

Loudoun County, Virginia

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Office of the County Administrator

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At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Wednesday, October 16, 2013 at 4:00 p.m.

IN RE: BOARD MEMBER INITIATIVE: SILVERLINE DISTRICT INITIATIVE/
METRORAIL TAX DISTRICT COMPREHENSIVE PLAN
AMENDMENT(CPAM)

(This item was initiated by Mr. Williams.)

Mrs. Volpe moved that the Board of Supervisors direct that the Silverline District Initiative/Metrorail Tax District Comprehensive Plan Amendment (CPAM) be added to the Board's Strategic Plan Initiatives.

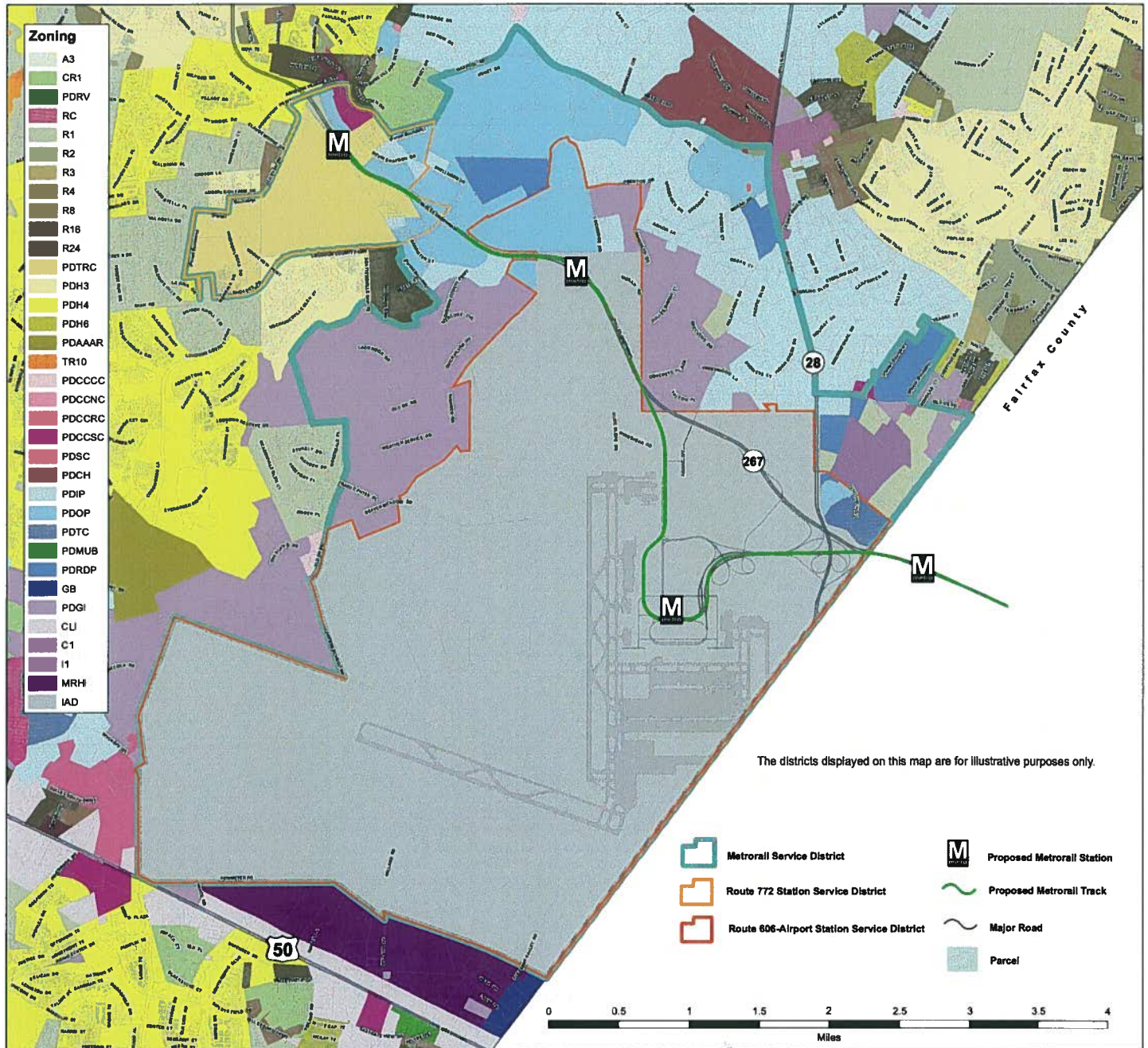
Seconded by Mr. Reid.

Mrs. Volpe accepted Mr. Williams' friendly amendment to include the Revised Map (entire Metro Tax District) as part of the motion.

Voting on the Motion, As Amended: Supervisors Buona, Clarke, Higgins, Letourneau, Volpe, Reid, Williams and York – Yes; Supervisor Delgaudio – No.


DEPUTY CLERK FOR THE LOUDOUN
COUNTY BOARD OF SUPERVISORS

Zoning: Metrorail Service District Route 772 and Route 606-Airport Station Service Districts



**BOARD OF SUPERVISORS
BOARD MEMBER INITIATIVE
ACTION ITEM**

12

SUBJECT: Silverline District Initiative/Metrorail Tax District
Comprehensive Plan Amendment (CPAM)

ELECTION DISTRICT: Broad Run and Dulles

CRITICAL ACTION DATE: At the pleasure of the Board

STAFF CONTACT: Caleb Weitz, Legislative Aide to Supervisor Williams

RECOMMENDATION:

Supervisor Williams recommends the Board of Supervisors (Board) initiate a Comprehensive Plan Amendment (CPAM) for the area of the Metrorail Tax District to evaluate alternative development scenarios based on parameters that would minimize public costs for future infrastructure, maximize overall public benefit, and also allow for the tax district to generate revenues sooner.

BACKGROUND:

The Toll Road Plan of 1995 first established the land use pattern for the Greenway Corridor in anticipation of metro service to the area. In 2001, the Revised General Plan refined the land use plan to reflect the anticipated stations. Over that 20 year period, development in and around the corridor has evolved. The development of data centers in this area is a notable example. However, much of the corridor remains under-developed. Beyond the corridor, land use changes such as the mixed use centers in the Route 28 and Loudoun County Parkway corridors may also influence what would now be the highest and best use pattern along the Greenway. Finally, changes in business development trends may impact the viability of Loudoun County's planned land use.

With metrorail construction set to begin, and landowners beginning to do their own assessment of highest and best use, it is timely to evaluate the development potential of the area and ensure the County is positioned to facilitate the most beneficial land use pattern.

ISSUES:

Investment in a rail transit system is intended to help accelerate and maximize investments in Loudoun County that will benefit the County through tax revenues, employment, amenities and services and at the same time minimize the negative impacts of traffic, service demands and added public investment.

This proposal would evaluate the existing, planned land use pattern for its potential to realize the above-mentioned benefits, the probable timing for realizing the land uses and associated benefits, and the public investment that will be needed to support the land uses.

Using the existing planned land use as the bar, this project should then determine if alternative development scenario(s) will better achieve some or all of the target benefits. Multiple scenarios would offer the Board options. For example, if the objectives are:

- Maximum local revenues
- Minimal transportation impact
- Minimal public investment
- Maximum employment
- Shortest time to realization

Then a scenario highlighting each of these benefits should be produced so the Board can select among options.

The Board of Supervisors has already identified this topic as a strategic plan initiative and expressed an interest in potential amendments or policy changes that would promote the highest and best use of properties within the Metrorail service district.

PROCESS:

This type of project lends itself to outside consultant assistance, for example, a transportation consultant could provide the traffic analysis for each land use scenario; and a market analysis could be procured that would assess the expected buildout of the project and the best combination of uses or development program that would maximize the benefits to the County. The following steps offer a suggested approach to this project:

1. Conduct community outreach initially to meet with landowners as well as the residential communities around the perimeter of the Metro Tax District to discuss issues and opportunities; and to subsequently discuss the alternative scenarios.
2. Research/Review existing studies done in the Rt. 7 and Rt. 28 corridors to provide market background. Conduct a new analysis of transit corridor land use studies including studies from other localities.
3. Scenario development. Could be consultant led with public/landowner participating in design meetings with consultant refining the results.
4. Traffic and fiscal analysis of the preferred scenarios. Either after Board review or as part of the public design process.
5. Presentation of preferred land use scenario.
6. Formal CPAM process including Planning Commission and Board of Supervisor public hearings.

FISCAL IMPACT:

Resources necessary for the review of the CPAM include staff primarily from the Department of Planning, Department of Transportation and Capital Infrastructure, Department of Economic Development and Management and Financial Services. Contractual services to address transportation and economic/market analysis issues could be considered following a determination of the relevance of recent market studies performed in the vicinity and after developing a more specific scope of work for the project.

DRAFT MOTIONS:

1. I move that the Board of Supervisors initiate a Comprehensive Plan Amendment for a portion of the Metrorail Tax District as outlined in the map in attachment one.

I further move that the Board of Supervisors direct staff to prepare a work plan for this project and present that to the Board of Supervisors for review.

OR

2. I move an alternate motion.

ATTACHMENTS:

1. Silver Line Tax District CPAM Study Area Map

Proposed Metrorail Service District Comprehensive Plan Amendment Area

DRAFT

