



Loudoun County



VIRGINIA

WHERE TRADITION MEETS INNOVATION

LOUDOUN 2040 COMPREHENSIVE PLAN

Supervisor Letourneau's Dulles Direct Town Hall

April 25, 2019

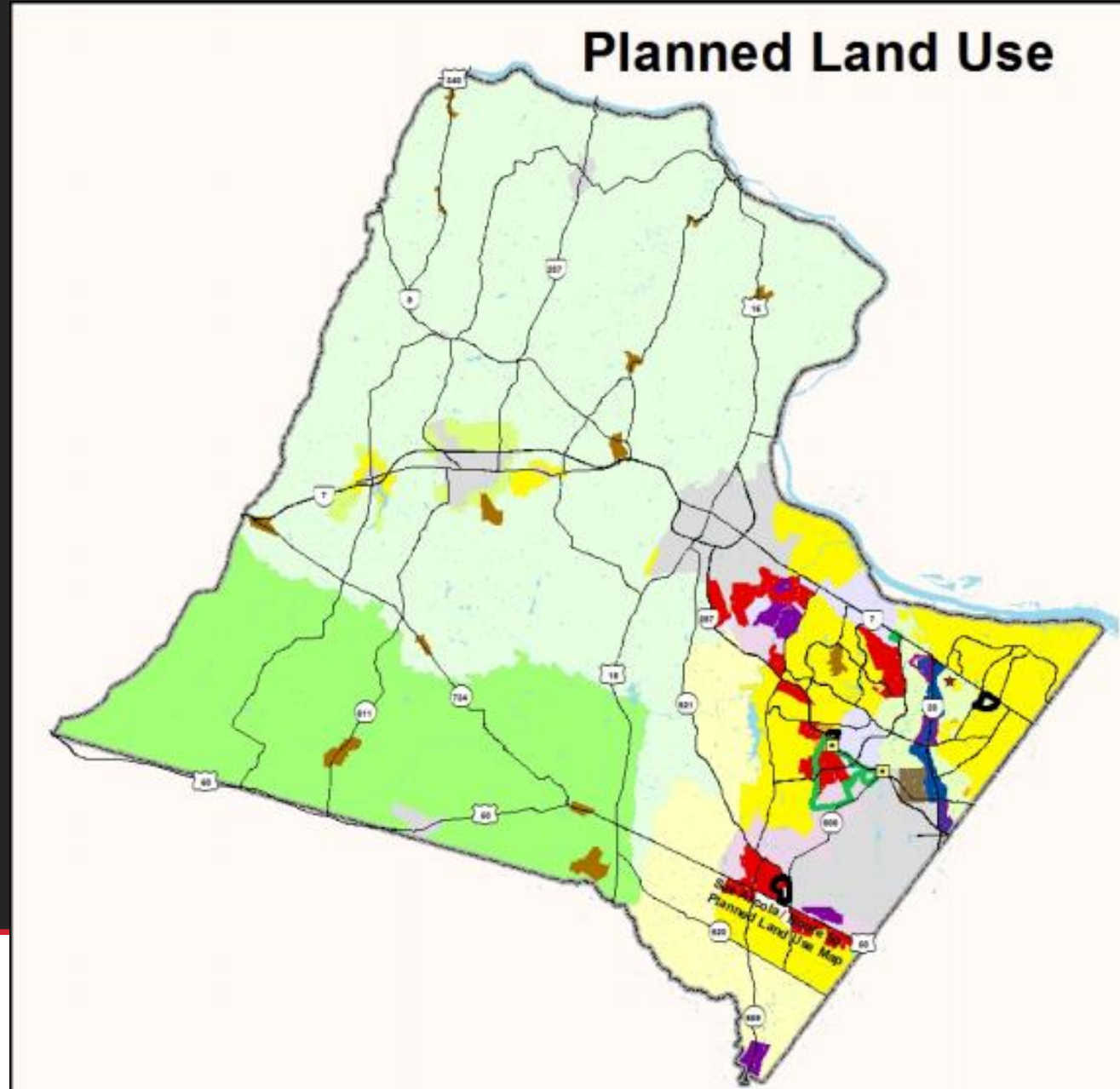
What is Loudoun 2040?

- New Comprehensive Plan for Loudoun County
- Combines the General Plan and the Countywide Transportation Plan
- Responds to Changes in the County over last 20 Years and Plans for the Future

How was Loudoun 2040 Developed?

- Board adopted Plan Charter April 2016
- Envision Loudoun Stakeholders Committee
 - Two year effort
 - 16 Community Public Outreach Workshops
 - Stakeholders Committee Recommended Draft Plan
 - www.loudoun.gov/5117/Prior-Planning-Commission-Work-Sessions
- Planning Commission
 - Began review of the draft Plan in July 2018
 - Made recommendations to the Board and Certified the draft Plan on March 26, 2019
 - Planning Commission Recommended Plan
 - www.loudoun.gov/4957/Loudoun-2040-Comprehensive-Plan

Revised General Plan



How is Loudoun 2040 Different from the Revised General Plan?

- Uses “Place Types” instead of traditional land use designations
 - Provides more flexibility to respond to changing markets
 - Broader range of densities/intensities and mix of uses
 - Wider range of housing types
- Creates new Urban Policy Areas around Metro Stations
- Addresses need for a continuum of housing across the income spectrum

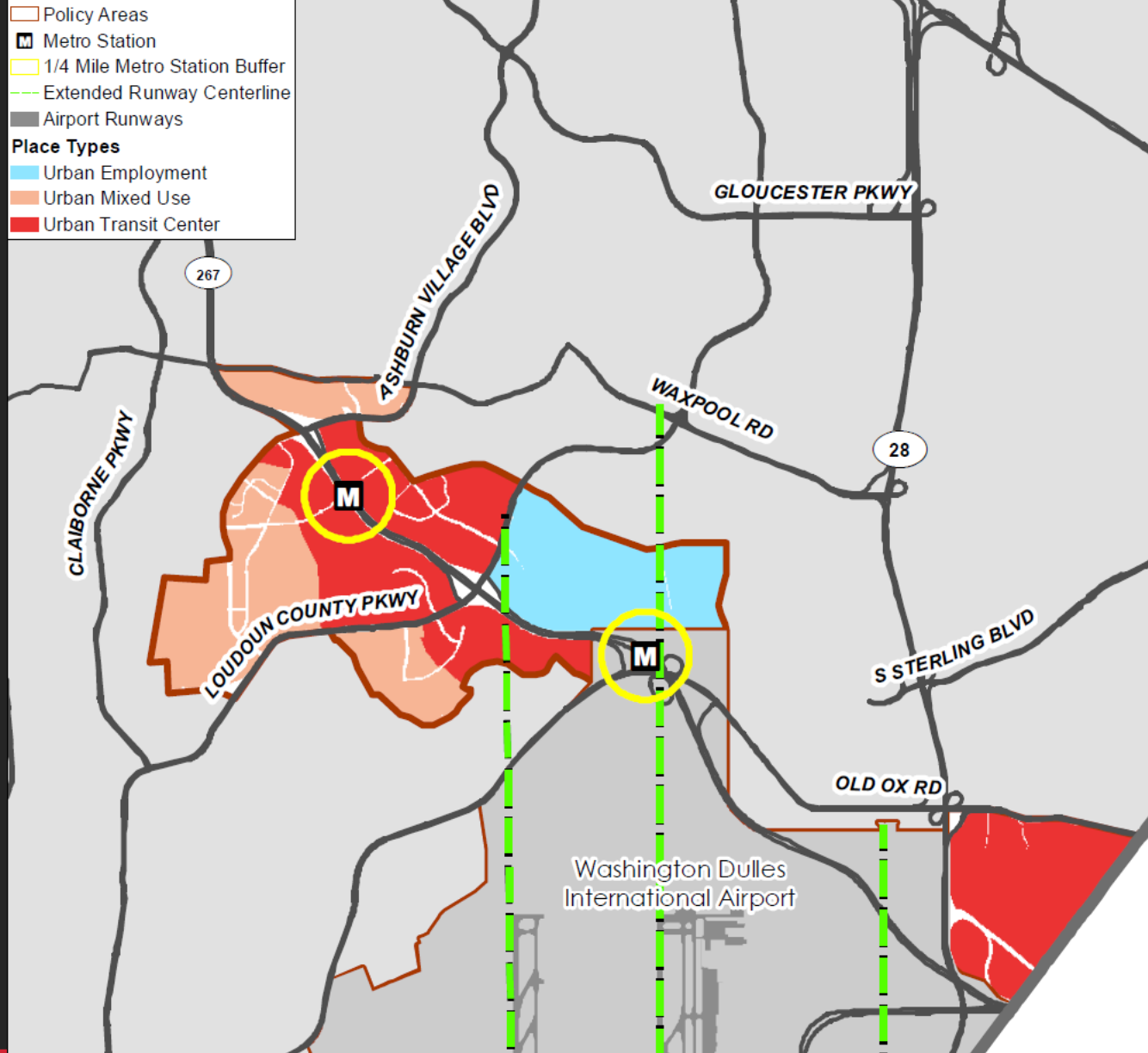
Residential Forecast by Policy Area 2021 – 2040: Loudoun 2040 v. RGP

Suburban and Urban Policy Areas	SFD	SFA	MF	Total
Loudoun 2040 Draft	2,130	7,800	17,740	27,670
Revised General Plan	440	2,310	13,510	16,260
Difference	1,690	5,490	4,230	11,410
Transition Policy Area	SFD	SFA	MF	Total
Loudoun 2040 Draft	10,250	7,390	0	17,640
Revised General Plan	3,530	0	0	3,530
Difference	6,720	7,390	0	14,110
Rural Policy Area/Towns/JLMA	SFD	SFA	MF	Total
Loudoun 2040 Draft	7,880	2,230	950	11,060*
Revised General Plan	6,550	1,840	1,300	9,690
Difference	1,330	390	-350	1,370*

* The 1,370 additional units shown in the RPA row are only those units located in Land Bays P1 and Q1, which are proposed to move into the TPA. There are no other density changes proposed in the RPA/Towns/JLMA

Urban Policy Area

- Incorporates Prior Silver Line CPAM Area
- Promotes an Urban Environment
- Concentrates High Density Growth Around Metro
- Flexible Land Uses: Employment, Residential, Entertainment, Retail, etc.
- Three Place Types: Transit Center, Mixed-Use, Employment



Urban Mixed Use

- Multi-Family Residential, Single-Family Attached, Office, Retail/Commercial, Active Adult, Entertainment, Special Activities, etc.
- Maximum 1.5 FAR
- 2 – 8 Stories, depending on use

Urban Mixed Use



Urban Mixed Use areas take advantage of their fringe proximity to the Metro stations to provide opportunities for dense urban residential development including a mix of commercial uses. The Urban Mixed Use areas will develop as high-density walkable urban neighborhoods that encourage social connections because their mix of uses, multimodal infrastructure, and public spaces create vibrant public realms.

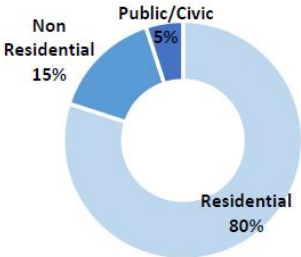
Urban Mixed Use areas provide opportunities for a mix of housing types that meet the housing needs for all ages, abilities, and socioeconomic groups. The small-lot patio homes, townhomes, rowhouses, duplexes, quadruplexes, and multifamily residences are designed to fit within or adjacent to a traditional single-family style neighborhood. Accessory residential units are also appropriate for the area and may consist of apartments in the principal structure, garage apartments, or other outbuildings approved by the County. Development will have slightly larger average unit sizes than in the Urban Transit Center and a large amount of residential development. Small scale office, retail and service uses should be integrated into the neighborhood.

Core Uses	Complementary Uses	Conditional Uses
<ul style="list-style-type: none"> Multi-Family Residential Single Family Attached Residential <p><small>*Residential restrictions in noise-sensitive areas located within 65 Ldn noise contours</small></p>	<ul style="list-style-type: none"> Office Retail & Service Commercial Active Adult Retirement Communities Civic, Cultural, & Community Institutional Entertainment Commercial 	<ul style="list-style-type: none"> Public Facilities Accessory Residential Units Small Lot Single Family Detached Residential Special Activities Parks & Recreation

Preferred Mix of Uses

Possible Ranges:

- Res: 70-90%
- Non-Res: 10-30%
- Public/Civic: 5%+



Urban Transit Center

- Multi-Family Residential, Office, Retail/Commercial, Entertainment, Hotel, Conference Center, Sports Arena, Special Activities, etc.
- Within ¼ mile of Metro:
 - Minimum 2.0 FAR
 - 8+ Stories
- Outside ¼ mile of Metro:
 - Minimum 1.4 FAR
 - 6+ Stories

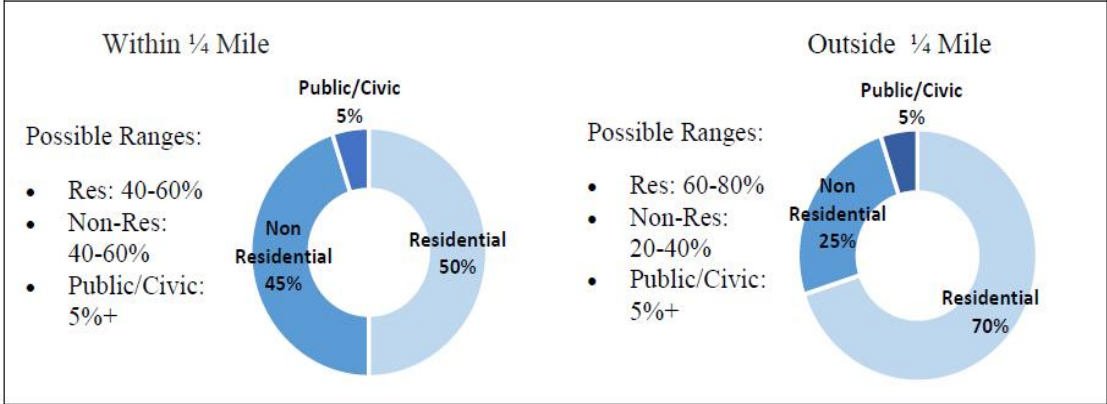
Urban Transit Center



Urban Transit Center areas take advantage of proximity to transit to provide opportunities for dense urban development and a host of economic, entertainment, and community activities. Each area serves as a gateway to the county from the greater region and a major destination in its own right. The Urban Transit Center has two focus areas: within a ¼ mile of the Metrorail Station and outside of the ¼ mile. Development within a ¼ mile of the station will have smaller average unit sizes, a higher minimum FAR, and a more equal mix of residential and non-residential development.

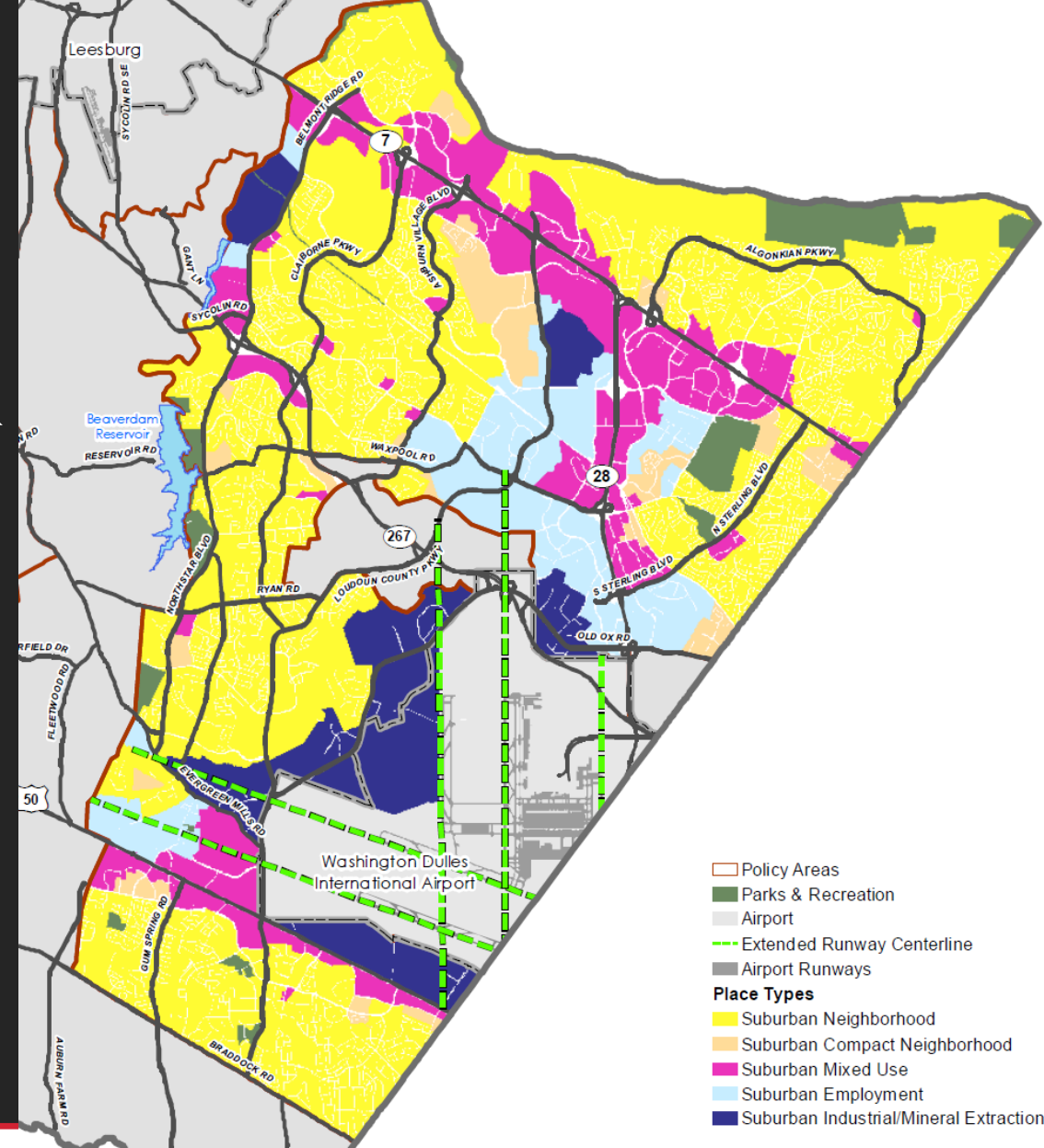
Core Uses	Complementary Uses	Conditional Uses
<ul style="list-style-type: none">• Multi-Family Residential• Office• Retail & Service Commercial <p><small>*Residential restrictions in noise-sensitive areas located within 65 Ldn noise contours</small></p>	<ul style="list-style-type: none">• Entertainment Commercial• Civic, Cultural, & Community• Public Facilities	<ul style="list-style-type: none">• Sports Arena/Training Facility• Conference Center• Full Service Hotel• Institutional• Special Activities• Parks & Recreation

Preferred Mix of Uses



Suburban Policy Area

- Eliminates Keynote Employment and introduces new Place Types:
 - Suburban Employment: Office, Data Centers, Light Production, Research & Development, Flex, Retail/Commercial
 - Suburban Mixed-Use: Retail/Commercial, Office, Entertainment, Hotel, Multi-Family Residential, Small Lot Single Family Attached and Detached, etc.
- Increased Density in Infill and Redevelopment Areas



Suburban Mixed Use

- Multi-Family Residential, Office, Retail & Service Commercial, Active Adult, Entertainment Commercial, Institutional, etc.
- Maximum 1.0 FAR with up to 1.5 with additional criteria
- Up to 5 Stories

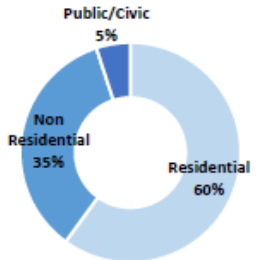
Suburban Mixed Use



Suburban Mixed Use areas provide compact, pedestrian-oriented environments with opportunities for a mix of residential, commercial, entertainment, cultural, and recreational amenities. Although this area provides for residential uses, commercial and entertainment uses are the primary draw to the mixed-use center. Reducing the distance between home, work, and entertainment/retail destinations, Suburban Mixed Use areas serve as logical locations for transit stops. Accessory residential units are also appropriate for the area and may consist of apartments in the principal structure, garage apartments, or other outbuildings approved by the County. Within this Place Type, mixed-use developments with increased densities and greater ranges of uses than otherwise allowed for Suburban Mixed Use may be appropriate on sites 150 or more acres in area.

Over time, existing commercial developments within Suburban Mixed Use areas should be redeveloped with a vertically integrated mix of uses on the site. Multi-family residential can also be introduced into the design of existing suburban-style commercial developments as an initial step toward creating vibrant, walkable mixed-use communities. The Suburban Compact Neighborhood Place Type may be appropriate for infill parcels designated as Suburban Mixed Use on the Place Type map.

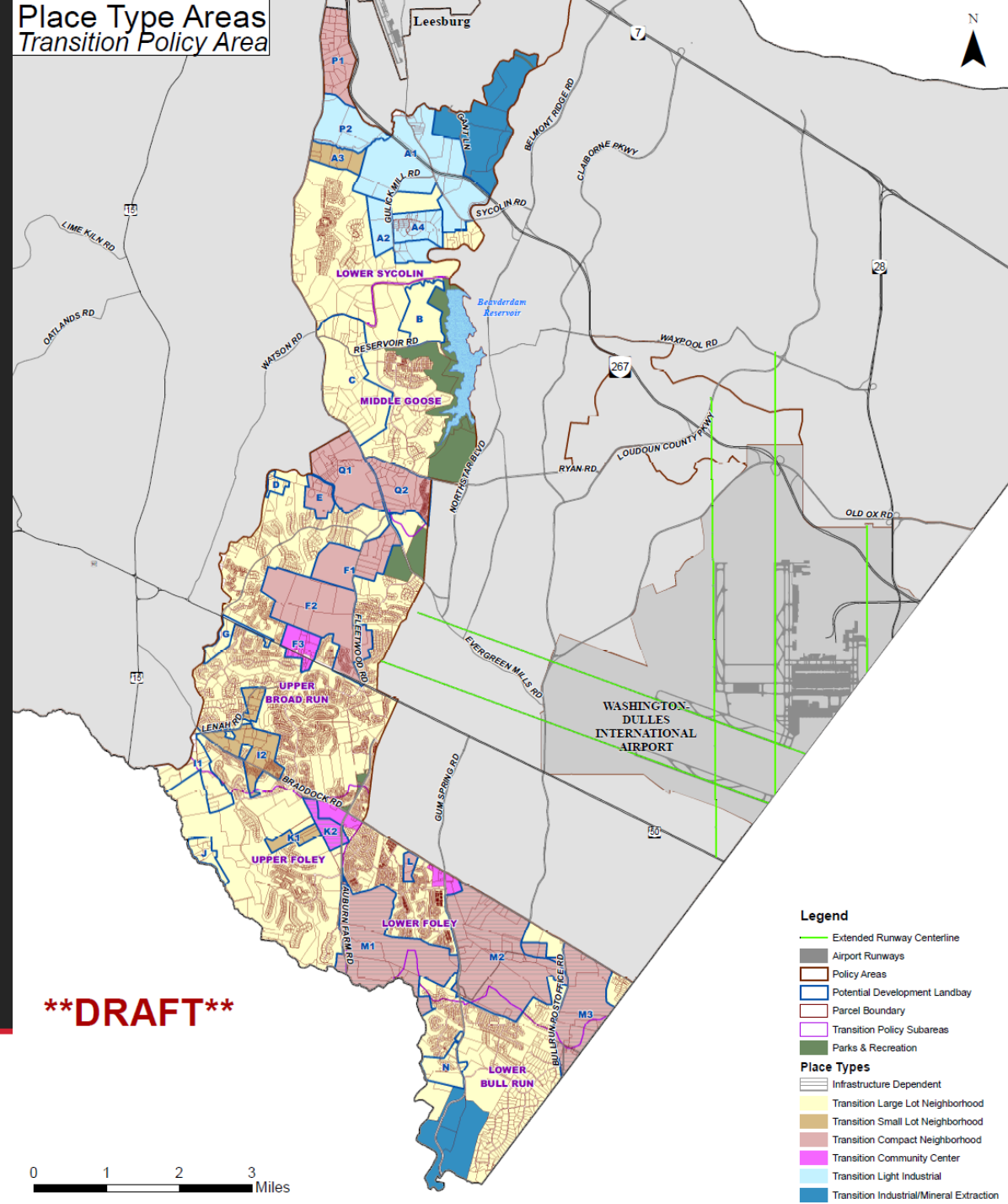
Core Uses	Complementary Uses	Conditional Uses
<ul style="list-style-type: none"> • Retail & Service Commercial • Office • Entertainment Commercial • Multi-Family Residential • Institutional <p><small>*Residential restrictions in noise-sensitive areas located within 65 Ldn noise contours</small></p>	<ul style="list-style-type: none"> • Small-Lot Single Family Residential Attached • Active Adult Retirement Communities • Civic, Cultural, & Community • Accessory Residential Units 	<ul style="list-style-type: none"> • Small-Lot Single Family Residential Detached • Public Facilities • Conference Center • Hotel • Special Activities • Parks & Recreation
Preferred Mix of Uses		
<p>Possible Ranges:</p> <ul style="list-style-type: none"> • Res: Up to 70% • Non-Res: Up to 80% • Public/Civic: 5%+ 		



Place Type Areas

Transition Policy Area

- **DRAFT****



Transition Compact Neighborhood

- Single Family Residential, Office, Retail & Service Commercial, Entertainment Commercial, etc.
- 4-8 Units/Acre
- 50% Open Space

Transition Compact Neighborhood



Transition Compact Neighborhoods include a variety of single family homes arranged around a focal point such as a civic use, park, green or small commercial center. The predominant use is a mix of single family detached and attached housing. If included, neighborhood-serving retail or employment space (such as shared office space) should be situated in conjunction with civic space or a central park or green to create a neighborhood core or focal point.

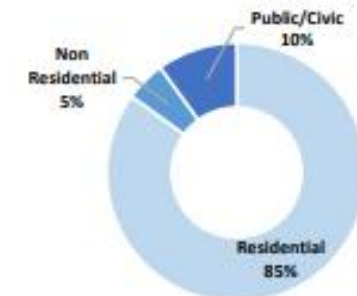
The lot pattern within each community should exhibit an easily recognizable diversity in lot size and configuration, a variety of house sizes, heights and styles, and a mix of housing types along each street frontage and within each block. A pattern of interconnected streets is intended to provide a walkable community. Open space and natural vegetation are the dominant visual features and provide public trails, passive and active recreation and significant perimeter and environmental buffers. Transition Compact Neighborhood developments will also form the major residential component of a Transition Community Center, surrounding the commercial component of the Center and providing a transition to other surrounding uses. In such cases, residential densities should be lower next to the adjacent communities.

Core Uses	Complementary Uses	Conditional Uses
<ul style="list-style-type: none">• Single Family Detached Residential• Single Family Attached Residential	<ul style="list-style-type: none">• Civic, Cultural, & Community• Entertainment Commercial• Office• Accessory Residential Units	<ul style="list-style-type: none">• Retail & Service Commercial• Public Facilities• Special Activities• Parks & Recreation

Preferred Mix of Uses

Possible Ranges:

- Res: 80-90%
- Non-Res: 0-10%
- Public/Civic: 10%+



Comparison of Residential Units in the TPA

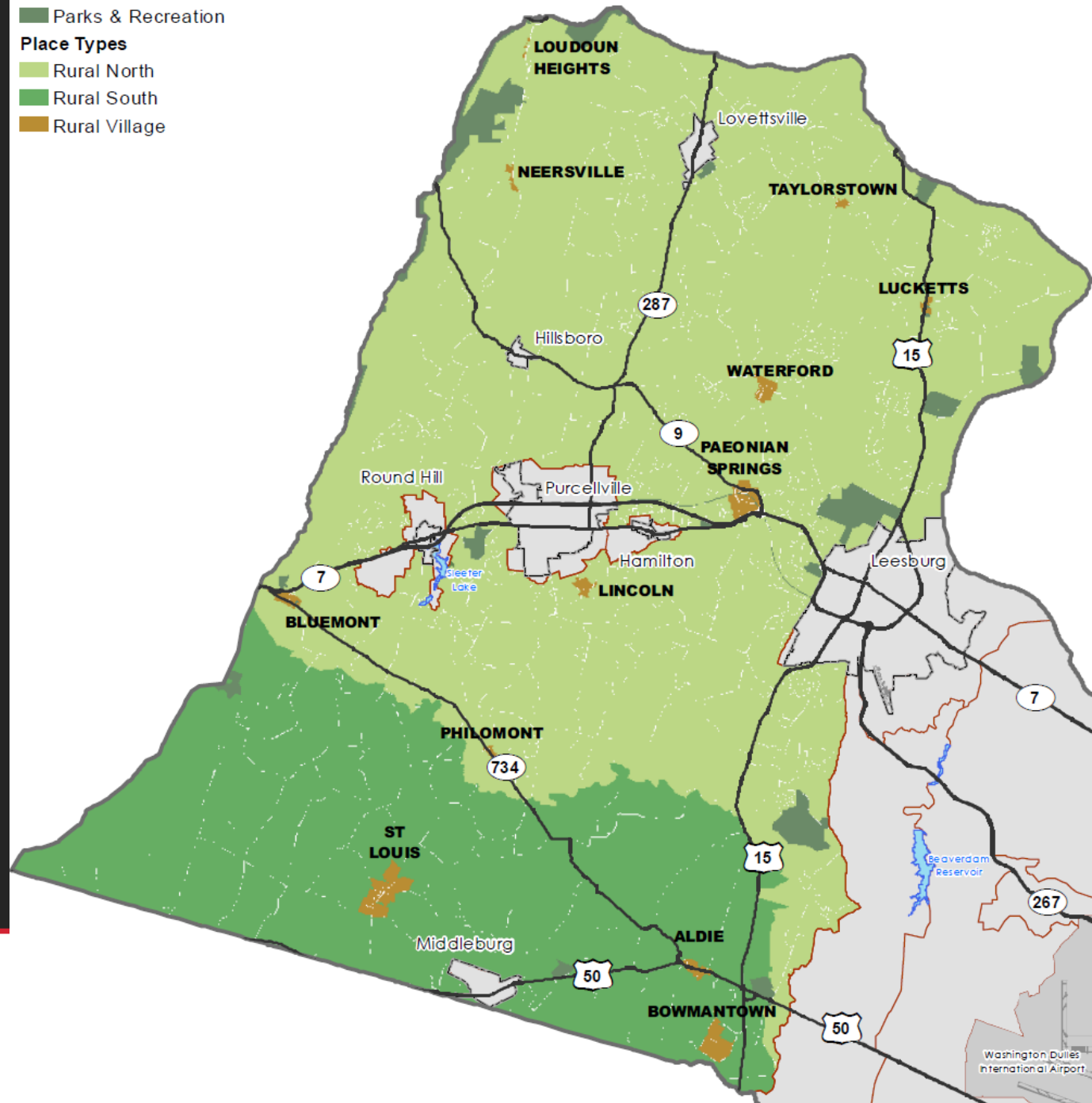
Transition Policy Area Residential Units, 2021-2040	SFD	SFA	MF	Total
Loudoun 2040 Draft	10,250	7,390	0	17,640*
Revised General Plan	3,530	0	0	3,530
Difference vs. RGP	6,720	7,390	0	14,110*

* 1,370 additional units are located in Land Bays P1 and Q1, which are proposed to move into the TPA.

Rural Policy Area

- No Changes to Allowed Densities, Development Patterns, Uses, or Subdivision Options
- Protects Rural Economy Uses

Policy Areas
Parks & Recreation
Place Types
Rural North
Rural South
Rural Village



Planning Commissioner Jeff Salmon

Residential Units Comparison to Market Demand

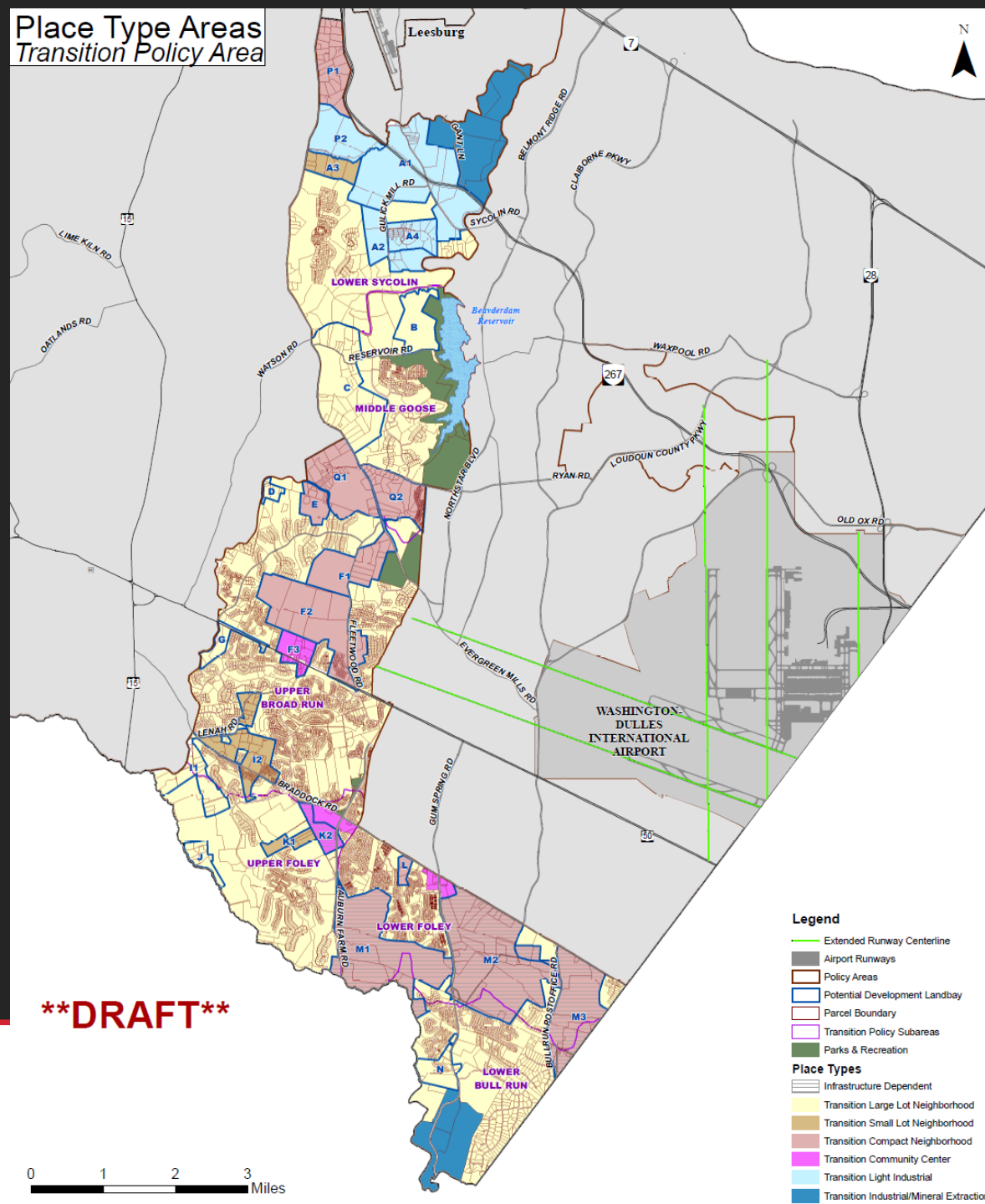
- Market Demand forecasted to exceed RGP by ~30,640 units

Market Analysis* and RGP Comparison (2021 – 2040)				
	Housing Units			
	SFD	SFA	MF	Total
Market Demand	22,470	18,760	18,890	60,120
RGP Forecast	10,520	4,150	14,810	29,480
Difference	11,950	14,610	4,080	30,640

- Loudoun 2040 forecasted to meet ~94% of Market Demand

Loudoun 2040 and RGP Comparison (2021 – 2040)				
Countywide	SFD	SFA	MF	Total
Loudoun 2040	20,260	17,420	18,690	56,370
Revised General Plan	10,520	4,150	14,810	29,480
Difference	9,740	13,270	3,880	26,890

Place Type Areas Transition Policy Area



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Areas for Specific Discussion

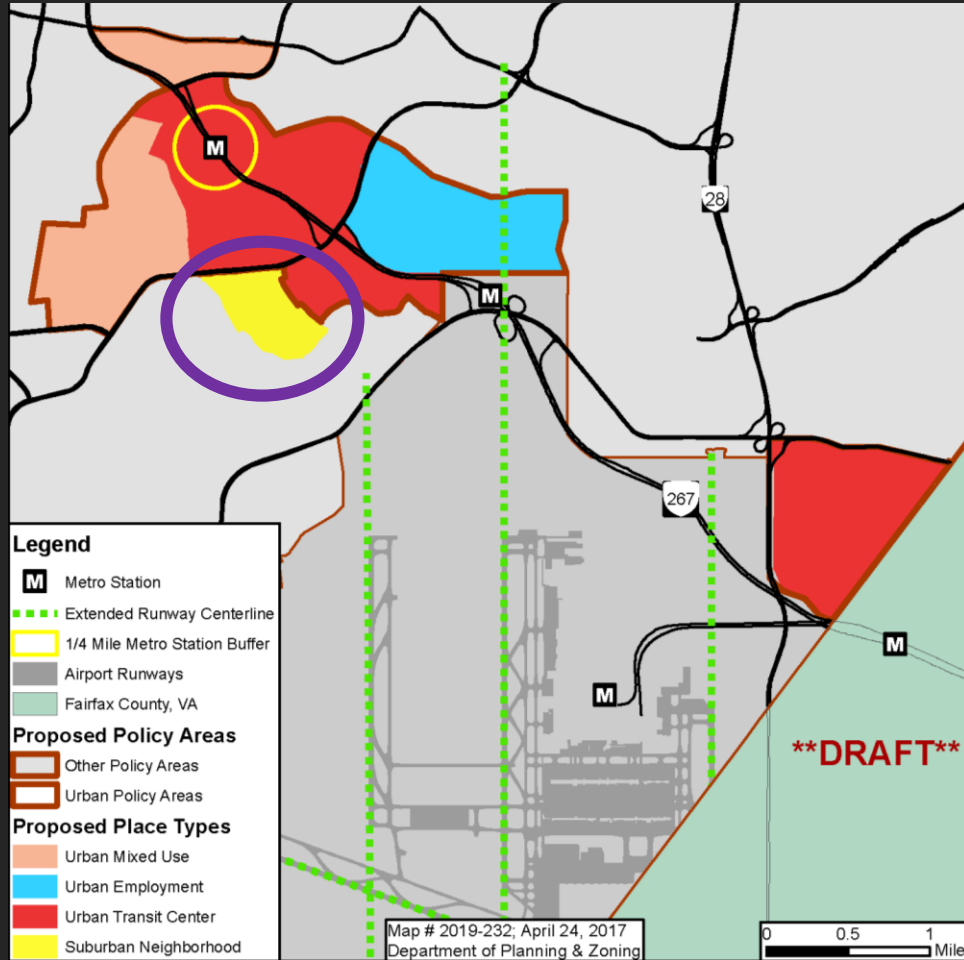
Moratorium on Development?

Virginia law does not permit a locality to impose a moratorium on development. This principle has been litigated in Virginia courts and affirmed by the Supreme Court of Virginia.

Types of Development

- By-Right
- Re-Zonings (proffers)

Proposed UPA Change

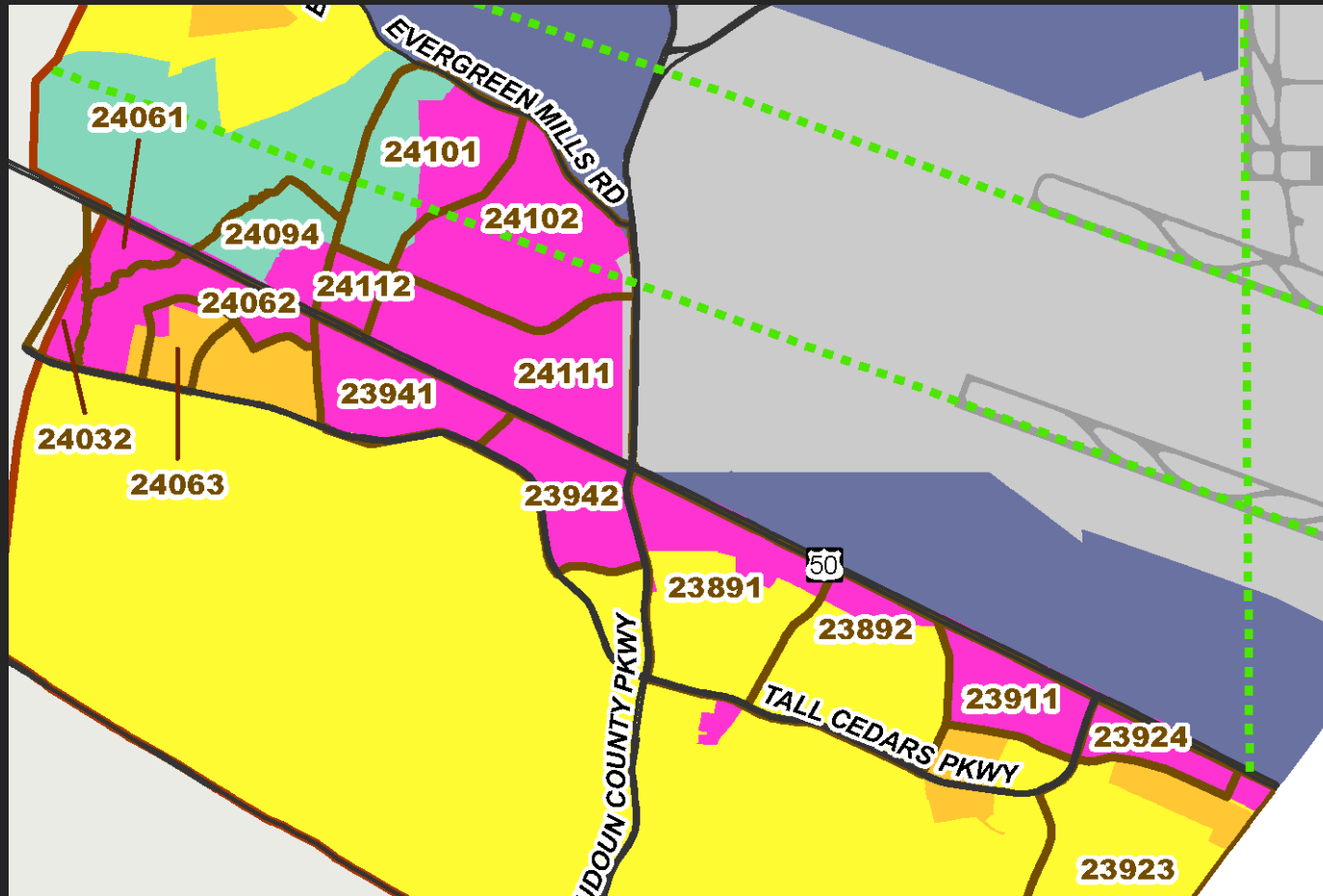


The Draft Plan includes Westwind Crossing and a portion of Loudoun Valley Estates in the Urban Policy Area.

Proposal would return those areas to the Suburban Policy Area by changing designation from Urban Mixed Use to Suburban Neighborhood place type.

Suburban Mixed Use Area Along Route 50

Currently designated business/retail



Legend

- Extended Runway Centerline
- Airport Runways
- Mini-TAZ in Rt 50 Corridor
- Other Policy Areas
- Washington Dulles International Airport

Proposed Place Types

- Suburban Industrial/Mineral Extraction
- Suburban Employment
- Suburban Mixed Use
- Suburban Compact Neighborhood
- Suburban Neighborhood

Suburban Mixed Use

- Multi-Family Residential, Office, Retail & Service Commercial, Active Adult, Entertainment Commercial, Institutional, etc.
- Maximum 1.0 FAR with up to 1.5 with additional criteria
- Up to 5 Stories

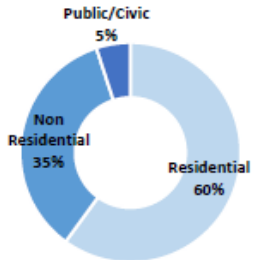
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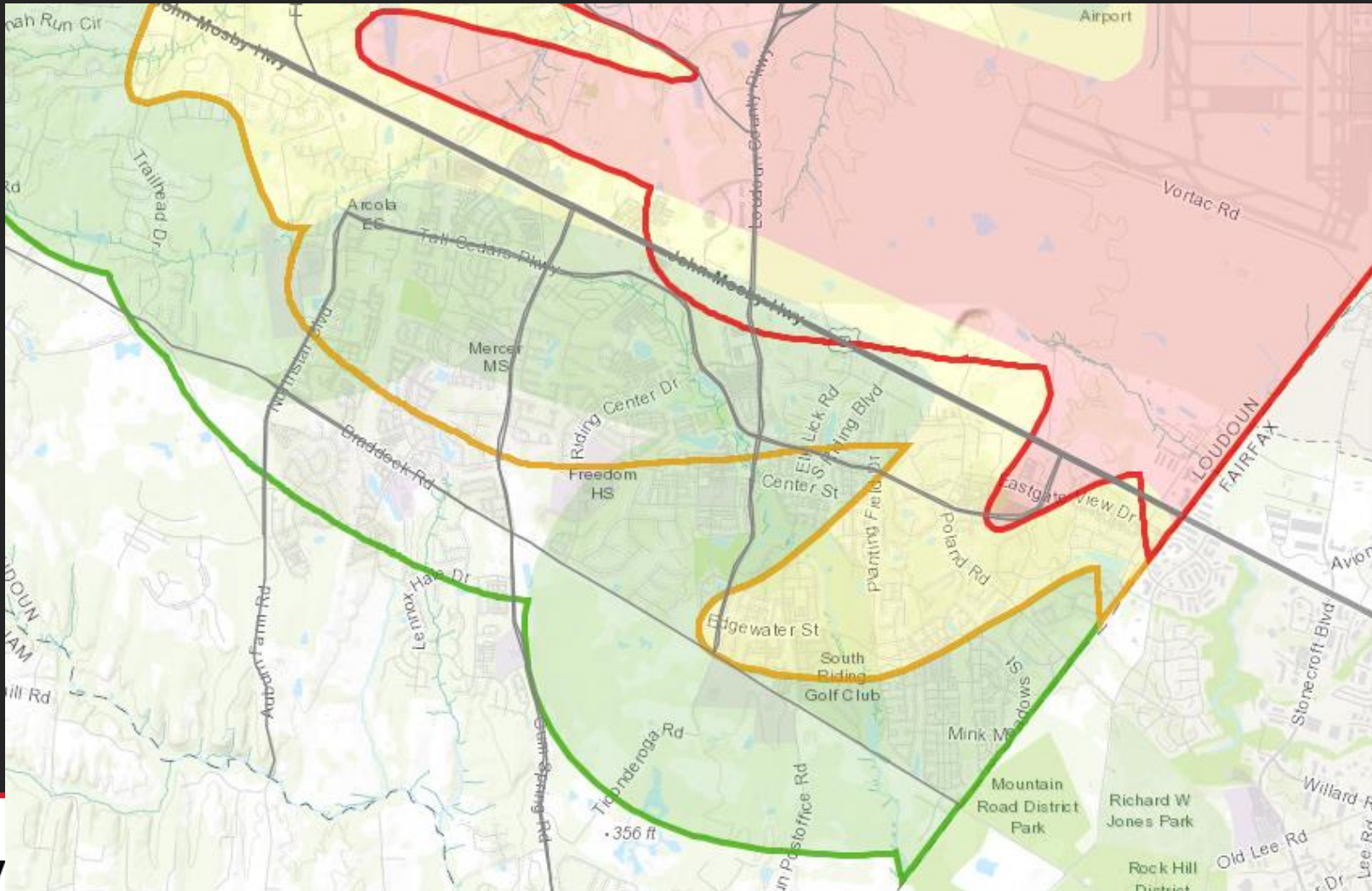
Suburban Mixed Use Area Along Route 50

Residential Unit Comparison

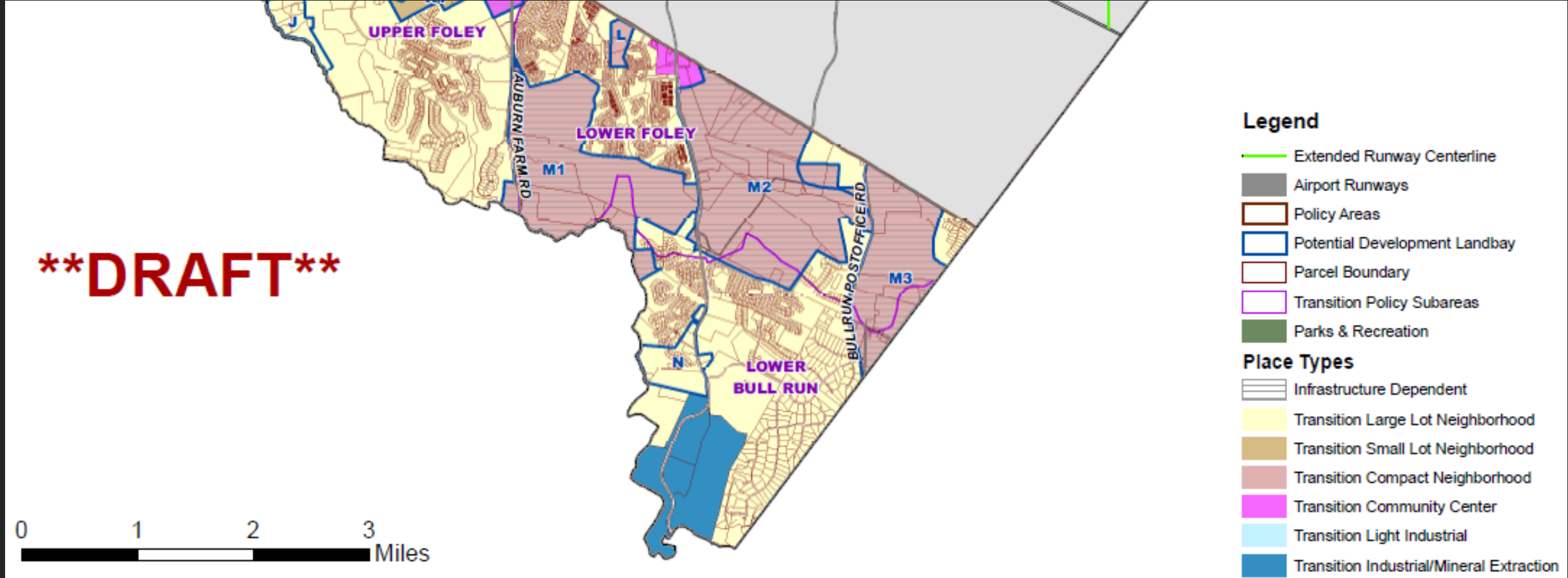
Residential Units, 2021-2040	SFD	SFA	MF	Total
Loudoun 2040 Draft	100	1,190	1,710	2,990
Revised General Plan	0	380	690	1,070
Difference vs. RGP	100	810	1,020	1,920

Suburban Mixed Use Area Along Route 50

Dulles Airport Noise Contours



Transition Policy Area- Dulles South (M1, M2, M3)



Transition Compact Neighborhood

- Single Family Residential, Office, Retail & Service Commercial, Entertainment Commercial, etc.
- 4-8 Units/Acre
- 50% Open Space
- For M1, M2, M3 Only:
 - Higher density deferred until sufficient infrastructure is in place.
- Including:
 - Northstar Blvd. extended to I-66
 - Braddock Rd. 4 lanes to Rt. 28

Transition Compact Neighborhood



Transition Compact Neighborhoods include a variety of single family homes arranged around a focal point such as a civic use, park, green or small commercial center. The predominant use is a mix of single family detached and attached housing. If included, neighborhood-serving retail or employment space (such as shared office space) should be situated in conjunction with civic space or a central park or green to create a neighborhood core or focal point.

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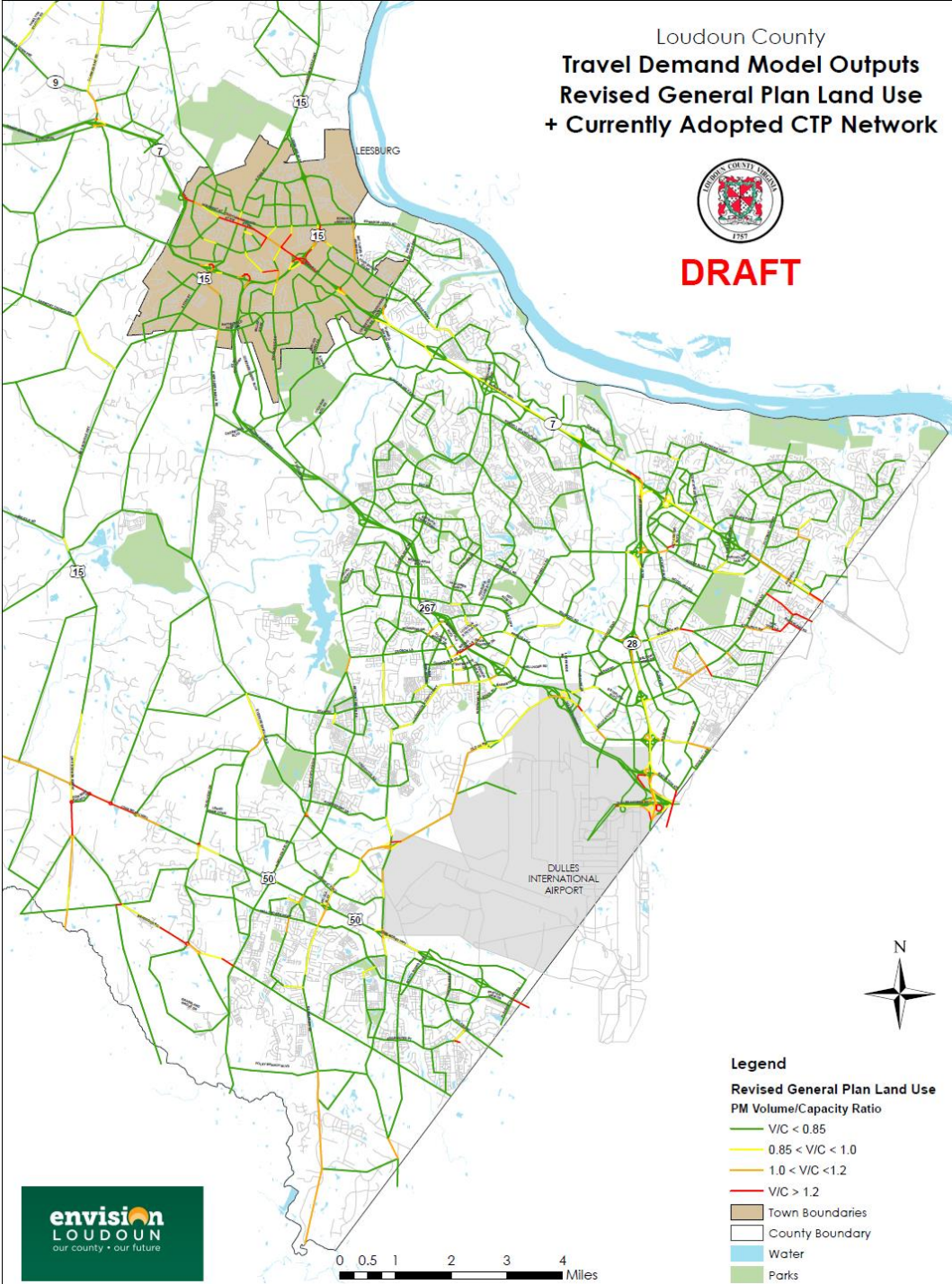
LANDBAYS M1, M2, M3

Residential Unit Comparison

Residential Units, 2021-2040	LANDBAY M1	LANDBAY M2	LANDBAY M3
Loudoun 2040 Draft	2,380	4,520	1,890
Revised General Plan	190	480	120
Difference vs. RGP	2,190	4,040	1,770

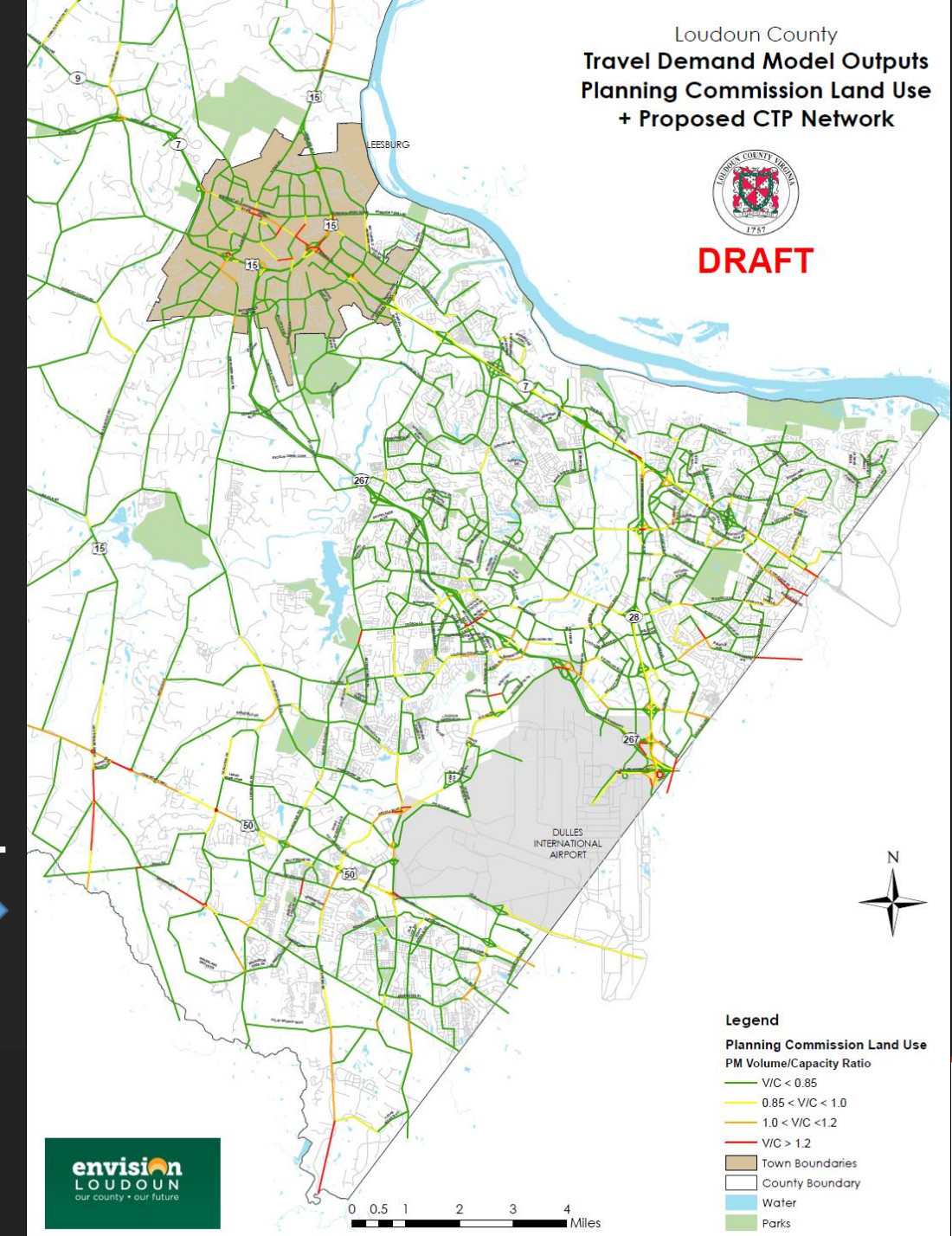
790 units can be built by-right in these landbays under current zoning.
The Draft Plan is forecasted to result in up to 8,000 additional units by 2040,
subject to specific infrastructure requirements.

LOUDOUN.GOV



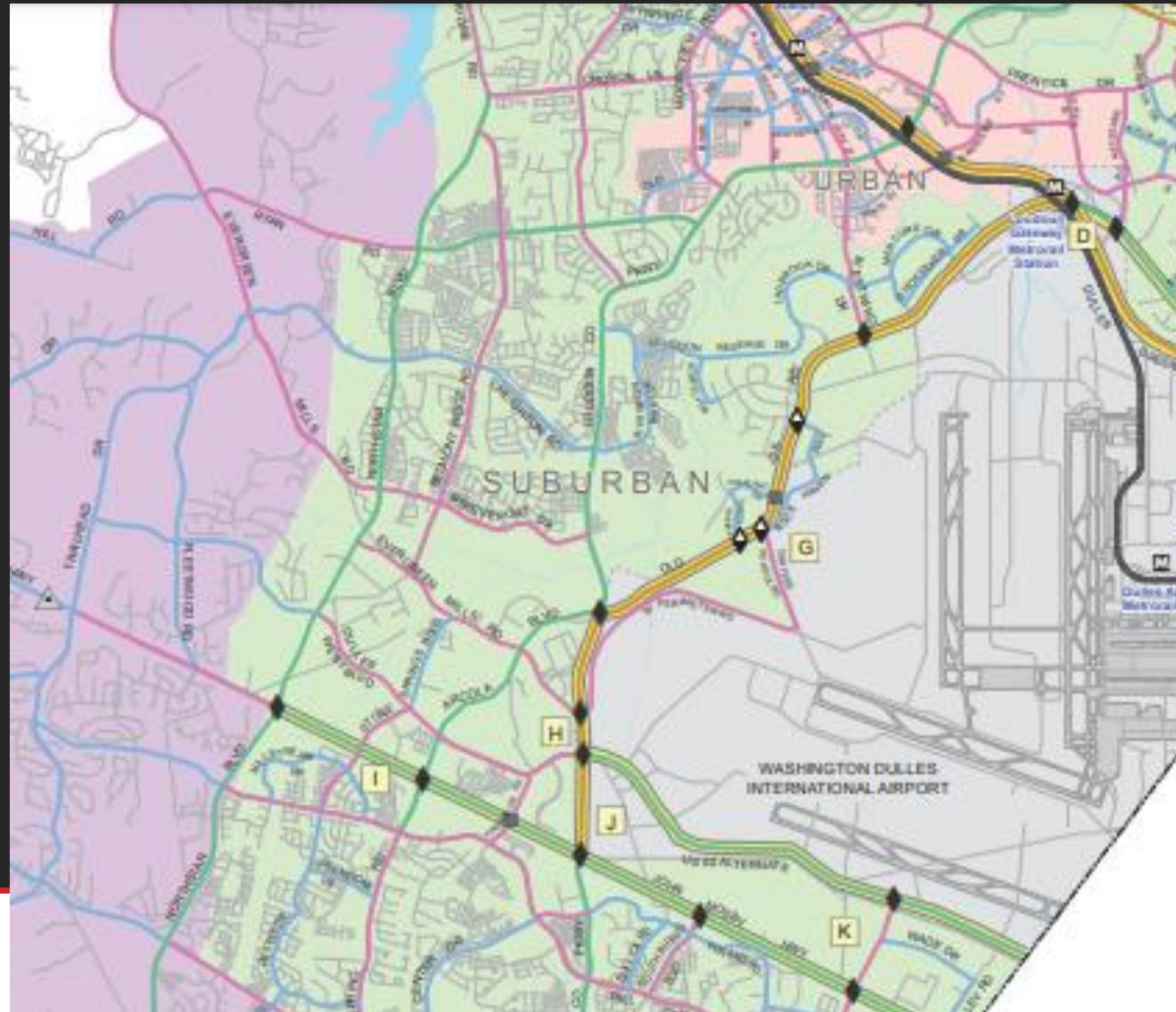
RGP

Proposed



Countywide Transportation Plan

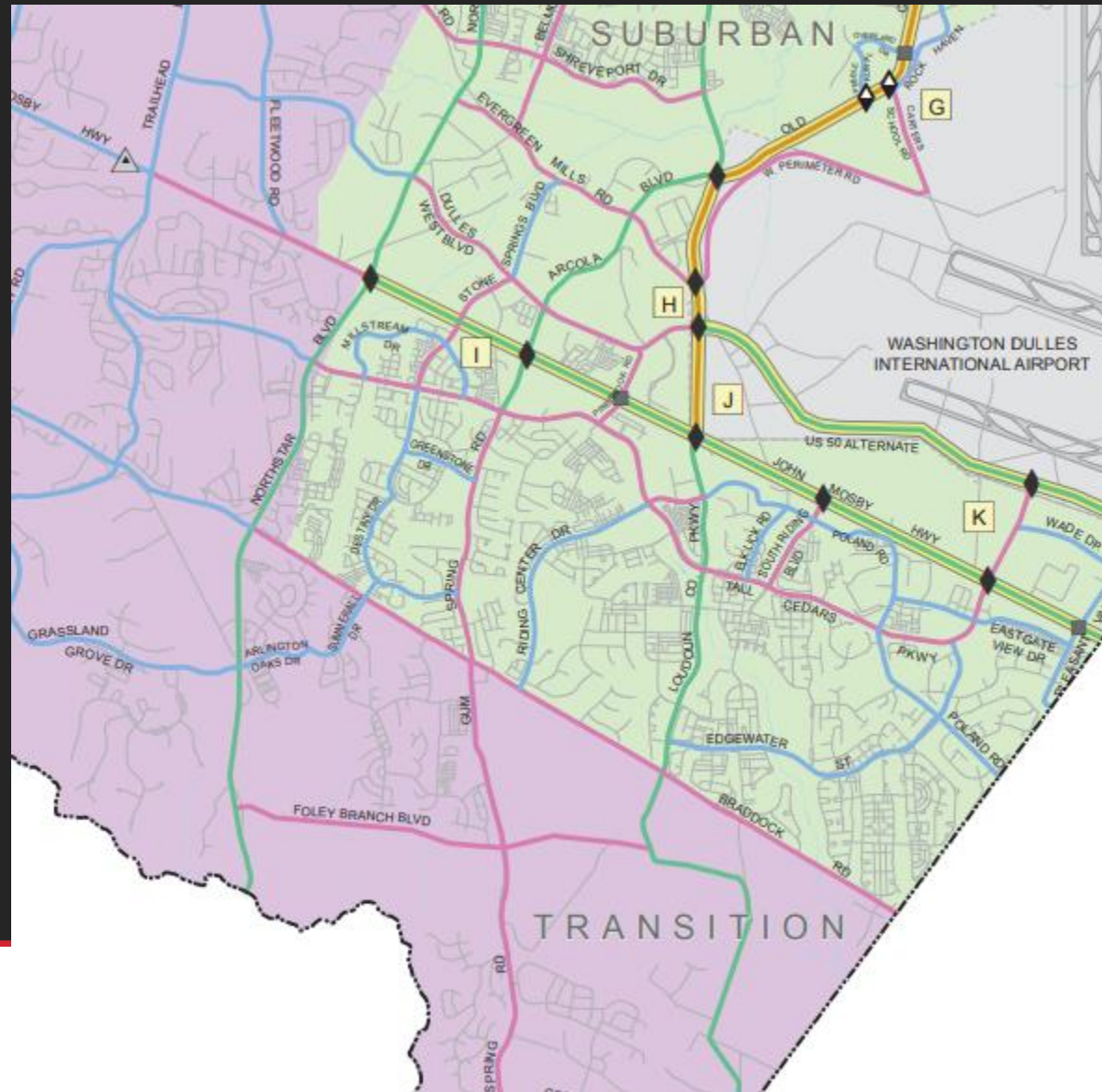
Route 606, Old Ox Road- 8 lanes, limited access



LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2040 PLANNED # OF LANES
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	2 Lanes
	Freeway (See Note IV)
	Refer to Town Plan (See Note III)
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metro rail Silver Line
	Metro rail Station
	Village Conservation Overlay District
	Washington & Old Dominion Trail
Refer to Chapter 2 for Ultimate Roadway Geometry	

Countywide Transportation Plan

Northstar Boulevard- 6 lanes, median divided



LEGEND	
ROADWAY ELEMENTS	
CTP ROADS	2040 PLANNED # OF LANES
	10 Lanes
	8 Lanes
	6 Lanes
	4 Lanes
	2 Lanes
	Freeway (See Note H)
	Refer to Town Plan (See Note H)
	Existing/Planned Interchange
	Existing/Planned Partial Interchange
	Existing/Planned Overpass
	Scenic Byway
	Proposed Scenic Byway
	Metrorail Silver Line
	Metrorail Station
	Village Conservation Overlay District
	Washington & Old Dominion Trail
Refer to Chapter 2 for Ultimate Roadway Geometry	

Purchase of Development Rights (PDR) Program

- Program provides for the County to purchase development rights from private property owners.
- Planning Commission has not included language regarding PDR program in the current draft plan.
- Board of Supervisors discussed study of restarting program that has not been funded in several years. Motion failed 3-6 (Supervisor Letourneau opposed).

Transfer of Development Rights (TDR) Program

- Program provides for private property owners in the rural area to sell development rights to developers for transfer to other areas of the County.
- Would be transferred to urban and suburban policy areas.
- County loses ability to factor full development impacts and collect proffers, transferred units considered by-right.
- Planning Commission has not included language regarding TDR program in the current draft plan.
- Board of Supervisors discussed study of potential TDR program in Loudoun. Voted 6-3 (Supervisor Letourneau opposed) to send this for further discussion and study at the Board's Transportation and Land Use Committee.

Next Steps

Date	Meeting Type
4/27	Public Hearing
5/1	Work Session
5/8	Work Session
5/20	Work Session
5/29	Work Session
6/5	Work Session
6/20	Business Meeting – Potential Adoption of Loudoun 2040

Public Hearings

- **Saturday, April 27, 2019 at 9:00 a.m.**
 - Loudoun County Public Schools Administration Building
(2100 Education Court, Ashburn)
 - Advance Speaker Sign-Up open now to April 26 (5:00 p.m.)
- Advanced Sign-Up: 703-777-0200
- Written Comments:
 - Board of Supervisors
1 Harrison Street, SE, P.O. Box 7000, Leesburg, VA 20177-7000; or
 - bos@loudoun.gov

Public Access to Plan

- www.Loudoun.gov/loudoun2040
 - Digital Version of Plan
 - Upcoming Meeting Dates
 - Public Input Process
- Loudoun County Public Libraries
 - Printed Copy of Plan
 - Internet Access to www.Loudoun.gov/loudoun2040

QUESTIONS?