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LOUDOUN

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Stakeholder Committee Meeting

March 6, 2017 | Loudoun County Comprehensive Plan

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Agenda

1. Welcome / Sign-in / Dinner
2. Administrative Items
3. Status Update
4. Goals Refinement
5. Vision Discussion
6. Plan Organization and Design
7. Adjourn

Administrative Items

The Process

Envision Loudoun will last through the spring of 2018.

2016 → 2017 → 2018

PHASE 1 **Foundation**	PHASE 2 **Vision**	PHASE 3 **Explore**	PHASE 4 **Plan**	PHASE 5 **Review & Adopt**
What do we know?	What do we achieve?	Where do we go?	Putting it together.	Finishing the work.

ROUND 1
LISTENING & LEARNING WORKSHOPS

Public Engagement →

ROUND 2
ENVISION THE FUTURE WORKSHOPS

→

ROUND 3
PLAN REVIEW WORKSHOPS

Upcoming Schedule

- March 6 – goals and vision work
- March 20 – finish goals and vision (send to BOS), start work on objectives (see the “blue box” challenges in the Foundation Report)
- April 3 – continue objectives work, introduce future land use place types
- April 17 – continue objectives work
- May 1 - finish objectives, introduce draft land use framework
- May 15 (tentative) – draft land use plan, assessment of how land use plan achieves objectives
- June TBD – second round of outreach meetings

Vision and Goals Set-up

Jamie Greene, planning NEXT

Preparation for Vision and Goals

Focus: drafting initial goals

1. Proposed Policy Hierarchy

2. Small Group Work

- *Round 1: Goals Refinement*

Report

- *Round 2: Vision Development*

Report

Policy Hierarchy

Proposed structure for the new Comprehensive Plan

Overall Vision

Simple statement and elaboration

Topic 1 (Chapter)

Goal *statement*

1. ***Objective 1*** *(Organizers)*
    1. Action 1 (recommendations: policies, programs, projects)
    2. Action 2 (recommendations: policies, programs, projects)
2. ***Objective 2*** *(Organizers)*
    1. Etc….

Topic 2 (Chapter)

Etc.

Small Group Work

Two Rounds

Round 1: Goal Refinement

Proposed structure for the new Comprehensive Plan

1. Review your refined goal
2. Review the other four goals (+/-)
3. IF you have time, think about potential objectives

Round 2: Vision Discussion

Proposed structure for the new Comprehensive Plan

1. Review two examples
2. Reflect on draft goals
3. Consider form and substance
4. Provide comments

Goals Refinement

Small Group: Round 1

Reporting

Vision Development

Small Group: Round 1

What is a Vision Statement?

Definition

The highest level—and therefore most general—expression of a community's future

Reflects the community's values, especially with the physical and quality of life conditions.

Sets the tone for more specific recommendations

The Current Vision

As stated in the current Comprehensive Plan

"At the start of this new millennium, we, the Loudoun County Board of Supervisors (BOS), envision Loudoun County as a prominent, sustainable community; as the global crossroads of the information technology industry and with a vibrant rural economy; preserving our historic and environmental heritage and the character of our towns and neighborhoods; fostering a strong sense of community, with robust economic, educational and recreational activity, recognized as a superb place for families and individuals to live, learn, work, worship, invest and visit."

Potential Statement 1

Direct, simple

Loudoun County, where we:

- celebrate the convergence of east and west;
- embrace and invite the diversity of people, housing, employment, and place; and
- demand a healthy, stimulating, prosperous, and innovative world-class community.

Potential Statement 2

Direct, simple

Loudoun County will be a complete community…

…with a well-deserved reputation for great places (natural and built, historic and new, rural, suburban and urban), for economic opportunity and innovation, and for an ethic of environmental sustainability and fiscal strength.

Break

GO TO BREAK-OUT LOCATIONS

Reporting

How will the plan be organized and what will it look like?

Topics for Discussion

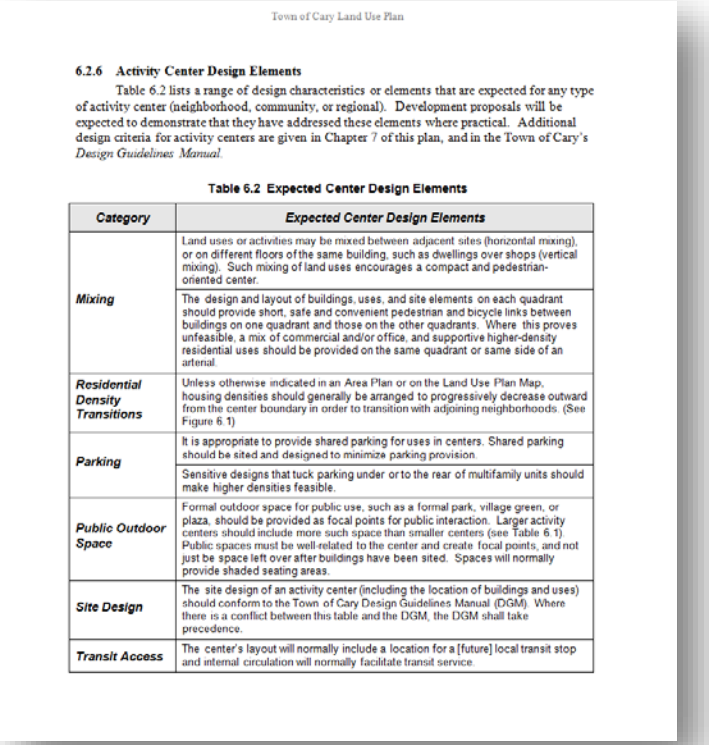
- Evolution of comprehensive plans
- Structure – elements vs. themes
- Level of detail
- Communicating future land use
- Format and style

The Job of the Comprehensive Plan

- Tell the story of Loudoun and its desired future
- Inspire citizens about the future
- Guide development decision making
- Guide infrastructure and public facility decisions
- Serve as the policy basis of land use regulations
- Set a course for action

Plans: From Older to Newer Models

Newer plans are generally written for a wider audience, and planning concepts and policy direction are presented using concise methods.



Town of Cary Land Use Plan

6.2.6 Activity Center Design Elements

Table 6.2 lists a range of design characteristics or elements that are expected for any type of activity center (neighborhood, community, or regional). Development proposals will be expected to demonstrate that they have addressed these elements where practical. Additional design criteria for activity centers are given in Chapter 7 of this plan, and in the Town of Cary's *Design Guidelines Manual*.

Table 6.2 Expected Center Design Elements

Category	Expected Center Design Elements
Mixing	Land uses or activities may be mixed between adjacent sites (horizontal mixing), or on different floors of the same building, such as dwellings over shops (vertical mixing). Such mixing of land uses encourages a compact and pedestrian-oriented center.
	The design and layout of buildings, uses, and site elements on each quadrant should provide short, safe and convenient pedestrian and bicycle links between buildings on one quadrant and those on the other quadrants. Where this proves unfeasible, a mix of commercial and/or office, and supportive higher-density residential uses should be provided on the same quadrant or same side of an arterial.
Residential Density Transitions	Unless otherwise indicated in an Area Plan or on the Land Use Plan Map, housing densities should generally be arranged to progressively decrease outward from the center boundary in order to transition with adjoining neighborhoods. (See Figure 6.1)
Parking	It is appropriate to provide shared parking for uses in centers. Shared parking should be sited and designed to minimize parking provision.
	Sensitive designs that tuck parking under or to the rear of multifamily units should make higher densities feasible.
Public Outdoor Space	Formal outdoor space for public use, such as a formal park, village green, or plaza, should be provided as focal points for public interaction. Larger activity centers should include more such space than smaller centers (see Table 6.1). Public spaces must be well-related to the center and create focal points, and not just be space left over after buildings have been sited. Spaces will normally provide shaded seating areas.
Site Design	The site design of an activity center (including the location of buildings and uses) should conform to the Town of Cary Design Guidelines Manual (DGM). Where there is a conflict between this table and the DGM, the DGM shall take precedence.
Transit Access	The center's layout will normally include a location for a [future] local transit stop and internal circulation will normally facilitate transit service.

DESIGN CONCEPTS FOR TRANSITIONS BETWEEN CENTERS AND NEIGHBORHOODS

DESIGN CONCEPTS FOR TRANSITIONS BETWEEN CENTERS AND NEIGHBORHOODS

TRANSITION APPROACHES

Providing for the growth of mixed-use centers raises the challenge of how to transition between these new denser areas and established neighborhoods. **Determining the appropriate design approach for managing transitions between developments will depend on the objectives for the transitional space: separate developments or connect them.** This section sets out different approaches to making transitions that can be considered when approving future mixed use developments.

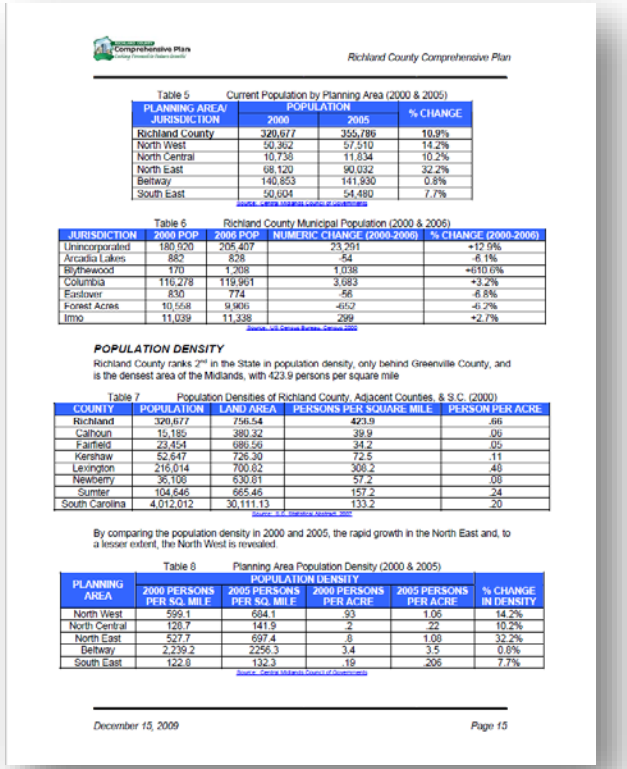
Design can be used to smooth connections between individual developments. An attractive, walkable, transitional space can be achieved through building form, land use, and architectural elements.

Design can also be used to separate and protect neighborhoods through the preservation of or planting of a natural buffer. Walkable connections to surrounding neighborhoods can be the lifeblood of mixed use spaces, but there are still times where it will be appropriate to provide separation.

This section highlights several examples for creating transitions between mixed use centers and existing neighborhoods: connecting with (1)form, (2)use, and (3) architecture, or separating with (4)natural buffers. These four strategies are not mutually exclusive, and a good design transition could make use of one or many of these approaches.

Plans: From Older to Newer Models

Newer plans are more future focused and don't include extensive inventories and stats that will be quickly outdated.



Richland County Comprehensive Plan

Table 5 Current Population by Planning Area (2000 & 2005)

PLANNING AREA/ JURISDICTION	POPULATION 2000	POPULATION 2005	% CHANGE
Richland County	320,677	355,786	10.9%
North West	50,362	57,510	14.2%
North Central	10,738	11,834	10.2%
North East	68,120	90,032	32.2%
Beltway	140,853	141,930	0.8%
South East	50,604	54,480	7.7%

Table 6 Richland County Municipal Population (2000 & 2006)

JURISDICTION	2000 POP	2006 POP	NUMERIC CHANGE (2000-2006)	% CHANGE (2000-2006)
Unincorporated	180,920	205,407	23,291	+12.9%
Arcadia Lakes	882	828	-54	-6.1%
Blythewood	170	1,208	1,038	+610.6%
Columbia	116,278	119,961	3,683	+3.2%
Eastover	830	774	-56	-6.8%
Forest Acres	10,558	9,906	-652	-6.2%
Irmo	11,039	11,338	299	+2.7%

POPULATION DENSITY

Richland County ranks 2nd in the State in population density, only behind Greenville County, and is the densest area of the Midlands, with 423.9 persons per square mile

Table 7 Population Densities of Richland County, Adjacent Counties, & S.C. (2000)

COUNTY	POPULATION	LAND AREA	PERSONS PER SQUARE MILE	PERSON PER ACRE
Richland	320,677	756.54	423.9	.66
Calhoun	15,185	380.32	39.9	.06
Fairfield	23,454	686.56	34.2	.05
Kershaw	52,647	726.30	72.5	.11
Lexington	216,014	700.82	308.2	.48
Newberry	36,108	630.81	57.2	.08
Sumter	104,646	665.46	157.2	.24
South Carolina	4,012,012	30,111.13	133.2	.20

By comparing the population density in 2000 and 2005, the rapid growth in the North East and, to a lesser extent, the North West is revealed.

Table 8 Planning Area Population Density (2000 & 2005)

PLANNING AREA	POPULATION DENSITY 2000 PERSONS PER SQ. MILE	2005 PERSONS PER SQ. MILE	2000 PERSONS PER ACRE	2005 PERSONS PER ACRE	% CHANGE IN DENSITY
North West	599.1	684.1	.93	1.06	14.2%
North Central	128.7	141.9	.2	.22	10.2%
North East	527.7	697.4	.8	1.08	32.2%
Beltway	2,239.2	2256.3	3.4	3.5	0.8%
South East	122.8	132.3	.19	.206	7.7%

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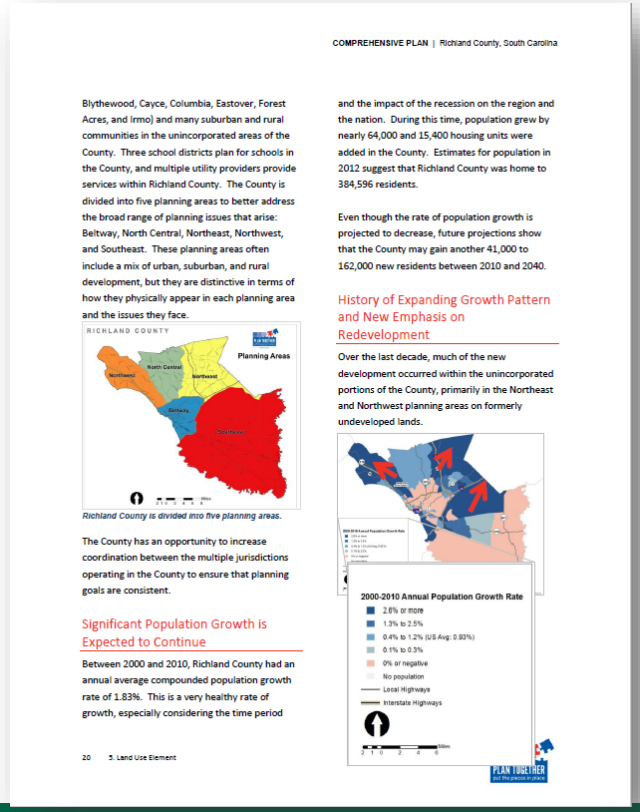

COMPREHENSIVE PLAN | Richland County, South Carolina

Blythewood, Cayce, Columbia, Eastover, Forest Acres, and Irmo) and many suburban and rural communities in the unincorporated areas of the County. Three school districts plan for schools in the County, and multiple utility providers provide services within Richland County. The County is divided into five planning areas to better address the broad range of planning issues that arise: Beltway, North Central, Northeast, Northwest, and Southeast. These planning areas often include a mix of urban, suburban, and rural development, but they are distinctive in terms of how they physically appear in each planning area and the issues they face.

Richland County is divided into five planning areas.

The County has an opportunity to increase coordination between the multiple jurisdictions operating in the County to ensure that planning goals are consistent.

Significant Population Growth is Expected to Continue

Between 2000 and 2010, Richland County had an annual average compounded population growth rate of 1.83%. This is a very healthy rate of growth, especially considering the time period and the impact of the recession on the region and the nation. During this time, population grew by nearly 64,000 and 15,400 housing units were added in the County. Estimates for population in 2012 suggest that Richland County was home to 384,596 residents.

Even though the rate of population growth is projected to decrease, future projections show that the County may gain another 41,000 to 162,000 new residents between 2010 and 2040.

History of Expanding Growth Pattern and New Emphasis on Redevelopment

Over the last decade, much of the new development occurred within the unincorporated portions of the County, primarily in the Northeast and Northwest planning areas on formerly undeveloped lands.

2000-2010 Annual Population Growth Rate

20 5. Land Use Element

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Comparison: Older and Newer Plans

Characteristic	Older Plans	Newer Plans
Structure	Traditional elements in “silos”	Organized around key themes
Policy Direction	Lengthy narrative	Streamlined policy guidance
Graphics	Limited	Provided throughout
Future Land Use	Focus solely on land use	Character based and coordinated with transportation

Structure

Older Model

Plan Elements

Introduction	1
Housing	2
Mobility	4
Economy	6
Recreation & Parks	7
Community Facilities	8
Utilities	10
Environmental Quality	11
Community Character	14
Urban Form & Land Use	15

Newer Model

1. Building Great Places
2. Enhancing Mobility
3. Maintaining Fiscal Responsibility
4. Growing the Economic Hub
5. Creating Complete Neighborhoods
6. Fostering a Resilient City
7. Growing a Healthy City
8. Growing Together

http://www.greenvillenc.gov/government/community-development/planning-division

Level of Detail

Plan By the Numbers

- 309 pages
- 11 traditional elements
- 1,000+ policies

1. Introduction
2. Planning Approach
3. Fiscal Planning & Public Facilities
4. Economic Development
5. The Green Infrastructure
6. Suburban Policy Area
7. Rural Policy Area
8. Transition Policy Area
9. Towns
10. Existing Villages
11. Implementation

Guiding Principles Policies

1. The County seeks to promote housing options for all people who live and/or work in Loudoun.
2. County policies and programs will focus on the unmet housing needs of households earning up to 100% of the Washington Metropolitan Area Median Income (AMI) that being the area of greatest need.
3. The County will regularly examine and estimate unmet housing needs, and housing programs will be evaluated for their effectiveness in addressing those needs.
4. Housing that is developed to fulfill unmet housing needs should generally be located near existing or planned employment opportunities, schools, communities, transit routes, and other amenities.
5. The County is committed to bring all existing affordable housing in need of indoor plumbing, operational septic and water systems, and major system repair (new roofs, heating and cooling systems) up to safe and livable conditions.
6. The County encourages a variety of housing types, sizes and innovative designs to be developed to assist in fulfilling unmet housing needs throughout the County.
7. The County will require a mix of housing options appropriately located in communities to support a balanced development program.
8. The County will encourage the development of housing for special needs populations (as defined in the Glossary) integrated within existing and planned residential communities, particularly in areas within walking distance of convenience shopping and employment opportunities, transit, and other amenities.
9. The County will promote the provision of an affordable range of housing types throughout the County.
10. The County will promote the formation of public and private partnerships and facilitate the utilization of state and federal housing programs to assist in fulfilling unmet housing needs.
11. The County supports the development of housing and of communities that apply universal design principles.
12. The County encourages development that utilizes energy efficient design and construction principles, promotes high performance and sustainable buildings, and minimizes construction waste and other negative environmental impacts.
13. The use of planned and/or zoned non-residential land to address unmet housing needs is not supported unless the proposed use provides a mix of residential, commercial and offices uses and addresses the full range of unmet housing needs.
14. In addition to the requirements of the ADU Ordinance, the County encourages each development

Chapter 2: Planning Approach

Housing Supply Policies

1. The County will identify options for addressing unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.
2. The County will encourage preservation by adaptive re-use of existing unused, or underutilized structures throughout the County, for the development of affordable dwelling units, as defined in the Zoning Ordinance and in accordance with the policies in the Revised General Plan.

Cooperation Policies

1. The County will initiate a regional cooperative effort with neighboring jurisdictions to establish a dialogue and programs to address the provision of a healthy balance of jobs and housing in each jurisdiction.
2. The County will provide technical planning expertise and financial support to the Towns to assist them in establishing programs that provide affordable housing. Such programs might include a revitalization tax credit program, housing rehabilitation, the development of regulations that allow for a broad range of housing types and sizes and upper story residential uses over stores, etc.
3. The County will work in partnership with nonprofit, public and private entities committed to the provision of a wide range of housing opportunities by offering technical and financial assistance.

Funding Policies

1. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, developers of residential and mixed-use projects are encouraged to include funding commitments and proffers to fulfill unmet housing needs in their development proposals.
2. The County may maintain a dedicated revenue stream to fund the housing trust fund to address unmet housing needs. The fund will be evaluated annually to determine its effectiveness and efficiency.

Programs and Incentives Policies

1. County will encourage the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.
2. The County may provide incentives to stimulate the development of new housing projects when the applicant demonstrates the capacity to affect economic efficiencies in producing and sustaining affordable rents or sale prices over time.
3. The County may adopt or develop and implement an employer-assisted housing program to help meet workers' housing needs.
4. The County may develop and implement revitalization tax credit programs and/or loan programs for housing rehabilitation to conserve existing affordable housing.

Level of Detail

Older Model

Goals, Policies and Objectives

Due to concern for the City's continued land use planning and development, citizens, along with city staff, have made the following recommendations:

1) Best Practices and Designs

Goal: Establish best practices to foster Columbia's urban character, scale, and community.

a) Context Sensitive Development

Policy: Work to ensure that development is fitting with the character of neighborhoods and design districts to create the atmosphere desired for these unique locations.

Description: Ensuring that new developments are compatible with existing development is necessary for Columbia to develop a sense of place and character. Lands defined within the Future Land Use map should strive to match similar construction and design principles that are prevalent in these locations. This not only ensures a unique sense of place for these areas, but also for Columbia as a whole.

b) Protect and Revitalize inner city neighborhoods

Policy: Identify and prioritize distressed neighborhoods for assistance and improvements to sustain the integrity of Columbia.

Description: The future stability and development of these inner city neighborhoods is vital to the future growth and atmosphere of Columbia. Maintaining the historic fabric and feeling of these communities directly feeds

into the strong sense of place Columbia enjoys today. Through assistance and efforts, preservation and revitalization of these neighborhoods can be accomplished, making Columbia safer and stronger, while preserving its unique atmosphere.

c) Decentralize community services, amenities, and facilities to serve more neighborhoods

Policy: Ensure a fair distribution of services and amenities throughout Columbia to allow all residents to make use of these community services and facilities.

Description: Distribution of community goods throughout Columbia ensures that all residents have access and increases the number of neighborhoods that have an equal opportunity to take advantage of the many services and goods the City of Columbia offers. This also has the added benefit of reducing vehicle miles required to reach them, encourages pedestrian and bicycle use, and creates a stronger sense of community. Through promoting multi-modal and greater connectivity of trails and path linkages, movement can be accomplished safely and without the use of automobiles.

2) Enhancing a Sense of Place

Goal: Improve Columbia's image and aesthetics in order to enhance a unique sense of place.

a) Designing a sense of place in Columbia

Policy: Articulate the unique heritage and character of Columbia through monument gateway entrances and unique identifying design and facilities.

Newer Model

THE VISION & GUIDING PRINCIPLES

Throughout the first phase of the planning process, the planning team worked with local stakeholders and completed research to identify the critical themes that will influence and shape the way our city looks and functions in the future. This section is organized to highlight the themes or guiding principles identified through this work and provide insight into the conditions and data that relate to these themes. A compendium of the input from stakeholders gathered at the June 24-26 Public Workshops is available in a separate document for reference.

Vision Statement

The City of Columbia will embrace the opportunities afforded by the coming decades of growth to become a destination for people and businesses. We will focus our efforts on reinvesting in our existing neighborhoods and business districts and growing where there is opportunity to increase housing choices. Our southern spirit will be embodied in a built environment that embraces sustainable and unique design while providing a rich and dynamic environment for our people and businesses to thrive.

4

Guiding Principles

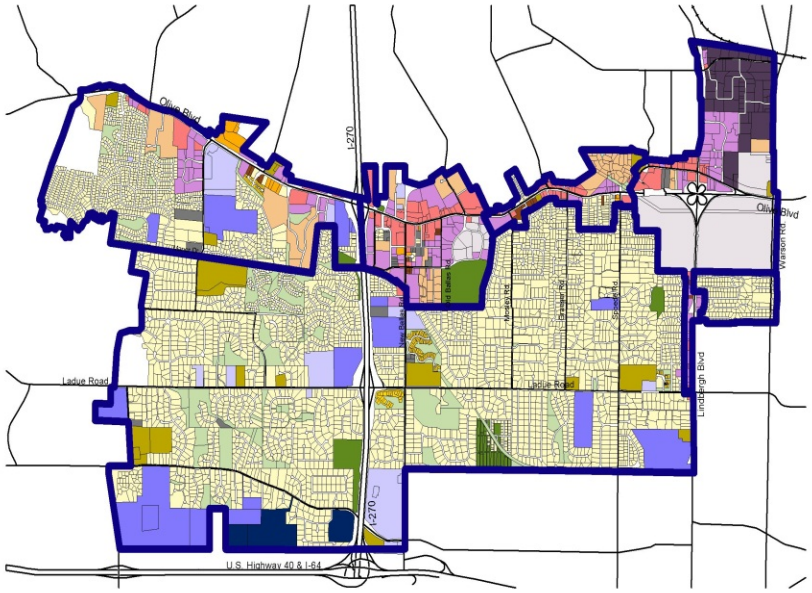
We believe in...

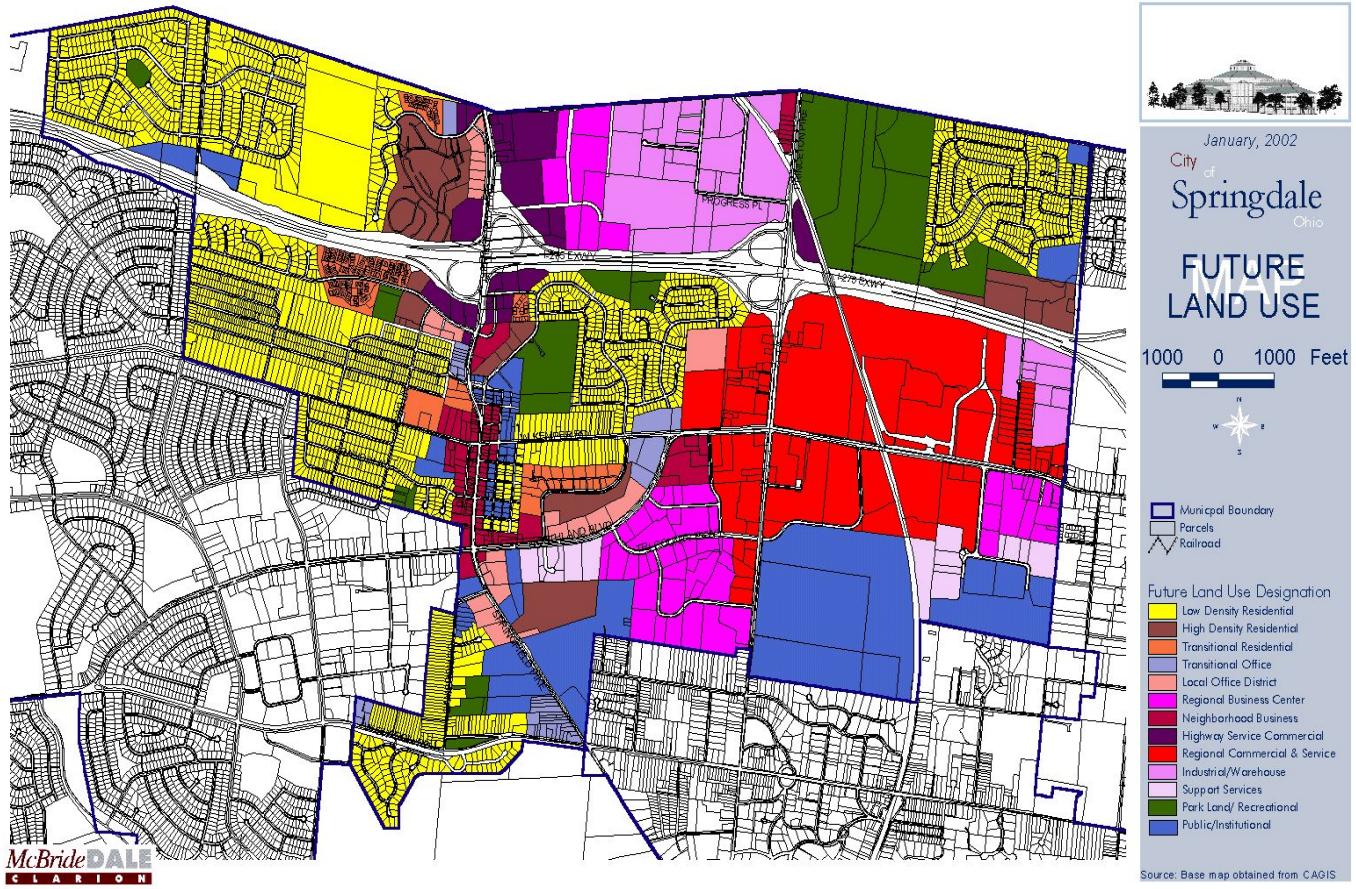
1. ***High quality design of the built environment***—public and private architecture, streetscape, corridors, gateways and edges—that distinguishes the City.
2. ***Strong neighborhoods*** with distinct identities and amenities within walkable distances.
3. ***A connected greenway system*** that links waterways and environmental corridors as well as reaches into neighborhoods.
4. ***A range of housing choices***—type, price, and location—that serves a diverse population.
5. ***A strong city center*** with increased intensity, mix of use, and vibrant and active public realm.
6. ***Better utilization of vacant structures and land***—through infill and redevelopment—that is well-served by infrastructure and adjacent to developed land.
7. ***Greater intensity of development at strategic locations*** that creates a mix of uses and a critical mass required for a vibrant community.
8. ***A connected community*** with ease of mobility that better balances the needs of pedestrians, automobiles, bicyclists, and transit users.

https://www.columbiasc.net/planning-preservation/city-plans/tcp2018

Evolving Land Use Plans

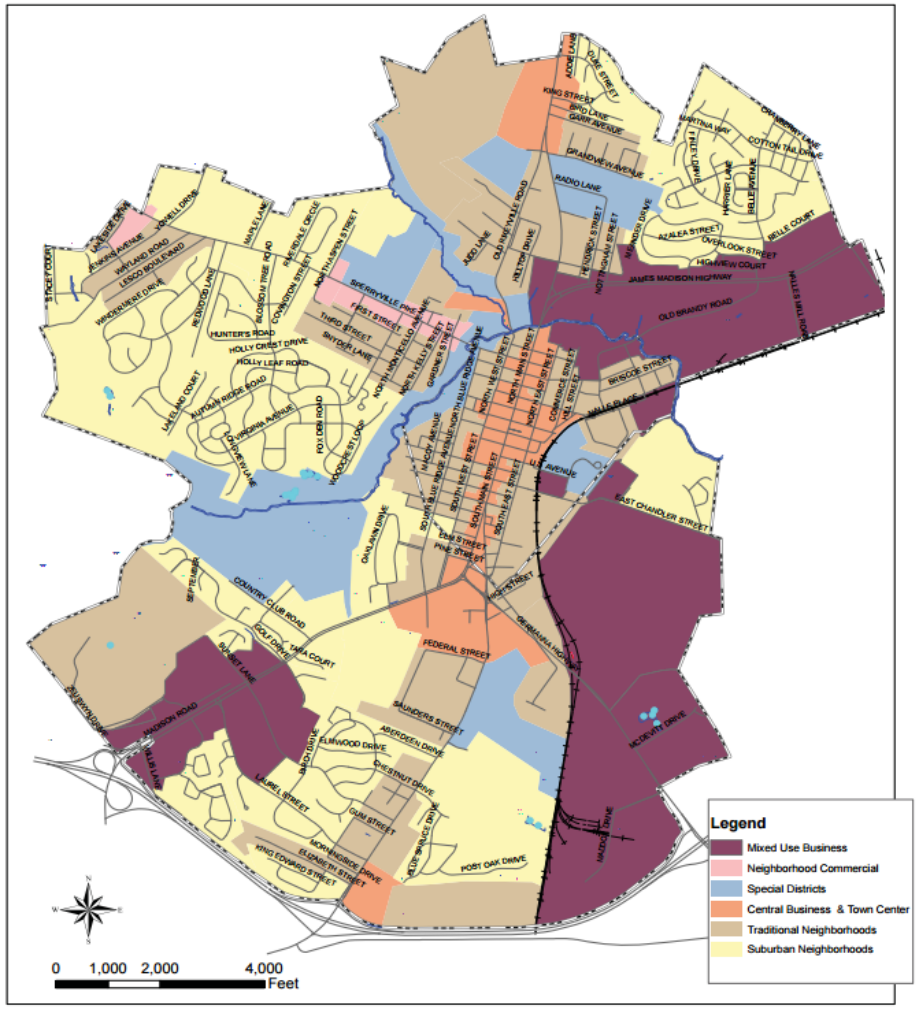
Older Model





Evolving Land Use Plans

Newer Model



CHARACTER AREA 1 DESCRIPTION

Mixed Use Business

DISTRICT

Mixed Use Business Districts are a suburban, auto accommodating district for retail and office uses. These districts should combine retail, office, civic, limited residential and open spaces into a cohesive districts of blocks based on a grid or intersecting perpendicular street pattern. Emphasis should be placed on the pedestrian experience with parking accommodated in screened surface lots or structured parking.

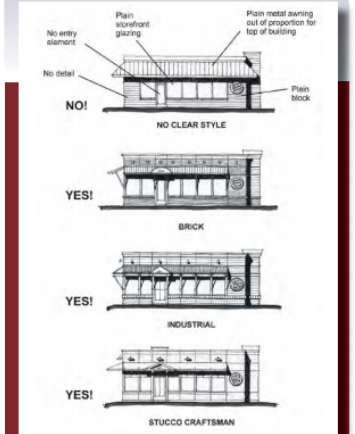
SITE

These districts should accommodate sites for large format retail and office uses, mixed use buildings, well landscaped surface parking, and parking structures. Buildings should be arranged to create a consistent street wall close to sidewalks, and organization of buildings around a central square or main street is encouraged. Sidewalks, paths, and landscaping should be consistent within a development and are important aspects of site design.

BUILDING

Buildings in Mixed Use Business districts should display traditional architectural characteristics and should be between one and three stories in height. Buildings should incorporate human scale elements, and a consistent architectural style should be employed within a development. Windows and doors should be arranged to provide transparency along the street wall and create a regular pattern in each building.

The image above shows how mixed use buildings can be configured around internal circulation routes.



This image illustrates how franchise architecture can be modified to reflect an architectural theme while maintained elements of the prototype.

MIXED USE BUSINESS GUIDELINES & STRATEGIES

COMMUNITY CHARACTER

Community character guidelines & strategies define the parameters for the layout of the district, sites and buildings within a Mixed use Business area in a manner consistent with the preferred character.

District

1. Discourage single-building developments.
2. Encourage a walkable village/Town center development form for retail, commercial, and office uses.
3. Encourage larger, multi-building, village-like developments configured in a manner that breaks the site into a series of smaller "blocks" defined by on-site streets, vehicle access ways, public plazas and open spaces, pedestrian walkways, or other circulation routes.

Site

4. Require buildings to be set close to interior streets.
5. Require all commercial signs to be monument type with materials coordinated with the primary structure.
6. Limit the number of signs for a development so that signs are collocated on individual panels of a single sign to discourage individual monument signs.
7. Require landscaping materials as a means to soften the appearance of parking areas and reduce the automobile dominance of retail/commercial sites.

Building

8. Require a consistent architectural theme for buildings within a retail/commercial development, including freestanding out-parcel structures. Consistency should be established for the character, materials, texture, color, and scale of buildings. Franchise restaurants, retail chains, and other franchise-style structures should adjust aspects of their standard architectural model to be consistent with a development's architectural character. Signage and lighting should be consistent with subsequently adopted signage/design standards.
9. Require the mass and scale of retail/commercial buildings, including large retail stores, to be visually

http://www.townofcary.org/projects-initiatives/cary-community-plan

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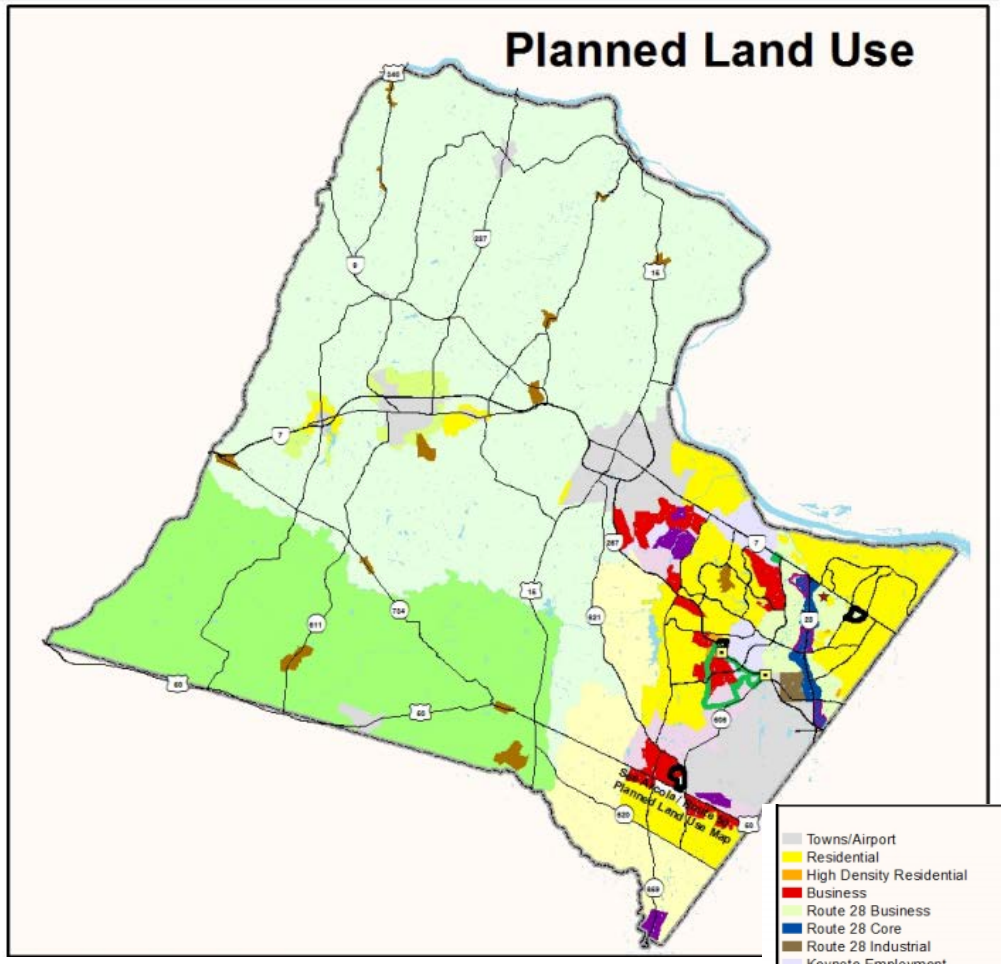
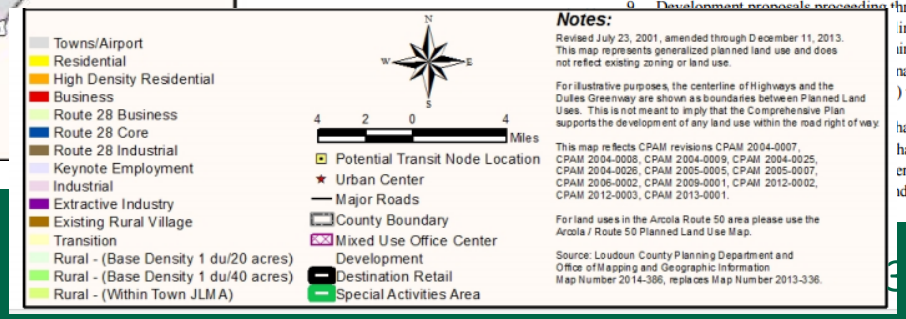
Current Planned Land Use Model





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 Green Infrastructure and incorporates Conservation Design.

2. Suburban Policy Area communities will be developed as efficient, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan, will provide a measurable standard open space (active, passive, and natural) as specified in the land use matrix, and will fully integrate the County's Green Infrastructure.

3. The County, in collaboration with other govern-mental 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, and maintenance of public squares, parks, and pedestrian malls, 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 communities and the three Silver Line Metrorail Stations within the County. These plans, which may be redefined in the future, will provide for the development of the Suburban Policy Area. The communities are Sterling, Potomac, Dulles, 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 "conservation design" approach as detailed in the *Revised General Plan*.

6. The development phasing plan for a mixed-use project will establish a build-out relationship between the residential and non-residential components of the project that is consistent with the County's goals for the project area.

7. Alterations to approved land use projects 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 Keynote Employment designations, the land use mix attributed to the various land uses may not be achievable due to the small size of the parcel. In such cases, an applicant for rezoning may vary from the land use mix specified in the Plan by showing that an alternative is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,500-foot radius of the site.

9. Development proposals proceeding through the legislative and site planning process will conform to the
ines. The design guidelines will be implemented as a part of
iings and special exceptions) and incorporated into regulatory
nance, Facilities Standards Manual (FSM), and Land Subdivision
) where applicable.

haracter and cultural importance of the historically significant areas
hall work with the local communities towards the designation of
ervation Districts. Other historically significant areas within the
d protected/enhanced. Pedestrian access to and from existing and

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Suffolk Place Type Example

TRADITIONAL NEIGHBORHOOD CENTERS

Mixed Use Core	Core Support	Inner Ring Suburban	Suburban	Rural
	●	●	●	

Context & Scale

Traditional Neighborhood Centers are located in the **Core Support, Inner Ring**, and **Suburban** Use Districts.

These moderate intensity areas are pedestrian-oriented. They may be as small as a few storefronts at an intersection or a multiple blocks-long neighborhood *Main Street*.

Traditional Neighborhood Centers accommodate neighborhood-serving retail, such as a small grocery, dry cleaners, and coffee shops as well as civic or institutional uses including churches and schools.

These Centers are accessible by all modes of transportation. Their size is limited and walkable. They are the heart of their Traditional Neighborhood.

Under-utilized Traditional Neighborhood Center

Center with public infrastructure improvements

Street & Block Pattern

Traditional Neighborhood Centers are designed within the Neighborhood's interconnected, walkable, network of streets and small blocks (typically in a grid pattern). They have multiple street connections with their Neighborhood. A secondary network of alleys should provide access to the rear of the buildings and through the block. Their streets are designed for slow-moving, multi-modal traffic.

Site & Lot Configurations

All lots have street frontage. Typically multiple lots sit along a block-face with a continuous street frontage. Buildings are placed toward the front of the lot and have a rear lot setback from the adjacent residences that is generally used for service and parking. Individual building placement (relative to the sidewalk) is consistent for the entire block-face.

Center with context-sensitive infill development

Conceptual siting: neighborhood storefronts

Buildings

Buildings in Traditional Neighborhood Centers are street-oriented. The buildings work together to define the street and a pedestrian realm.

Typically two to three stories, buildings have storefronts and one or more functioning entrances on the street. The scale of the Traditional Neighborhood Center buildings should be in proportion to their surrounding Neighborhood.

The architecture is typically *"main street"* in character with pedestrian-scaled details, such as vertically proportioned windows and sidewalk-oriented signage.

In evolving neighborhoods, single-family houses immediately adjacent to an existing Neighborhood Center are often converted for commercial uses.

A new Neighborhood Center storefront

A corner store anchoring a Neighborhood Center

A Neighborhood Center can be many, or just a few storefronts

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Simple Neighborhood Center streetscape

Small but significant public open space

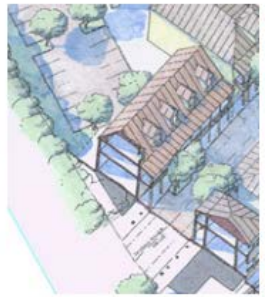
Public Spaces & Streetscapes

Traditional Neighborhood Centers should include a public open space in addition to their streets and sidewalks.

Streets have on-street parking and sidewalks are shaded by street trees. The streetscapes will generally have an active edge due to the storefronts.

Lighting and signage is scaled to the pedestrian.

On-street parking



Parking behind the buildings

Parking

In addition to on-street parking, Traditional Neighborhood Centers provide parking at the rear of the lot. Parking lots should be coordinated, shared and sized for neighborhood-serving, not destination, retail and commerce.

Consider lower minimum parking requirements when the Neighborhood Center has a transit stop.

TRADITIONAL NEIGHBORHOOD CENTERS: IMPLEMENTATION GUIDELINES

Street & Block Pattern

- Maintain and enhance the existing street and block pattern.
- Encourage new streets to subdivide over-large blocks.
- New Traditional Neighborhood Centers should contribute to an interconnected network of streets and small blocks: an average block perimeter of less than 1,300 feet is best for *walkability*.
- Maximize intersections/block corners.
- Alleys should provide parking and through service access behind all Traditional Neighborhood Center buildings.
- Traffic geometry should be designed for slow moving multi-modal traffic.
- All streets should have on-street parallel parking.

Site & Lot Configurations

- All lots should have frontage onto a street and/or other public space (*square*, *green*, or *plaza*).
- Block-faces should be subdivided into multiple lots.
- Encourage zero lot line buildings in Traditional Neighborhood Centers.
- Allow complete lot-coverage, as long as there is a public open space within a short walking distance.
- Traditional Neighborhood Center site and lot configurations are scaled to neighborhood-serving retail.
- New buildings should be built to a general facade alignment for each block. For infill sites this should be consistent with existing, contributing buildings.
- Traditional Neighborhood Center lots should have good neighborhood manners with side and rear lot line setbacks to provide breathing room for adjacent residential neighbors.

Buildings

- Buildings should be oriented to the street, with working primary entrances along their facade.
- Buildings in Traditional Neighborhood Centers should be of limited size to preserve a relative human scale.
- Encourage storefronts.
- Building functions should be retail and/or commercial at the ground floor. Upper floors may be commercial or residential (including bed and breakfast) use.
- Ground floor facades should have between 60 and 90 percent transparency, with upper floors having 30 to 70 percent transparency and an active streetscape.
- Do not allow blank or mirrored building facades. They deaden the street and damage adjacent properties.
- Encourage overhangs & awnings.
- Promote development at the highest intensity possible in new Traditional Neighborhood Centers.

Public Spaces & Streetscapes

- All Neighborhood Center streets should have wide sidewalks.
- Encourage a *square* or *green* in Traditional Neighborhood Centers.
- Encourage special community buildings and/or monuments, especially fronting the *square* or *green*.
- Signage and lighting should be scaled for the pedestrian rather than fast moving automobile traffic.

Parking

- Promote a *park-once* environment in Traditional Neighborhood Centers.
- Promote on-street parallel parking for all streets in Traditional Neighborhood Centers.
- Parking lots should be located away from the street and placed within the block-interior.
- Encourage centrally located, shared parking lots.
- Consider minimum and maximum parking requirements scaled to neighborhood serving retail.

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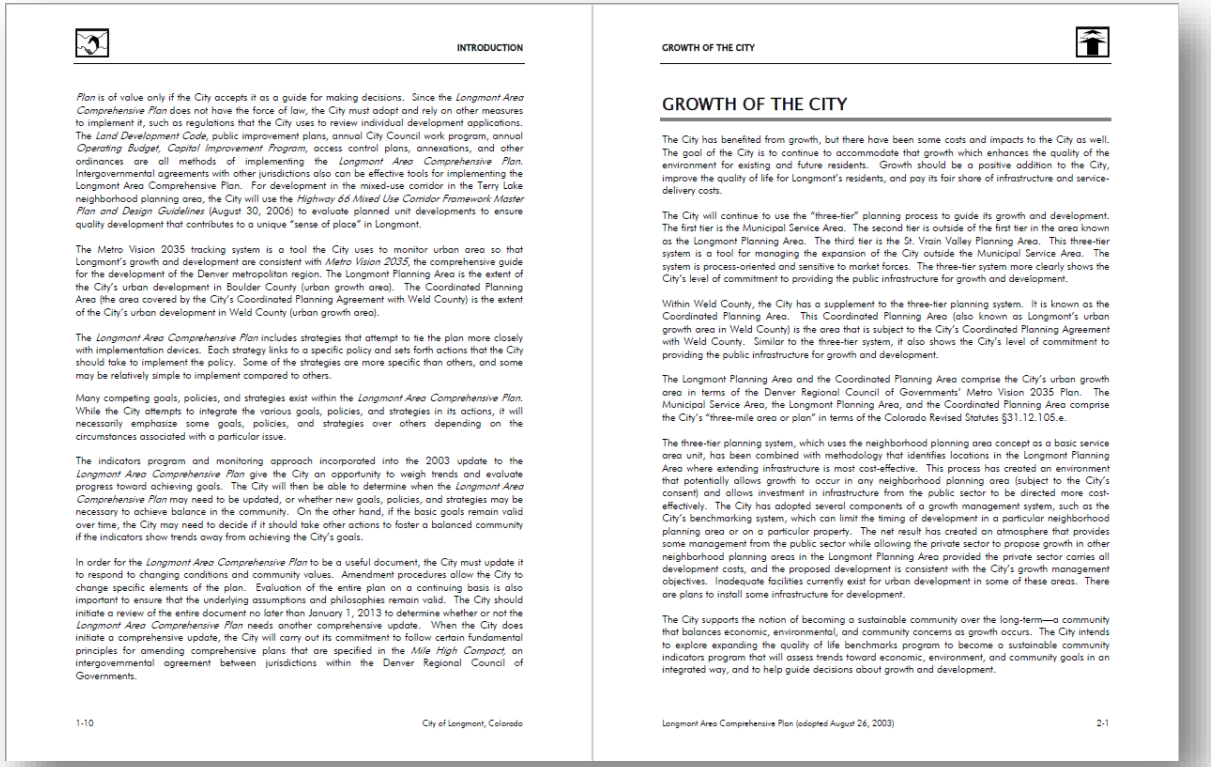
Evolution of Graphics

Older Model



INTRODUCTION

Plan is of value only if the City accepts it as a guide for making decisions. Since the *Longmont Area Comprehensive Plan* does not have the force of law, the City must adopt and rely on other measures to implement it, such as regulations that the City uses to review individual development applications. The *Land Development Code*, public improvement plans, annual City Council work program, annual *Operating Budget, Capital Improvement Program*, access control plans, annexations, and other ordinances are all methods of implementing the *Longmont Area Comprehensive Plan*. Intergovernmental agreements with other jurisdictions also can be effective tools for implementing the Longmont Area Comprehensive Plan. For development in the mixed-use corridor in the Terry Lake neighborhood planning area, the City will use the *Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines* (August 30, 2006) to evaluate planned unit developments to ensure quality development that contributes to a unique "sense of place" in Longmont.

The Metro Vision 2035 tracking system is a tool the City uses to monitor urban area so that Longmont's growth and development are consistent with *Metro Vision 2035*, the comprehensive guide for the development of the Denver metropolitan region. The Longmont Planning Area is the extent of the City's urban development in Boulder County (urban growth area). The Coordinated Planning Area (the area covered by the City's Coordinated Planning Agreement with Weld County) is the extent of the City's urban development in Weld County (urban growth area).

The *Longmont Area Comprehensive Plan* includes strategies that attempt to tie the plan more closely with implementation devices. Each strategy links to a specific policy and sets forth actions that the City should take to implement the policy. Some of the strategies are more specific than others, and some may be relatively simple to implement compared to others.

Many competing goals, policies, and strategies exist within the *Longmont Area Comprehensive Plan*. While the City attempts to integrate the various goals, policies, and strategies in its actions, it will necessarily emphasize some goals, policies, and strategies over others depending on the circumstances associated with a particular issue.

The indicators program and monitoring approach incorporated into the 2003 update to the *Longmont Area Comprehensive Plan* give the City an opportunity to weigh trends and evaluate progress toward achieving goals. The City will then be able to determine when the *Longmont Area Comprehensive Plan* may need to be updated, or whether new goals, policies, and strategies may be necessary to achieve balance in the community. On the other hand, if the basic goals remain valid over time, the City may need to decide if it should take other actions to foster a balanced community if the indicators show trends away from achieving the City's goals.

In order for the *Longmont Area Comprehensive Plan* to be a useful document, the City must update it to respond to changing conditions and community values. Amendment procedures allow the City to change specific elements of the plan. Evaluation of the entire plan on a continuing basis is also important to ensure that the underlying assumptions and philosophies remain valid. The City should initiate a review of the entire document no later than January 1, 2013 to determine whether or not the *Longmont Area Comprehensive Plan* needs another comprehensive update. When the City does initiate a comprehensive update, the City will carry out its commitment to follow certain fundamental principles for amending comprehensive plans that are specified in the *Mile High Compact*, an intergovernmental agreement between jurisdictions within the Denver Regional Council of Governments.

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GROWTH OF THE CITY

GROWTH OF THE CITY

The City has benefited from growth, but there have been some costs and impacts to the City as well. The goal of the City is to continue to accommodate that growth which enhances the quality of the environment for existing and future residents. Growth should be a positive addition to the City, improve the quality of life for Longmont's residents, and pay its fair share of infrastructure and service-delivery costs.

The City will continue to use the "three-tier" planning process to guide its growth and development. The first tier is the Municipal Service Area. The second tier is outside of the first tier in the area known as the Longmont Planning Area. The third tier is the St. Vrain Valley Planning Area. This three-tier system is a tool for managing the expansion of the City outside the Municipal Service Area. The system is process-oriented and sensitive to market forces. The three-tier system more clearly shows the City's level of commitment to providing the public infrastructure for growth and development.

Within Weld County, the City has a supplement to the three-tier planning system. It is known as the Coordinated Planning Area. This Coordinated Planning Area (also known as Longmont's urban growth area in Weld County) is the area that is subject to the City's Coordinated Planning Agreement with Weld County. Similar to the three-tier system, it also shows the City's level of commitment to providing the public infrastructure for growth and development.

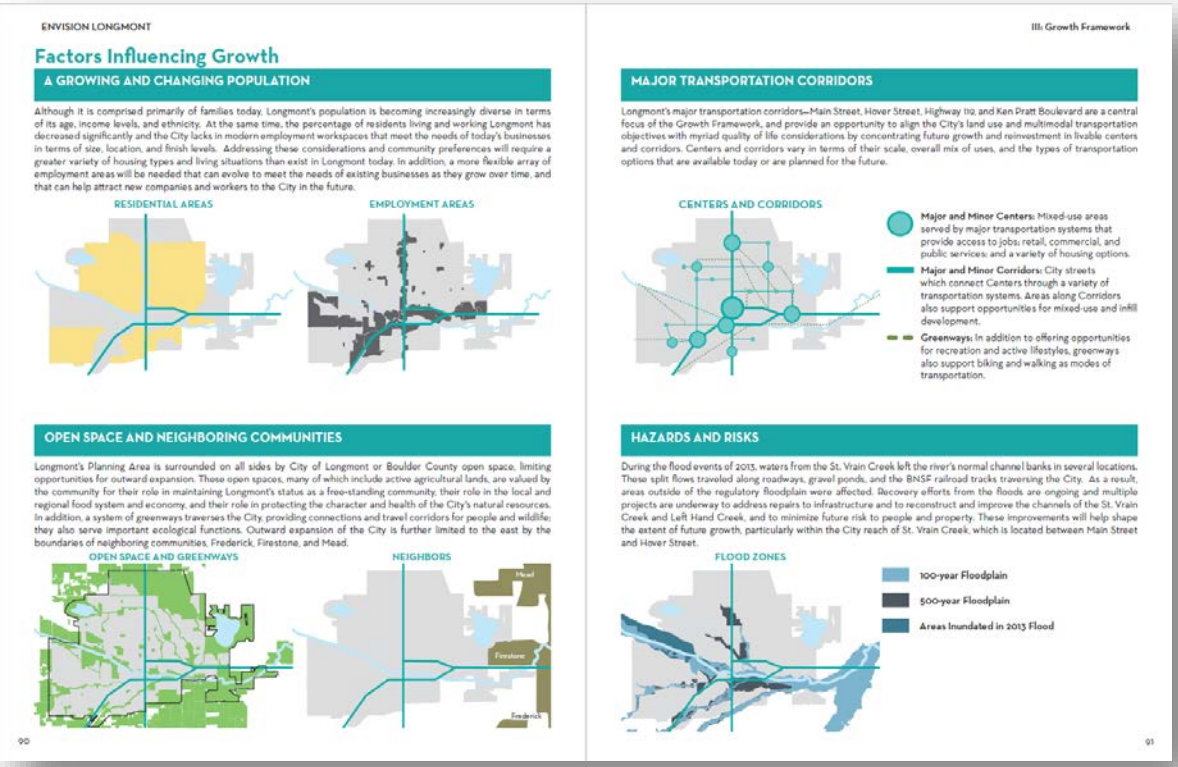
The Longmont Planning Area and the Coordinated Planning Area comprise the City's urban growth area in terms of the Denver Regional Council of Governments' Metro Vision 2035 Plan. The Municipal Service Area, the Longmont Planning Area, and the Coordinated Planning Area comprise the City's "three-mile area or plan" in terms of the Colorado Revised Statutes §31.12.105.e.

The three-tier planning system, which uses the neighborhood planning area concept as a basic service area unit, has been combined with methodology that identifies locations in the Longmont Planning Area where extending infrastructure is most cost-effective. This process has created an environment that potentially allows growth to occur in any neighborhood planning area (subject to the City's consent) and allows investment in infrastructure from the public sector to be directed more cost-effectively. The City has adopted several components of a growth management system, such as the City's benchmarking system, which can limit the timing of development in a particular neighborhood planning area or on a particular property. The net result has created an atmosphere that provides some management from the public sector while allowing the private sector to propose growth in other neighborhood planning areas in the Longmont Planning Area provided the private sector carries all development costs, and the proposed development is consistent with the City's growth management objectives. Inadequate facilities currently exist for urban development in some of these areas. There are plans to install some infrastructure for development.

The City supports the notion of becoming a sustainable community over the long-term—a community that balances economic, environmental, and community concerns as growth occurs. The City intends to explore expanding the quality of life benchmarks program to become a sustainable community indicators program that will assess trends toward economic, environment, and community goals in an integrated way, and to help guide decisions about growth and development.

Longmont Area Comprehensive Plan (adopted August 26, 2003) 2-1

Newer Model



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III: Growth Framework

Factors Influencing Growth

A GROWING AND CHANGING POPULATION

Although it is comprised primarily of families today, Longmont's population is becoming increasingly diverse in terms of its age, income levels, and ethnicity. At the same time, the percentage of residents living and working Longmont has decreased significantly and the City lacks in modern employment workspaces that meet the needs of today's businesses in terms of size, location, and finish levels. Addressing these considerations and community preferences will require a greater variety of housing types and living situations than exist in Longmont today. In addition, a more flexible array of employment areas will be needed that can evolve to meet the needs of existing businesses as they grow over time, and that can help attract new companies and workers to the City in the future.

RESIDENTIAL AREAS

EMPLOYMENT AREAS

OPEN SPACE AND NEIGHBORING COMMUNITIES

Longmont's Planning Area is surrounded on all sides by City of Longmont or Boulder County open space, limiting opportunities for outward expansion. These open spaces, many of which include active agricultural lands, are valued by the community for their role in maintaining Longmont's status as a free-standing community, their role in the local and regional food system and economy, and their role in protecting the character and health of the City's natural resources. In addition, a system of greenways traverses the City, providing connections and travel corridors for people and wildlife; they also serve important ecological functions. Outward expansion of the City is further limited to the east by the boundaries of neighboring communities, Frederick, Firestone, and Mead.

OPEN SPACE AND GREENWAYS

NEIGHBORS

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MAJOR TRANSPORTATION CORRIDORS

Longmont's major transportation corridors—Main Street, Hover Street, Highway 119, and Ken Pratt Boulevard are a central focus of the Growth Framework, and provide an opportunity to align the City's land use and multimodal transportation objectives with myriad quality of life considerations by concentrating future growth and reinvestment in livable centers and corridors. Centers and corridors vary in terms of their scale, overall mix of uses, and the types of transportation options that are available today or are planned for the future.

CENTERS AND CORRIDORS

Major and Minor Centers: Mixed-use areas served by major transportation systems that provide access to jobs, retail, commercial, and public services; and a variety of housing options.

Major and Minor Corridors: City streets which connect Centers through a variety of transportation systems. Areas along Corridors also support opportunities for mixed-use and infill development.

Greenways: In addition to offering opportunities for recreation and active lifestyles, greenways also support biking and walking as modes of transportation.

HAZARDS AND RISKS

During the flood events of 2013, waters from the St. Vrain Creek left the river's normal channel banks in several locations. These split flows traveled along roadways, gravel ponds, and the BNSF railroad tracks traversing the City. As a result, areas outside of the regulatory floodplain were affected. Recovery efforts from the floods are ongoing and multiple projects are underway to address repairs to infrastructure and to reconstruct and improve the channels of the St. Vrain Creek and Left Hand Creek, and to minimize future risk to people and property. These improvements will help shape the extent of future growth, particularly within the City reach of St. Vrain Creek, which is located between Main Street and Hover Street.

FLOOD ZONES

100-year Floodplain

500-year Floodplain

Areas Inundated in 2013 Flood

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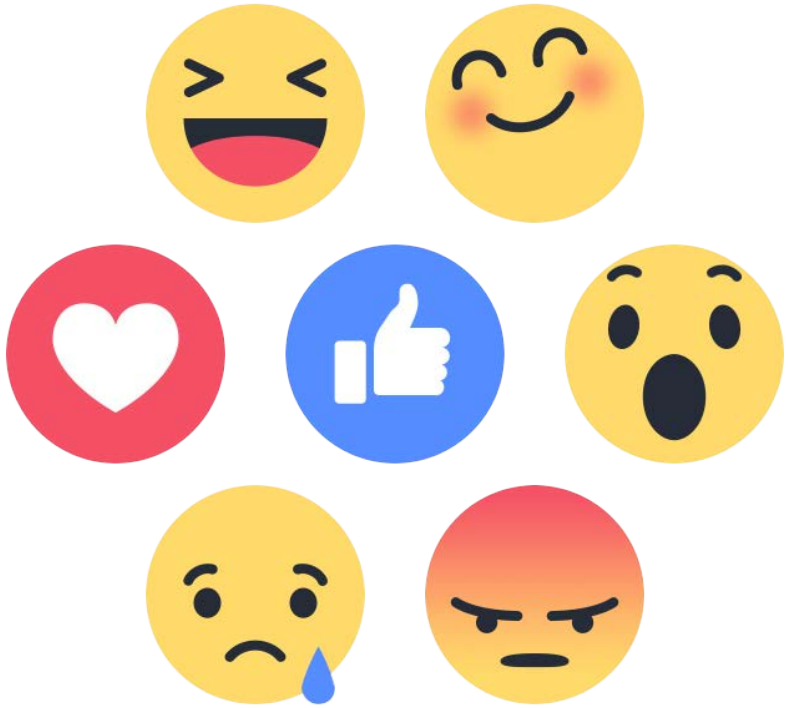
https://www.longmontcolorado.gov/departments/departments-n-z/planning-and-development-services/plans-and-reports/comprehensive-plan

Thoughts and reactions?