employment
Mapping Updates

Responses to August 28th Stakeholder Comments

• Considered but Unchanged
  • Village Center at Belmont Greene
  • Grovewood Area (redevelopment)
  • Dulles Town Center (redevelopment)
Staff’s Mapping of Place Types

1. Key Characteristics Considered:
   • Context, Compatibility, Scale & Existing Entitlements

2. Development patterns were generalized into a single place type
   • Existing master planned developments of single-family detached, single-family attached, and multi-family housing = Neighborhood A

3. Alternative Place Types were only proposed on areas of substantial acreage (i.e. not every undeveloped 2 acre parcel)
Preliminary Policy Recommendations

• **Create Urban Framework Areas**
  • A more generalized approach that encourages higher density urban development at appropriate locations
  • Would utilize the same Place Types with corresponding policies establishing expectations for urban form and higher intensity of development

• **Metro Station Urban Areas** - highest intensity, transit-oriented

• **Route 7 Urban Area** - lesser intensity, mixed use
Preliminary Policy Recommendations

- Schools and Public Facilities allowed in all Place Types *(potentially subject to some limitations)*
- For Place Types allowing a mix of uses, require a mix of uses to be achieved and strong phasing
- Applications consisting of non-predominant single uses will be reviewed based on the mix of uses in a larger area *(still need to define radius)*
- Utilize compatibility matrix *(details to be determined)*
Suburban Area B
Suburban Area C
Suburban Area E
Silver Line CPAM & Place Types Integration
Board Goals

Desirable Land Use Patterns

Maximize Employment Opportunities

Maximize Tax Revenue to support Metrorail operations

Minimize Impacts on the Transportation System
Place Types Updates

• **Added Transit Station Mixed Use**

• **Converted:**
  - Parks/Community Facilities >> Neighborhood C & Mixed Employment
  - Single-Family Detached >> Neighborhood A
  - Urban Residential >> Neighborhood C & Neighborhood A
  - Compact, Walkable Non-Residential >> Transit Station Mixed Use & Mixed Employment
  - Suburban Employment >> Mixed Employment
  - Medium Urban Mixed-Use >> Transit Station Mixed Use & Community Commercial Center
  - Route 28 Core, Business & Industrial >> Mixed Employment, Light Industrial & Heavy Industrial
Transit Station Mixed Use

General Description:
Transit Station Mixed Use areas take advantage of proximity to transit to provide opportunities for urban scale development and a host of economic, cultural, civic, and community activities. Buildings are located on small blocks with streets designed to encourage pedestrian activity. Storefronts line many streets with residences and offices upstairs. Roofs may hold resident or public amenities. Buildings typically extend to the lot line or have shallow setbacks. Parking is satisfied using on-street, structured, or shared parking.

Uses:
- Multifamily
- Office
- Small-scale retail and services
- Entertainment establishments
- Institutional
- Cultural facilities
- Open space and civic uses

Local Examples:
- None

Form and Character Guidelines:

<table>
<thead>
<tr>
<th>Form and Character Guidelines:</th>
<th>Location</th>
<th>Use Pattern</th>
<th>Target Res. Density</th>
<th>FAR Mix</th>
<th>Bldg. Height</th>
<th>Minimum Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Station Mixed Uses</td>
<td>Within 1/4 mile of a transit station</td>
<td>Vertically Mixed Uses</td>
<td>32-125 du / acre</td>
<td>R: 0-80% NR: 15-95% PC: 5%+</td>
<td>Up to 15 stories</td>
<td>10% of site</td>
</tr>
<tr>
<td></td>
<td>Outside a 1/4 mile from a transit station</td>
<td>Vertically Mixed Uses</td>
<td>24-48 du / acre</td>
<td>R: 0-80% NR: 15-95% PC: 5%+</td>
<td>Up to 8 stories</td>
<td>10% of site</td>
</tr>
</tbody>
</table>

Intent:
- Provide a mix of uses in an urban environment on the highly accessible land near transit opportunities, particularly the Silver Line extension. The area serves as gateway to the county from the region and a major destination in its own right.
- Provide opportunities for commercial, entertainment, cultural, civic, and recreational amenities to support denser urban living.

Working Drawn
Transit Station Mixed Use

- Supports the overall concepts of the Silver Line CPAM, but can achieve similar results while being less specific.
- A policy of the New Plan will state that the 65 LDN boundary will be respected, as stated in the Board’s CPAM motion.
  - The Place Type itself will not designate where residential is appropriate or inappropriate.
  - The New Plan will not have to be amended after a new airport noise study is completed.
Preliminary Policy Recommendations

Key Assumptions:

• Retain flexibility in the land use framework
• Include design guidelines to ensure urban design is achieved
Preliminary Policy
Recommendations

• **Urban areas are to support a high level of pedestrian connectivity:**
  • connected street grid patterns with sidewalks,
  • short block lengths, connected trails and pathways providing connections to surrounding neighborhoods
  • safe pedestrian and bicycle connectivity

• **Create walkable urban places that are attainable and desirable to all levels of the workforce, transit options, walkable shopping and entertainment near jobs to attract businesses to the area**
Preliminary Policy Recommendations

- Allow existing uses to continue and attract interim uses to generate prompt realization of tax revenue
- Natural features should be integrated into new developments in the planning area, including park spaces or on-site open space amenities
  - The Broad Run is to be included as a linear park
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
Streets Plan
Envision Loudoun Recommendation