

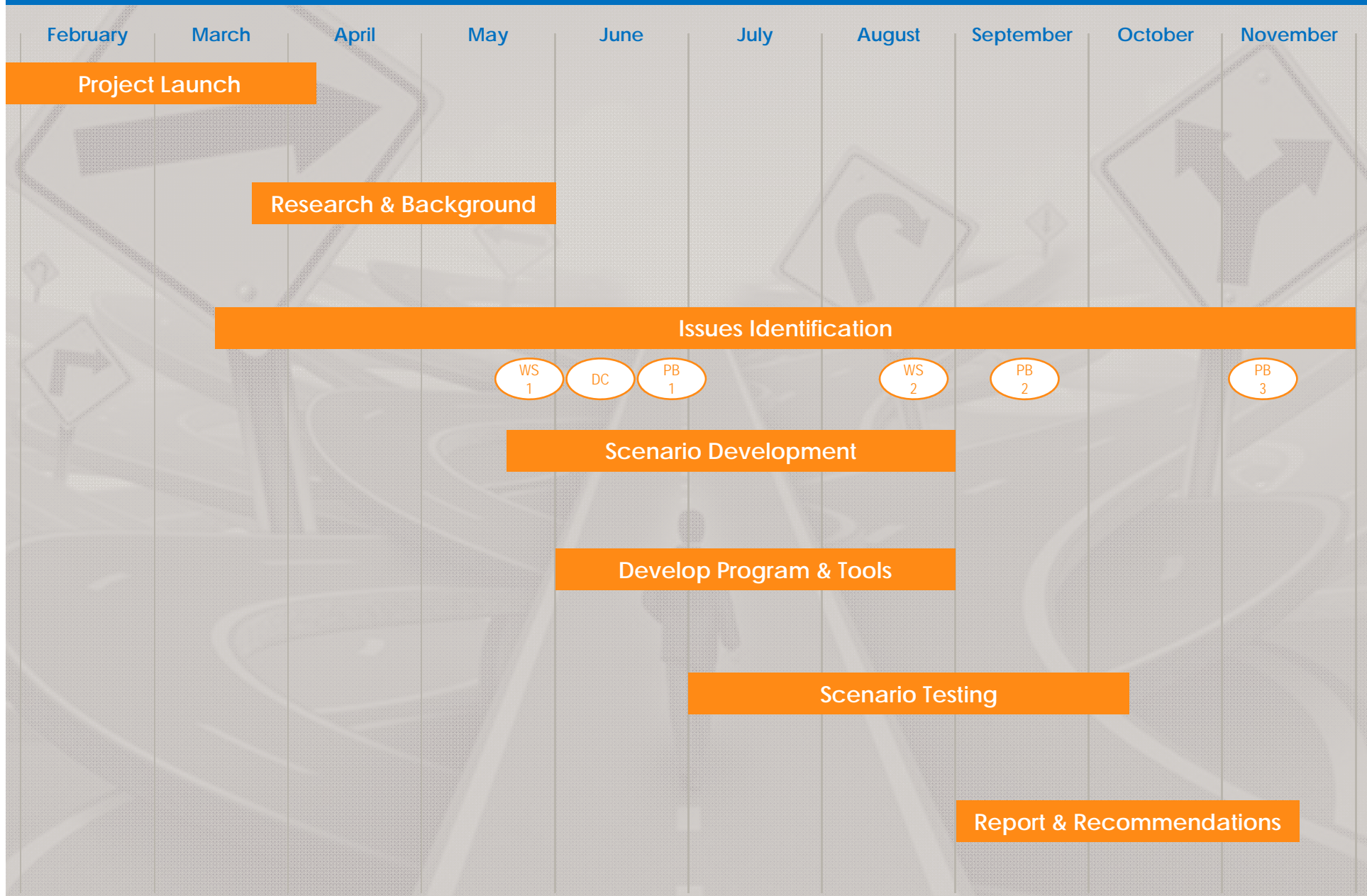


Loudoun County Land Use Scenario Planning Study

Board of Supervisors Presentation — Project Overview & Preliminary Findings
September 16, 2015

Scenario Planning Schedule

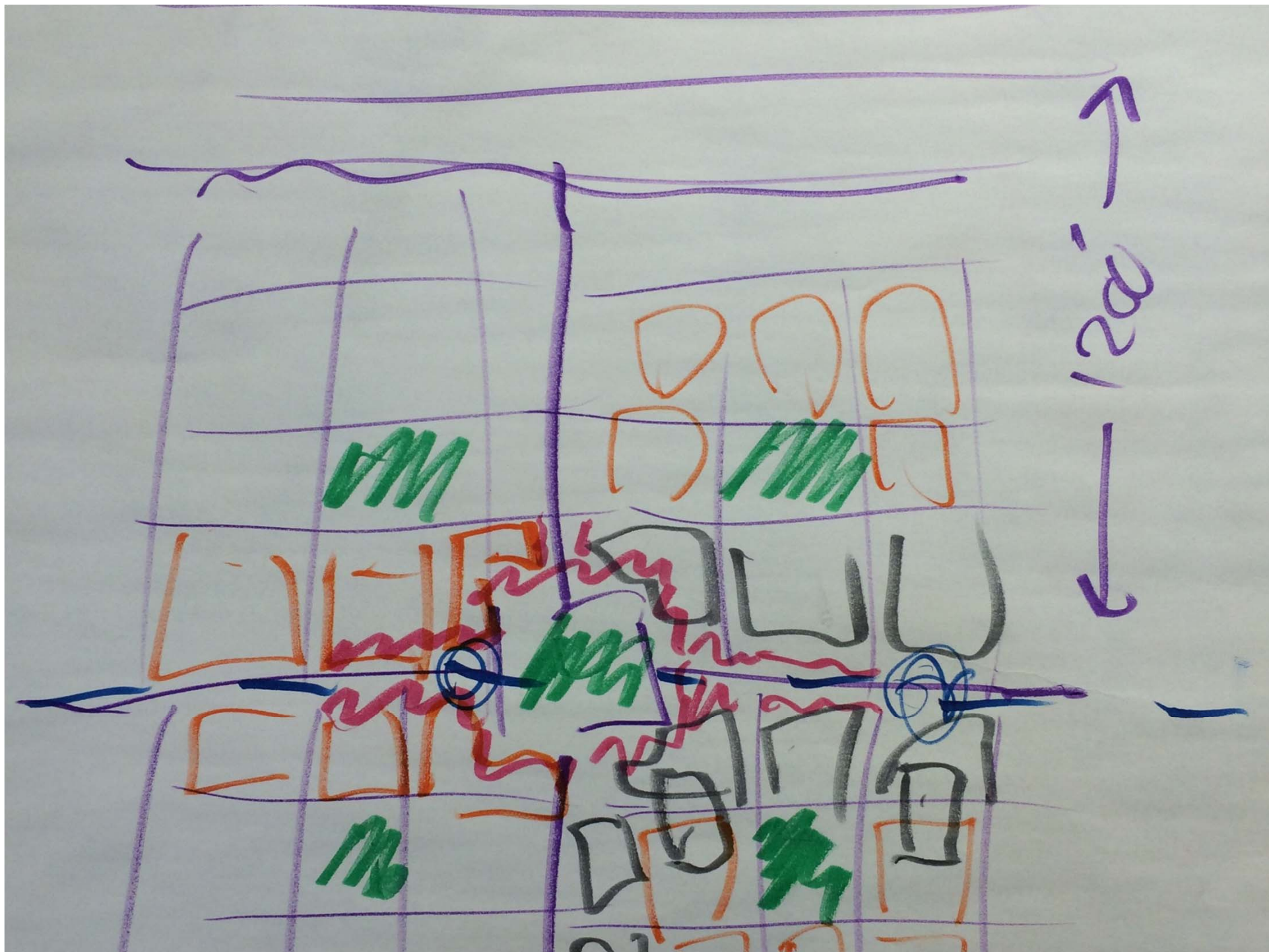
*Loudoun County Land Use
Scenario Planning Study*



How Did We Get Here?









Overview of Alternative Development Scenarios

*Our role is to empower others
to make more informed
decisions about their future.*

PLAYING IN A VIRTUAL SANDBOX

Scenario planning offers an overall process, analysis tools, and partnering strategy to share information and make more-informed decisions about the future.

Participants will be asked to contemplate their vision of the most livable study area, and the project team will measure their impacts and evaluate the trade-offs associated with competing scenarios. The scenarios themselves are fictitious stories about the future. They are not forecasts or predictions, but possible futures that could come to pass based on what already exists, emerging trends, or the community's desires to change course for the future. The essential requirement of any growth scenario is that it be plausible, within the realm of what exists or what could be.

Information from the scenario planning process will be shared with key decision-makers and project implementers to develop a shared vision, preferred growth scenario map, and supporting recommendations for the forthcoming Loudon County Comprehensive Plan Amendment.

01 Where are we now?

- community assessments
- participant values and preference
- key decision criteria/performance measures for evaluating choices
- past trends
- previous commitments
- market realities



02 How do we make decisions?

- scenario testing software
- anticipated growth totals
- statistical models
- forecasting tools



03 Where are we going?

- evaluate conditions at build-out of the study area based on currently adopted plans



04 Where do we want to be?

- vision statements
- evaluate alternative futures
- growth scenarios report card (trade-offs)
- preferred growth scenario



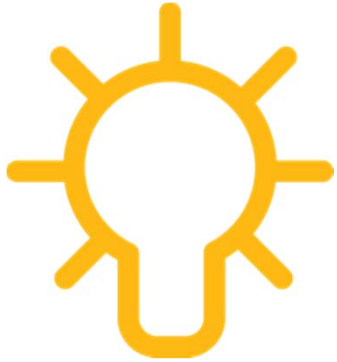
05 How do we get there?

- goals, strategies, and actions
- agendas and priorities
- documentation

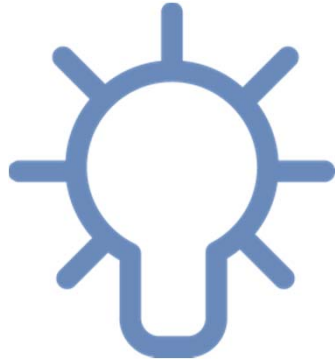


SCENARIO PLANNING PROCESS OVERVIEW

Alternative Development Scenarios



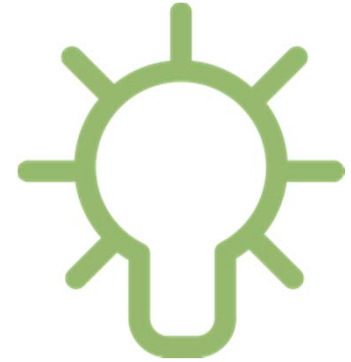
Trend
Development



Compact
Centers



Housing
Choices



Community
Workshop



Our Starting Point...

Development scenarios are fictitious stories about the future. They are not forecasts or predictions, but possible futures that could come to pass based on what already exists, emerging trends, or community desires to change course for the future. The essential requirement for any growth scenario is that it be plausible, within the realm of what exists or what could be.

We Need to Keep in Mind...

Street Network Concept Maps

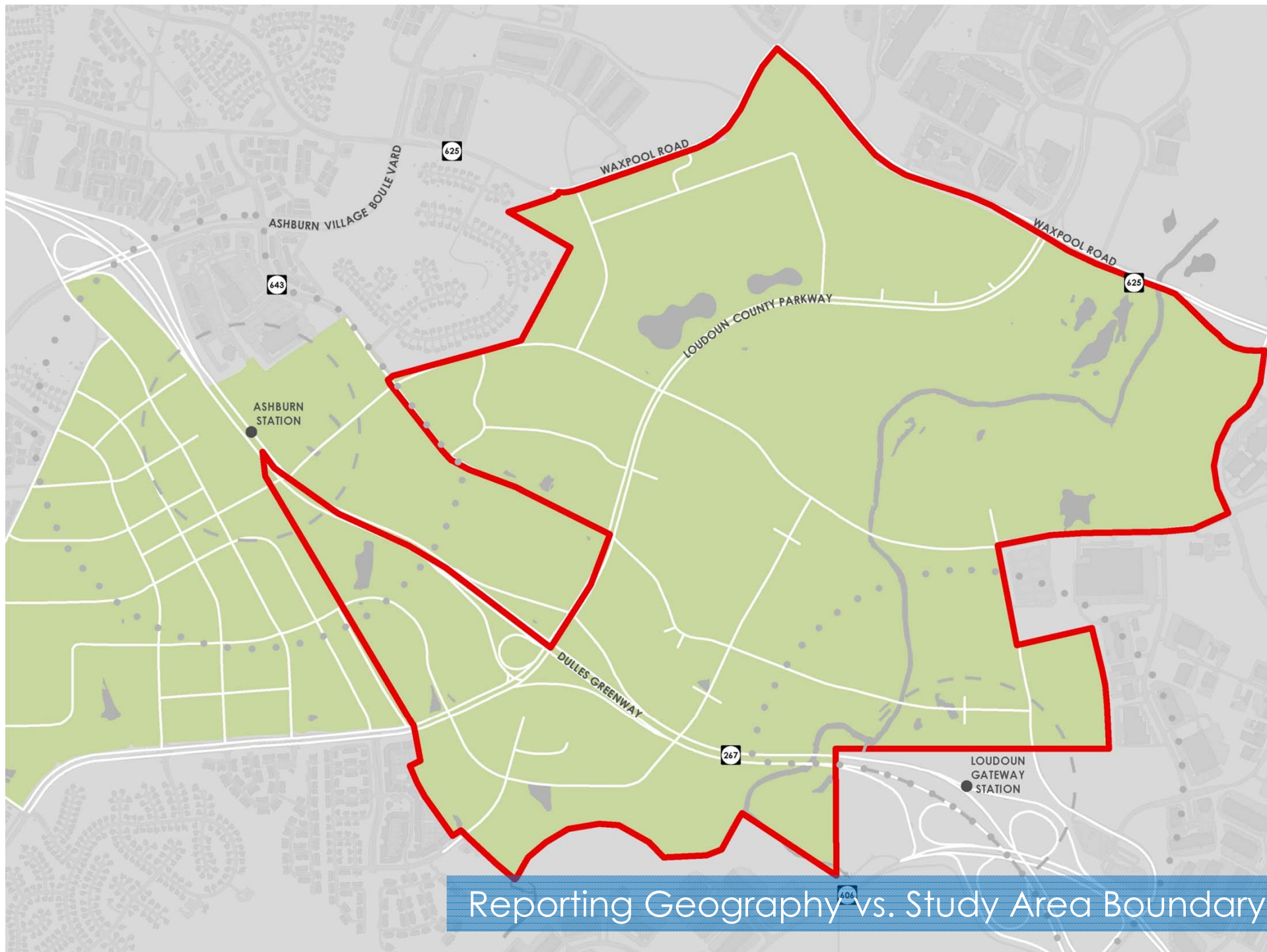
The street network concepts for all three development scenarios **are for illustrative purposes only**, and were created solely for testing different development types, patterns and intensities in the Loudoun County Land Use Scenario Planning Study.

An actual future roadway network for the study area, or specific road alignments in the study area, **will vary from the concept map** and depend on the future land use plan and any appropriate revisions to the Countywide Transportation Plan.

Growth Concept Maps

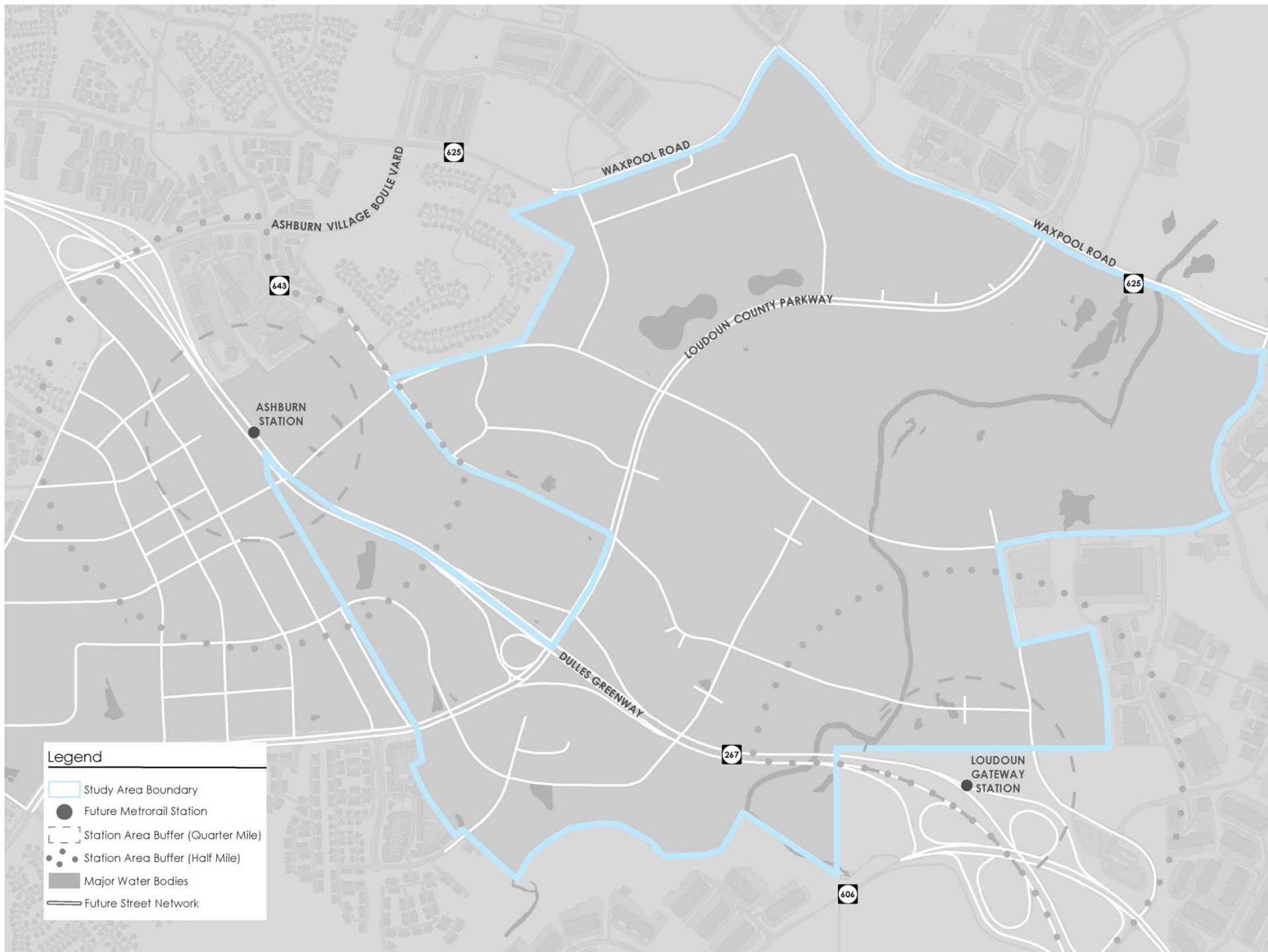
The growth concept maps for all three development scenarios are for **illustrative purposes only**, and created solely for testing different development types, patterns and intensities in the Loudoun County Land Use Scenario Planning Study.

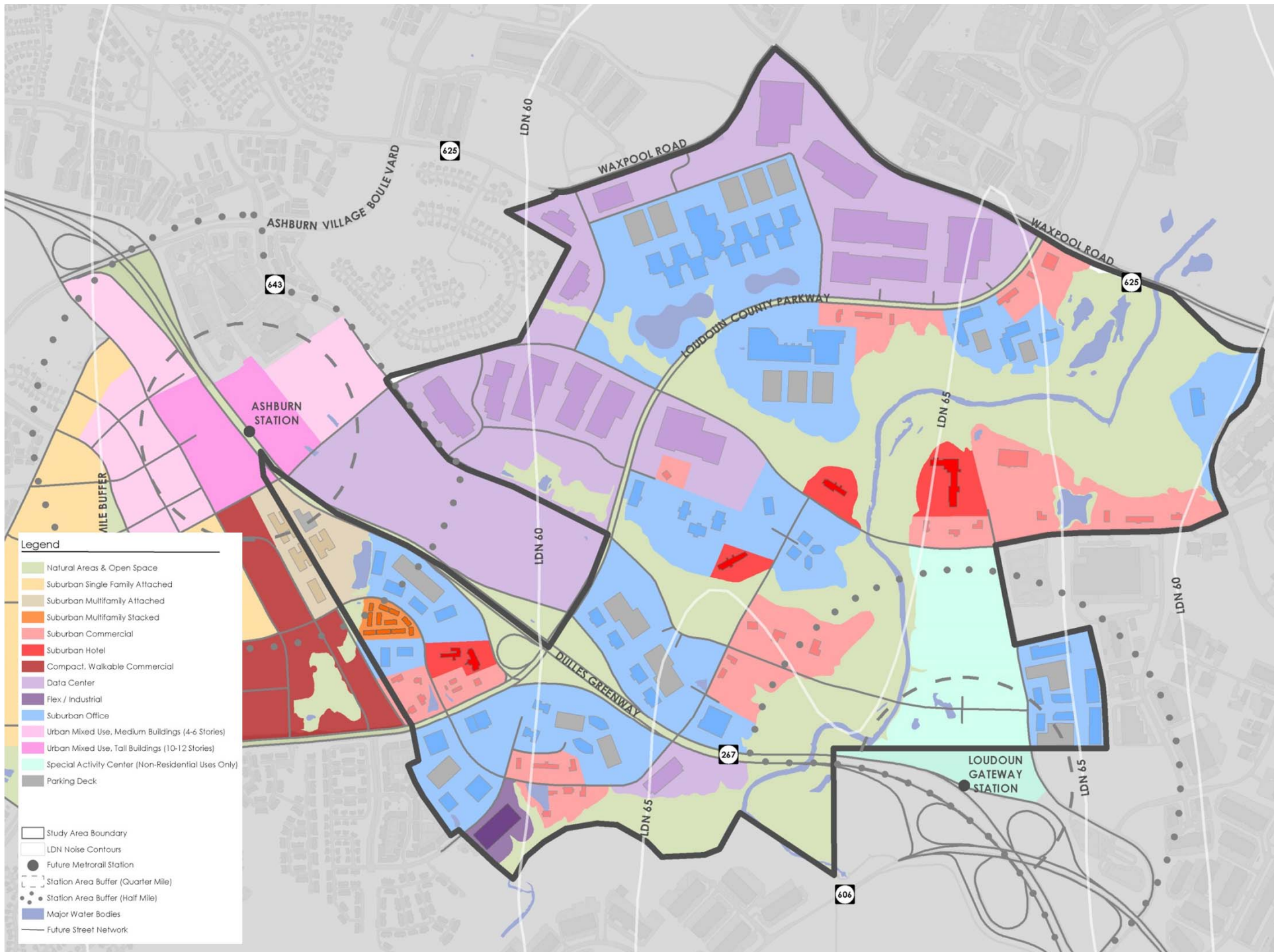
It is not intended to be something officially supported by the Loudoun County Board of Supervisors (or any county department participating in the scenario planning study) beyond the purpose stated above.



Reporting Geography vs. Study Area Boundary

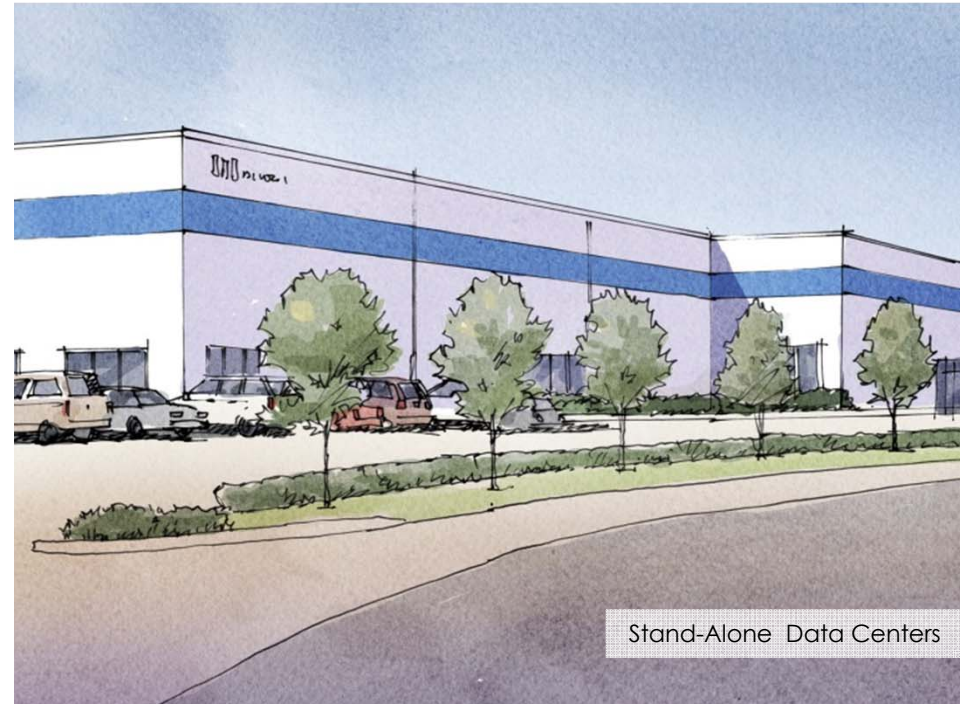
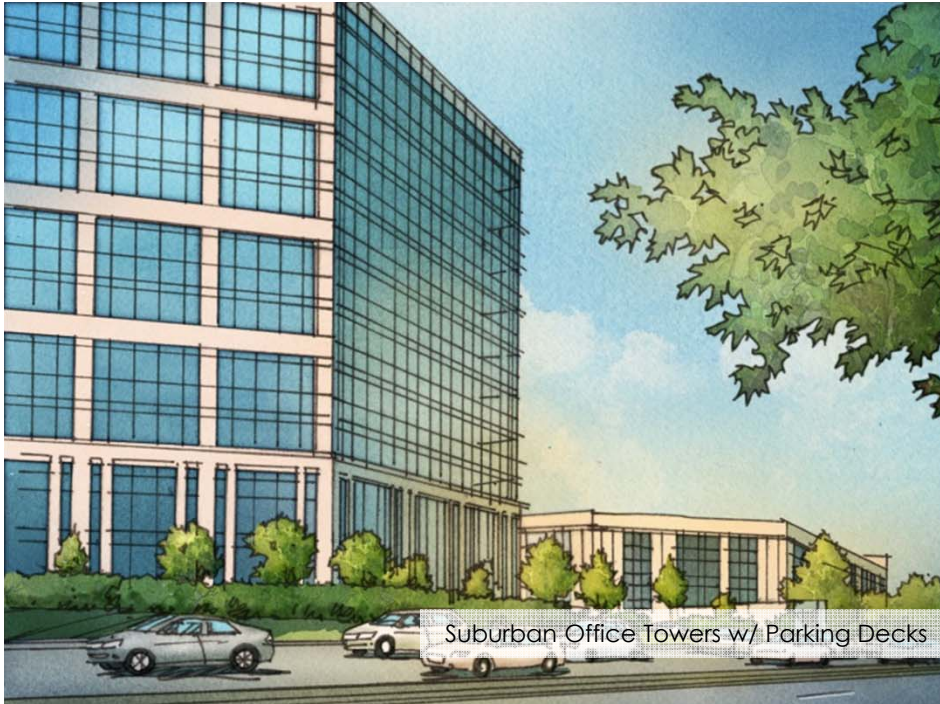
Trend Development Scenario



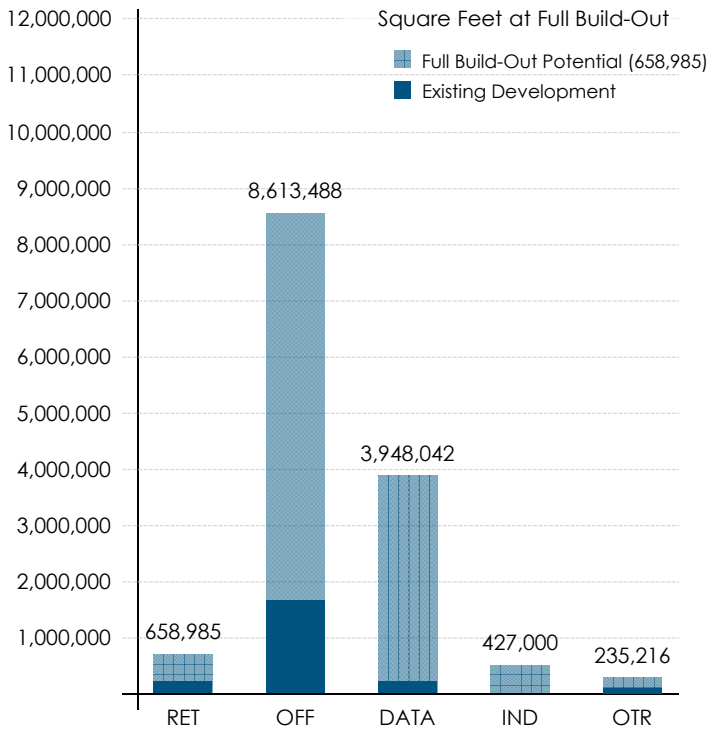
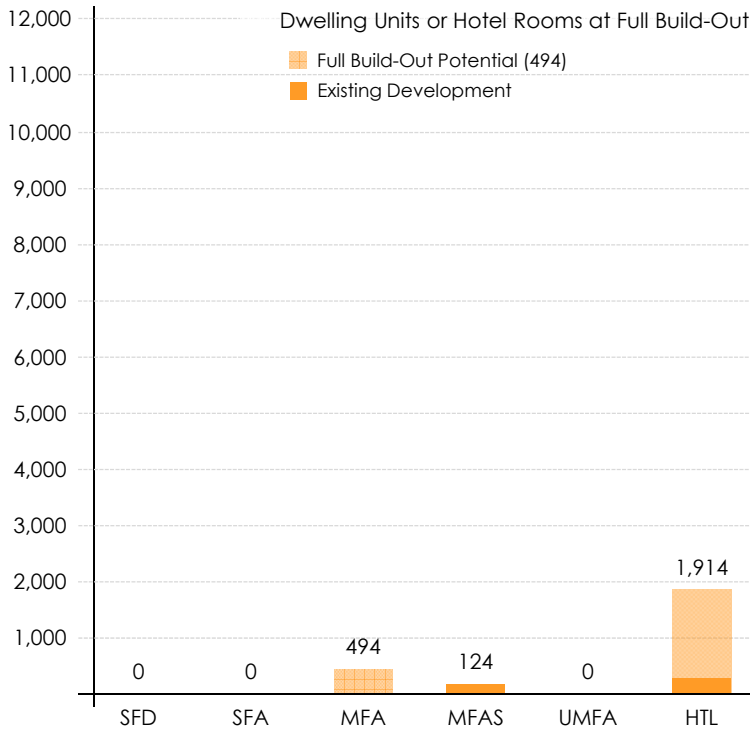




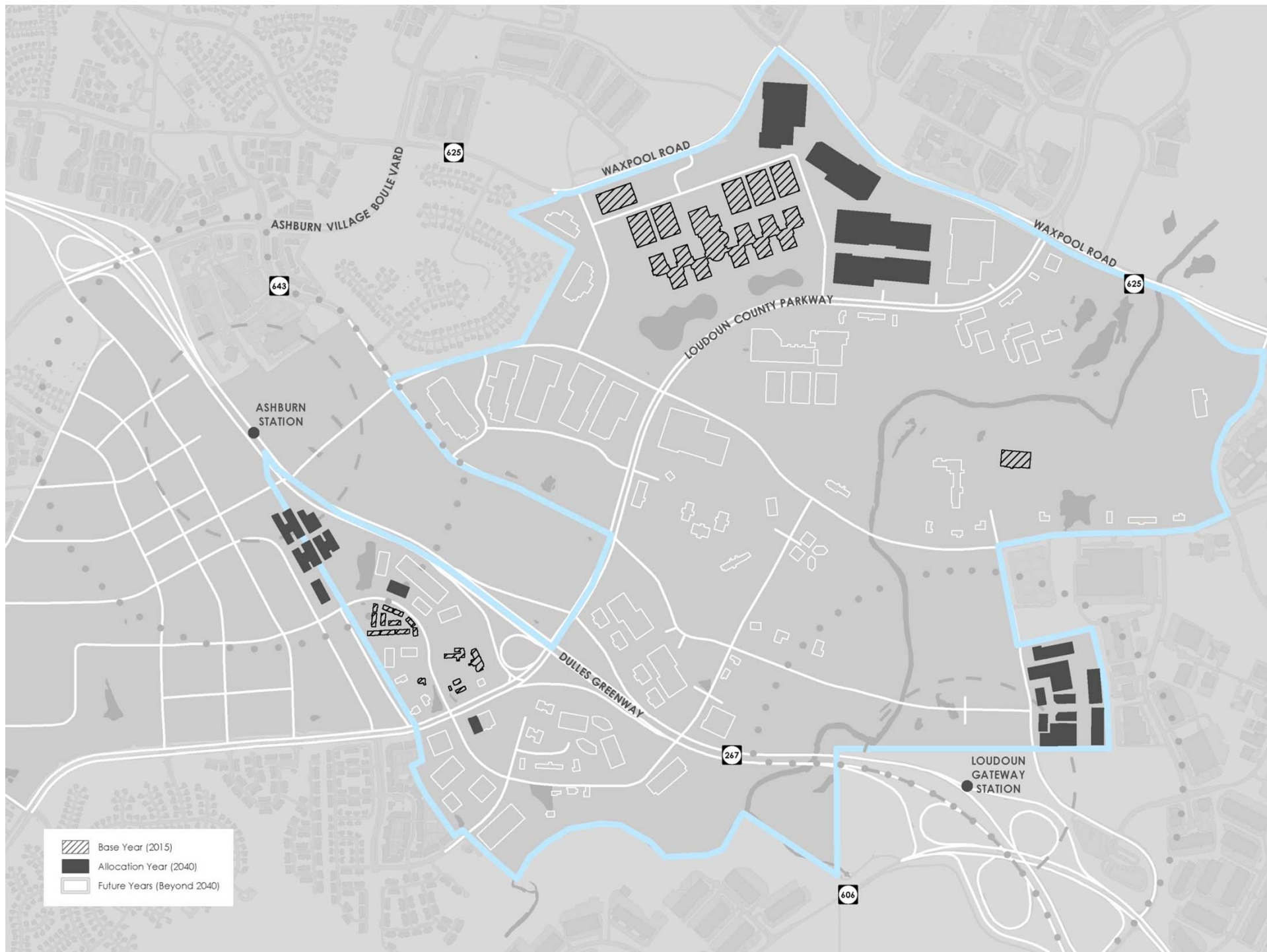
Aerial View of the Study Area (looking north)
from Above Dulles International Airport Runway L1



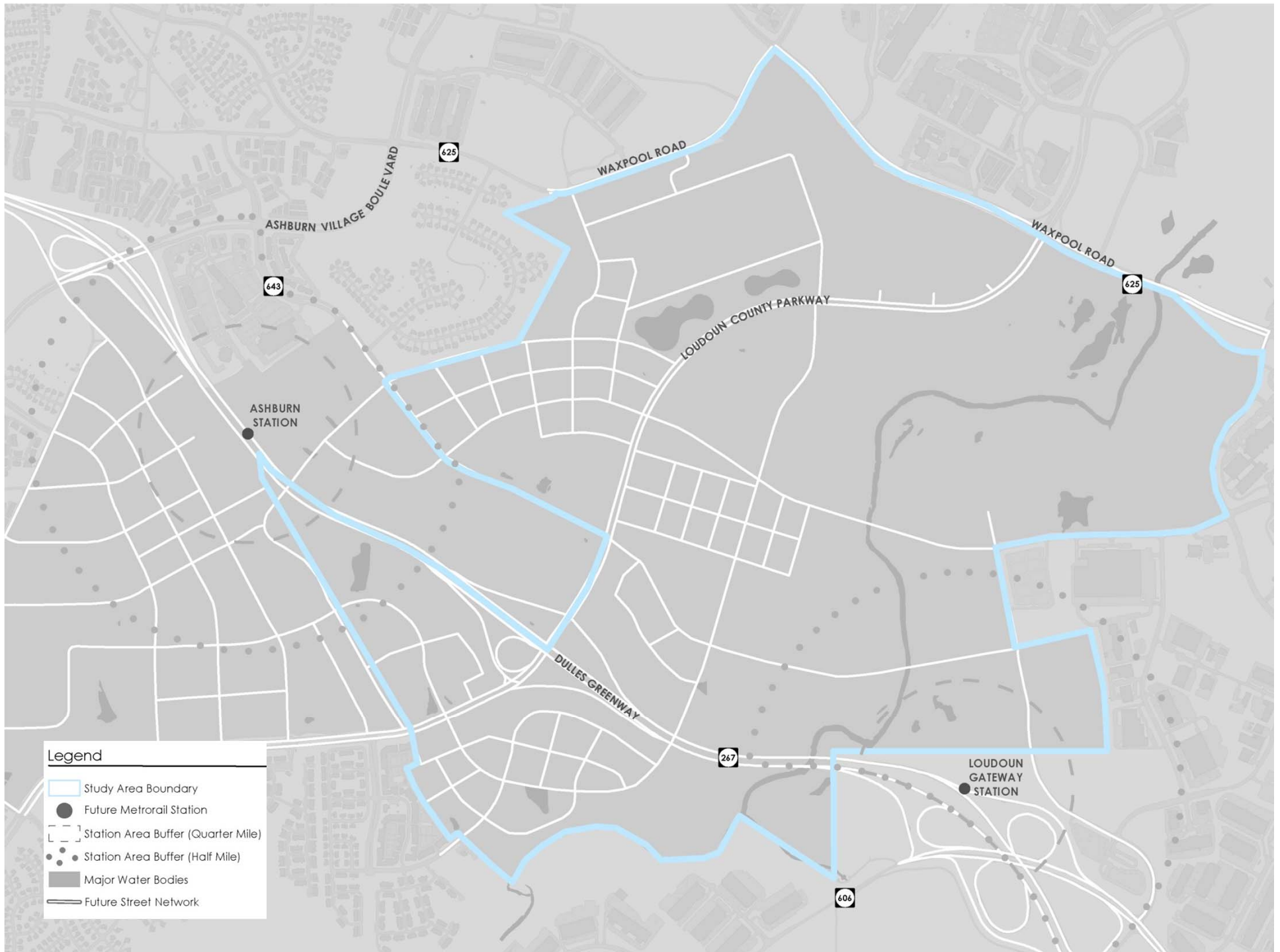
Development Program:

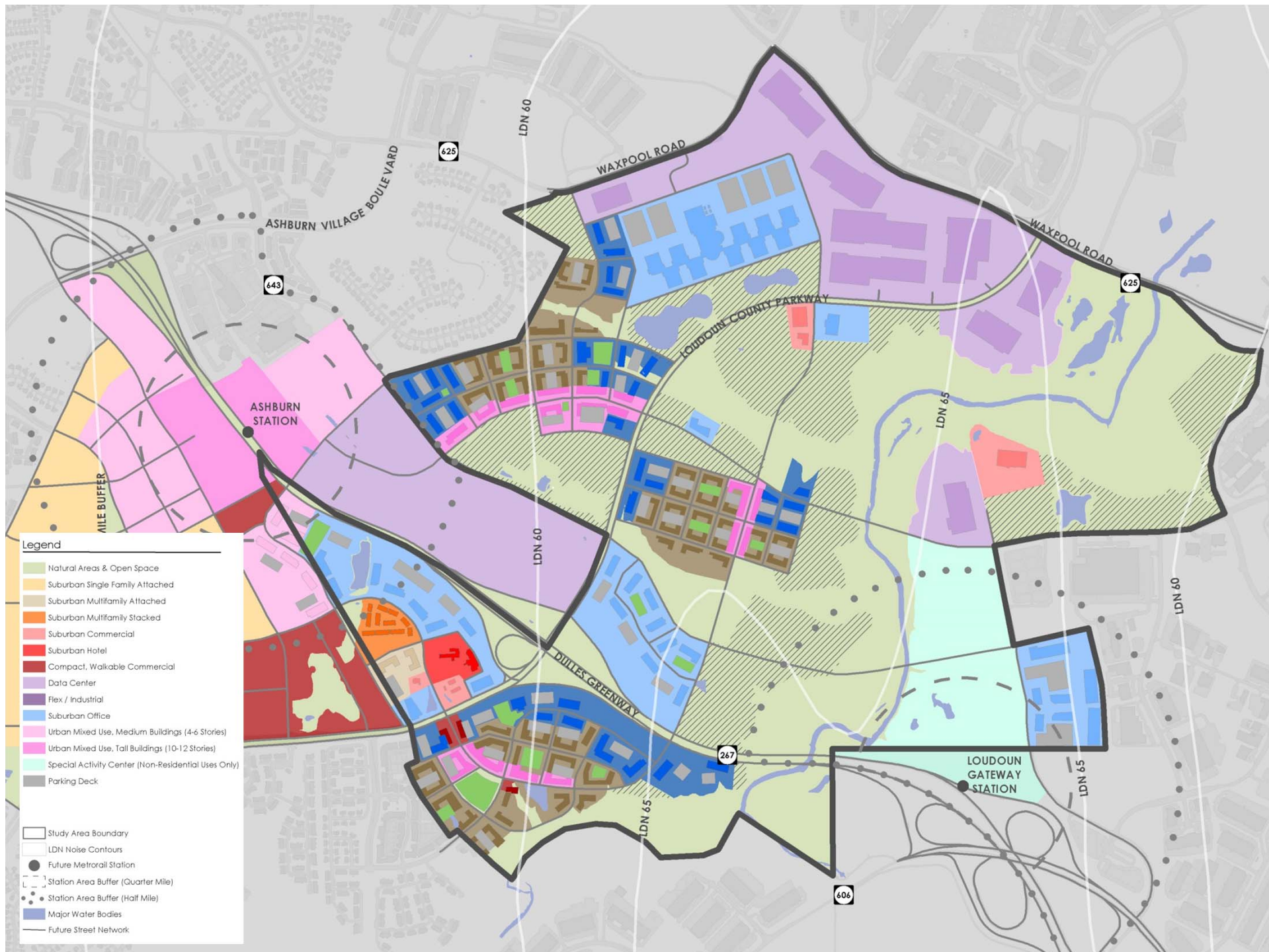


BYT (2015)	0	0	0	124	0	271	118,685	1,843,586	108,336	0	52,216
HYT (2040)	0	0	494	124	0	271	118,685	2,318,286	1,108,336	427,000	235,216



Compact Development Scenario



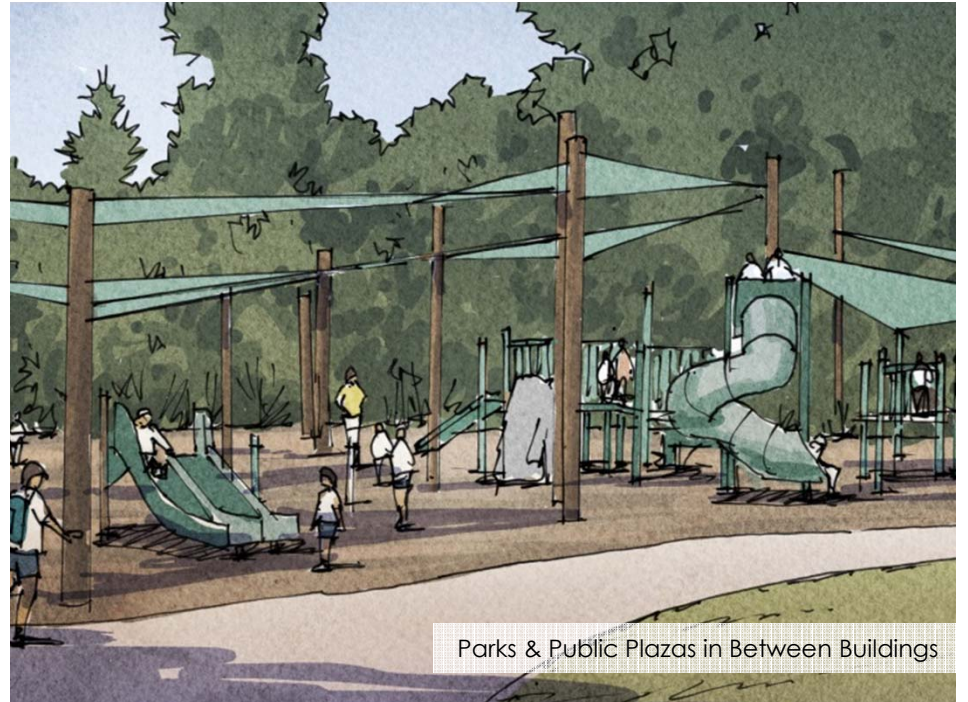




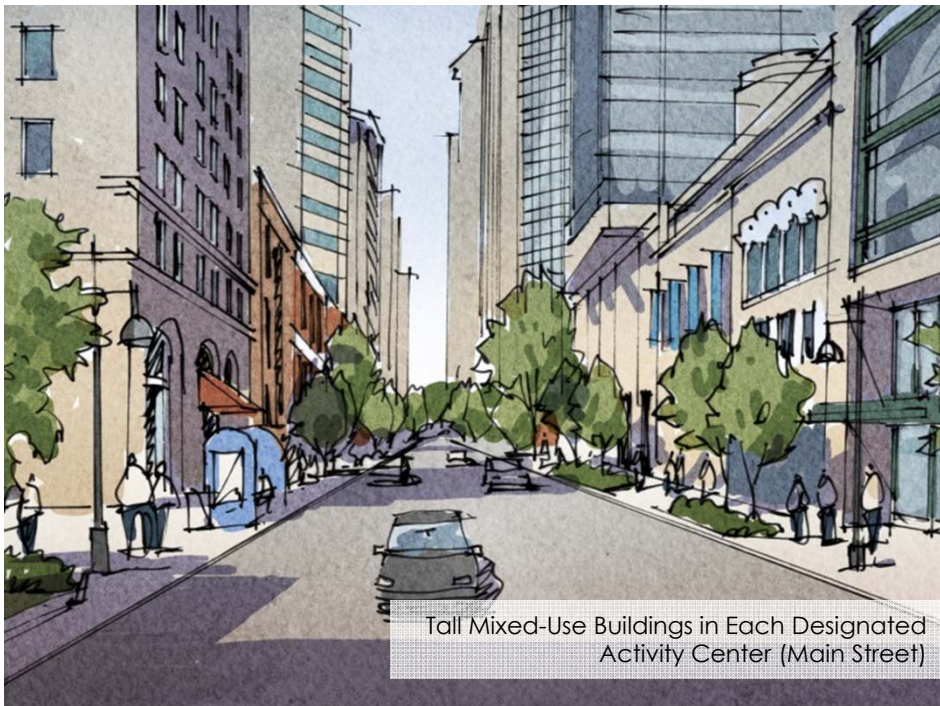
Aerial View of the Study Area (looking north)
from Above Dulles International Airport Runway L1



Mid-Rise Mixed Use Buildings Surround Main Street in Designated Activity Centers



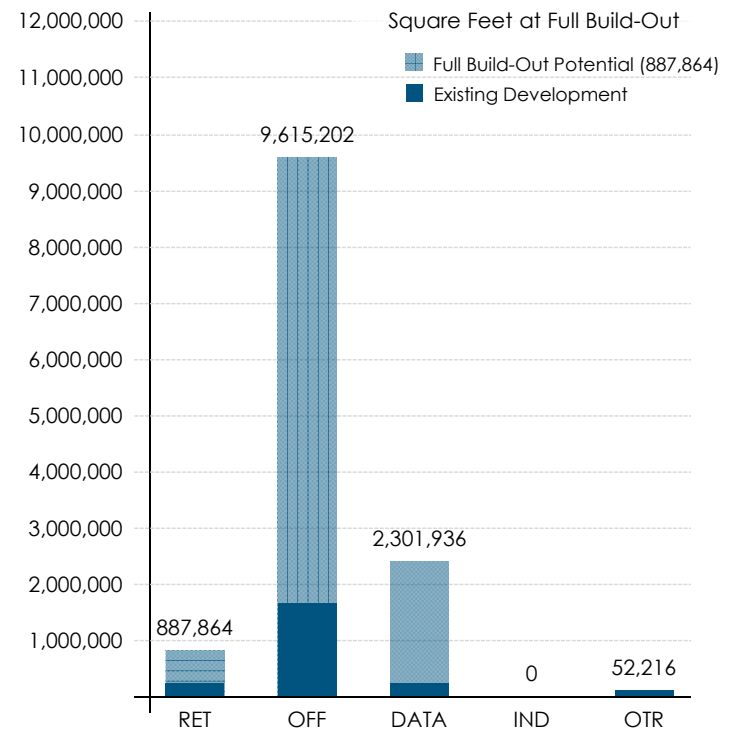
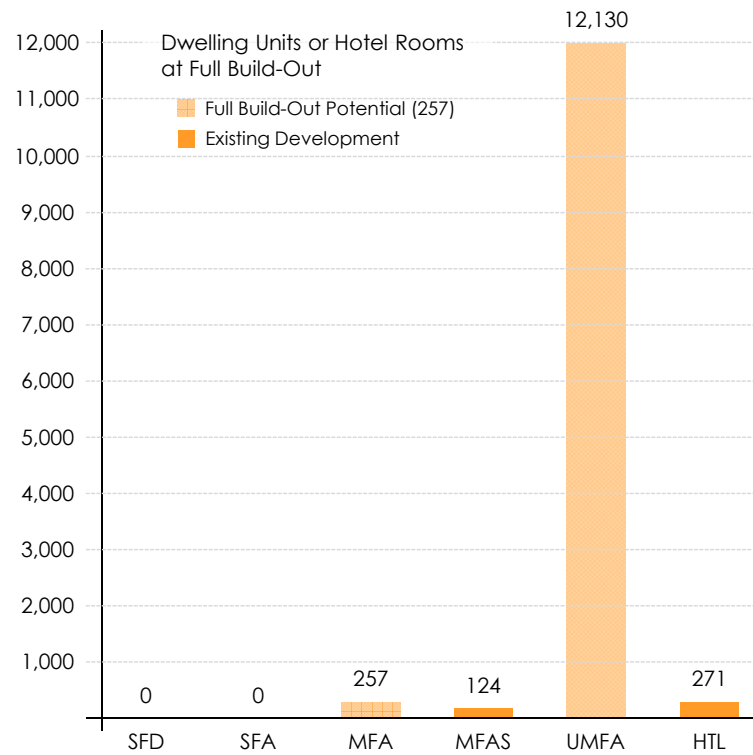
Parks & Public Plazas in Between Buildings



Tall Mixed-Use Buildings in Each Designated Activity Center (Main Street)

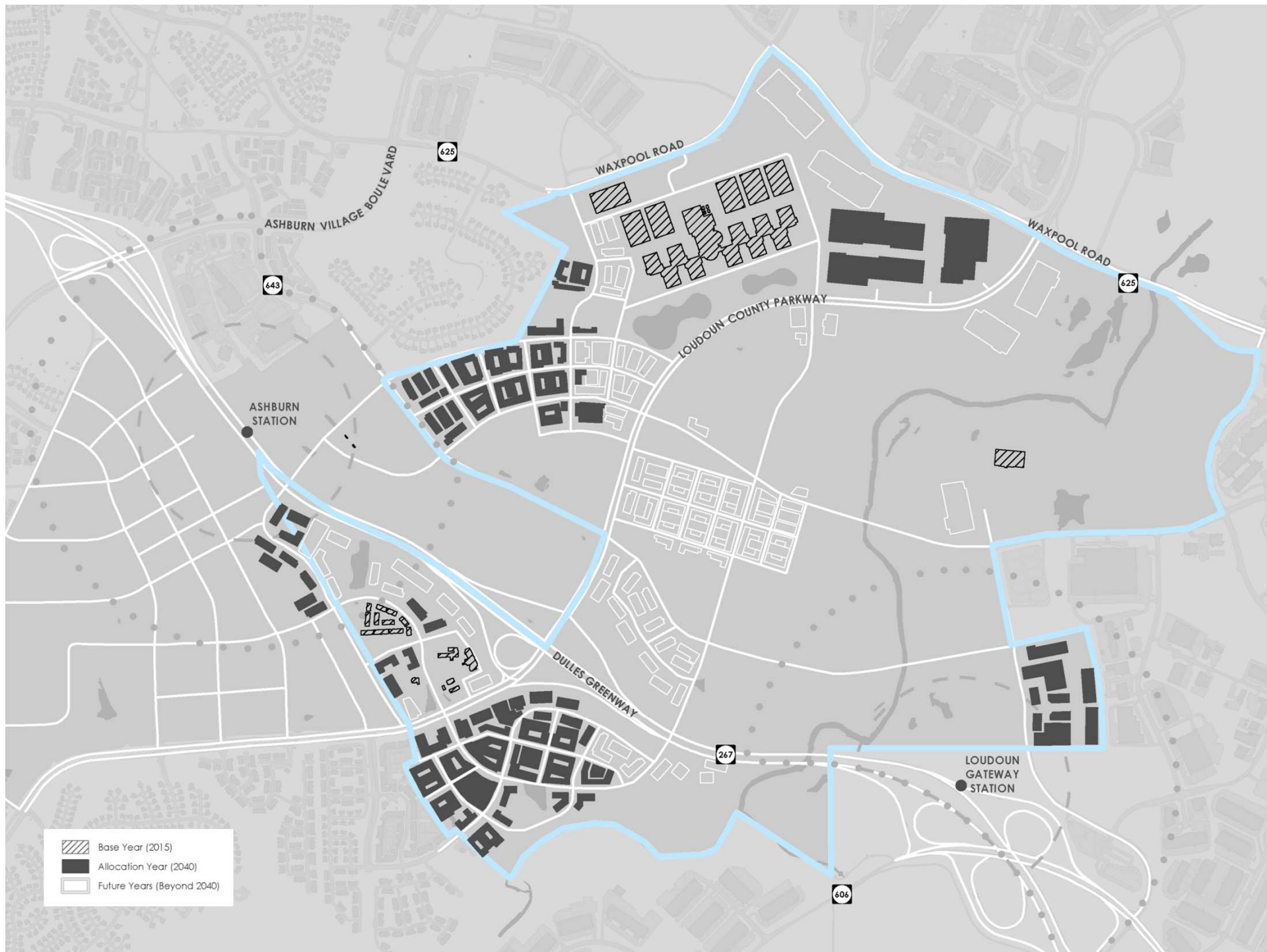


Abundance of Greenspace Throughout

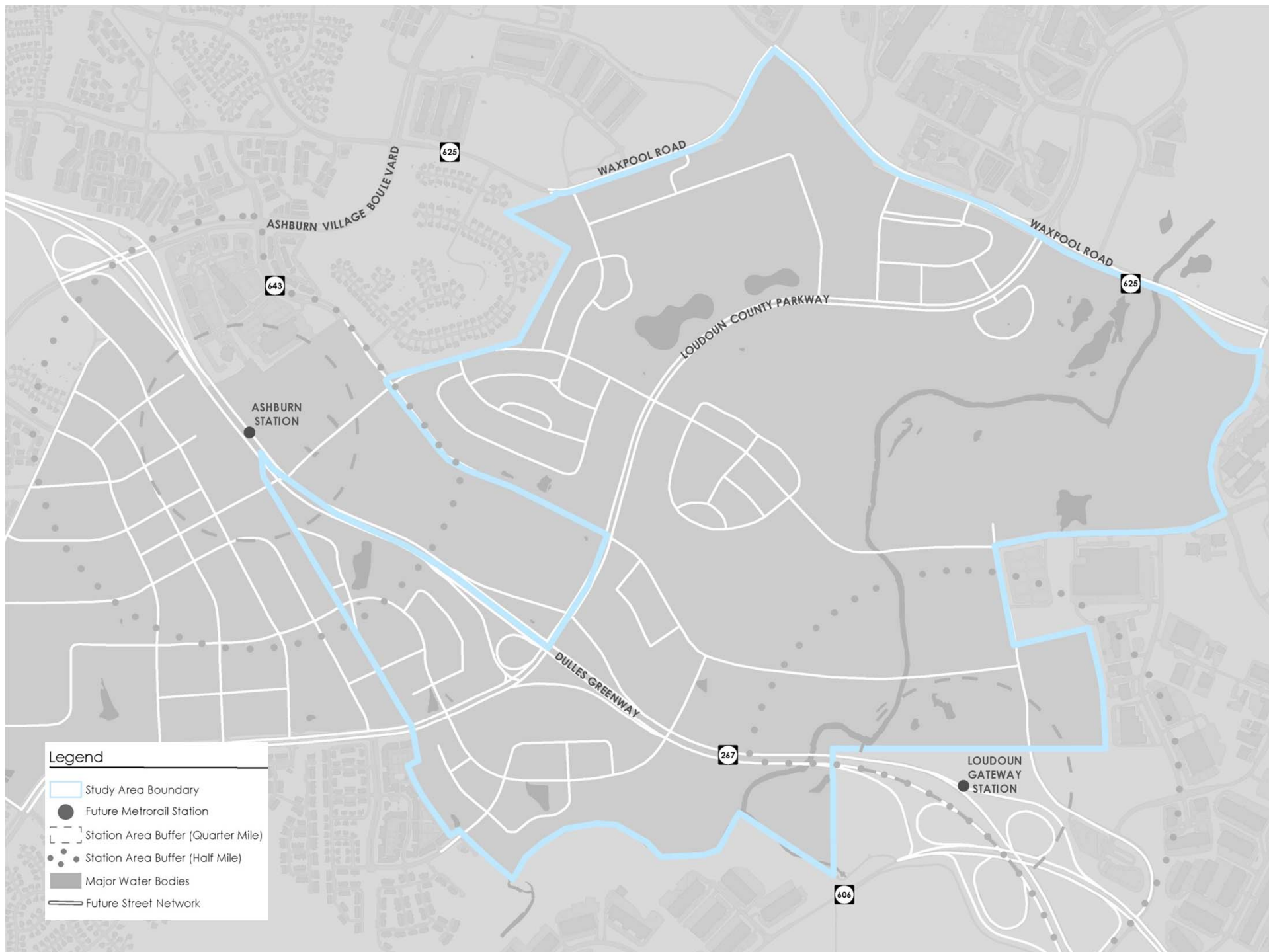


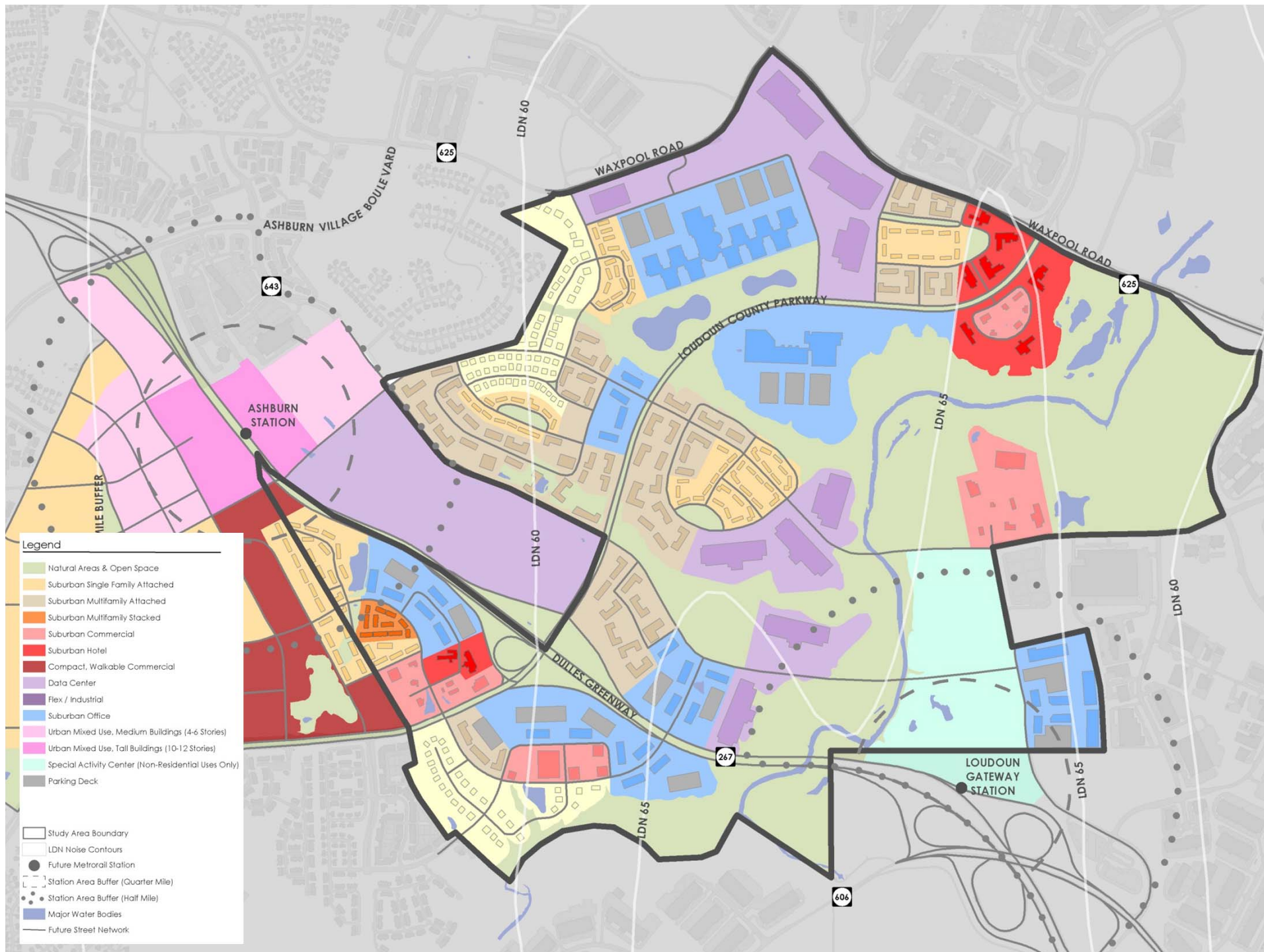
BYT (2015)	0	0	0	124	0	271
HYT (2040)	0	0	257	124	8,671	271

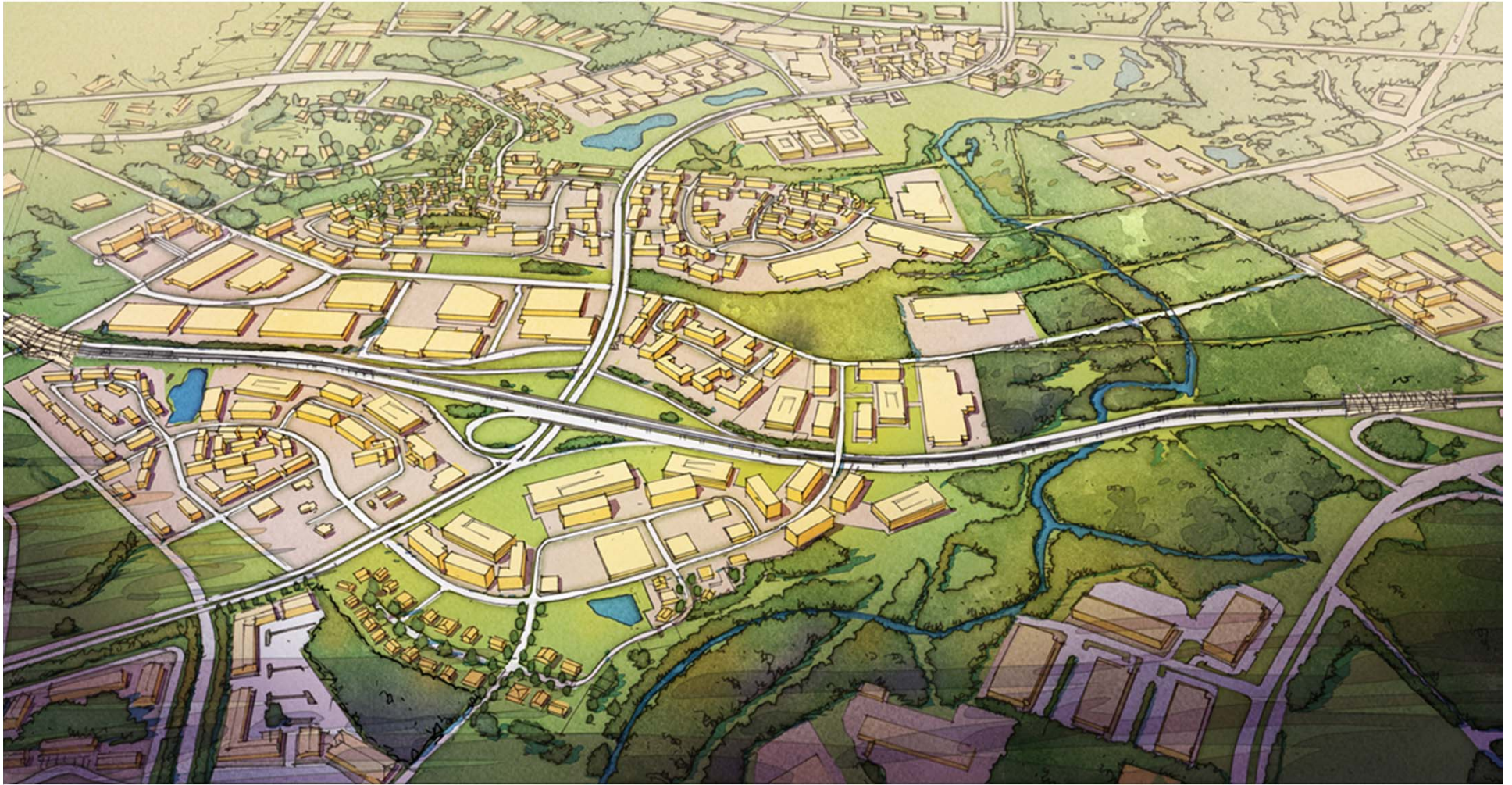
RET	118,685	1,843,586	108,336	0	52,216
OFF	504,164	3,600,817	1,173,436	0	52,216
DATA					
IND					
OTR					



Housing Choices Development Scenario







Aerial View of the Study Area (looking north)
from Above Dulles International Airport Runway L1



Suburban Multifamily Communities



Stand-Alone Data Centers

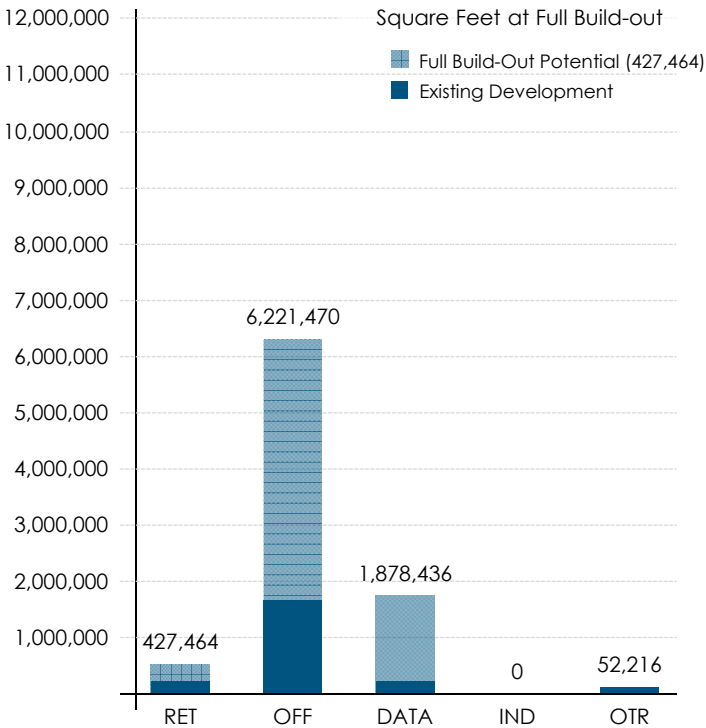
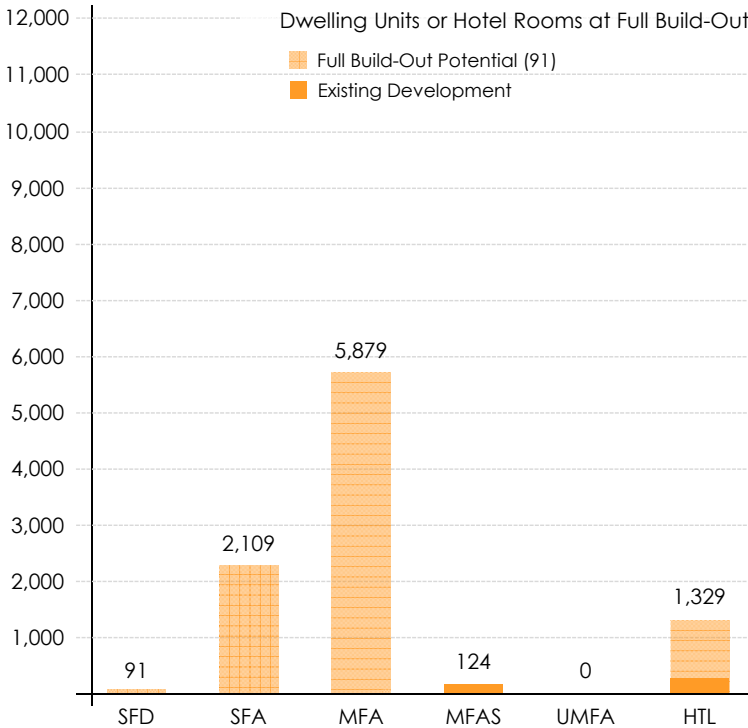


Suburban Single Family Neighborhoods

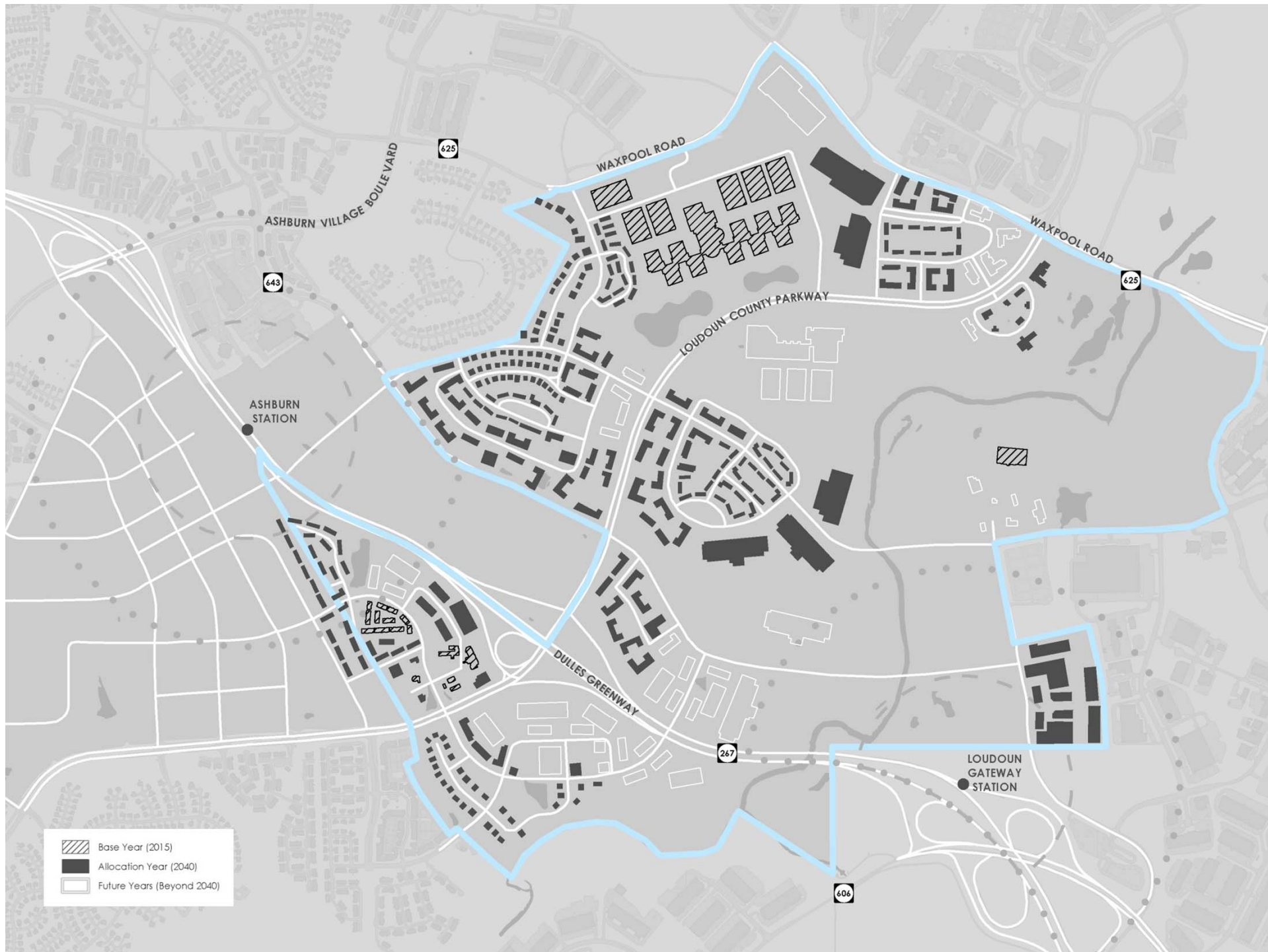


Mid-Rise Office Buildings w/ Surface Parking

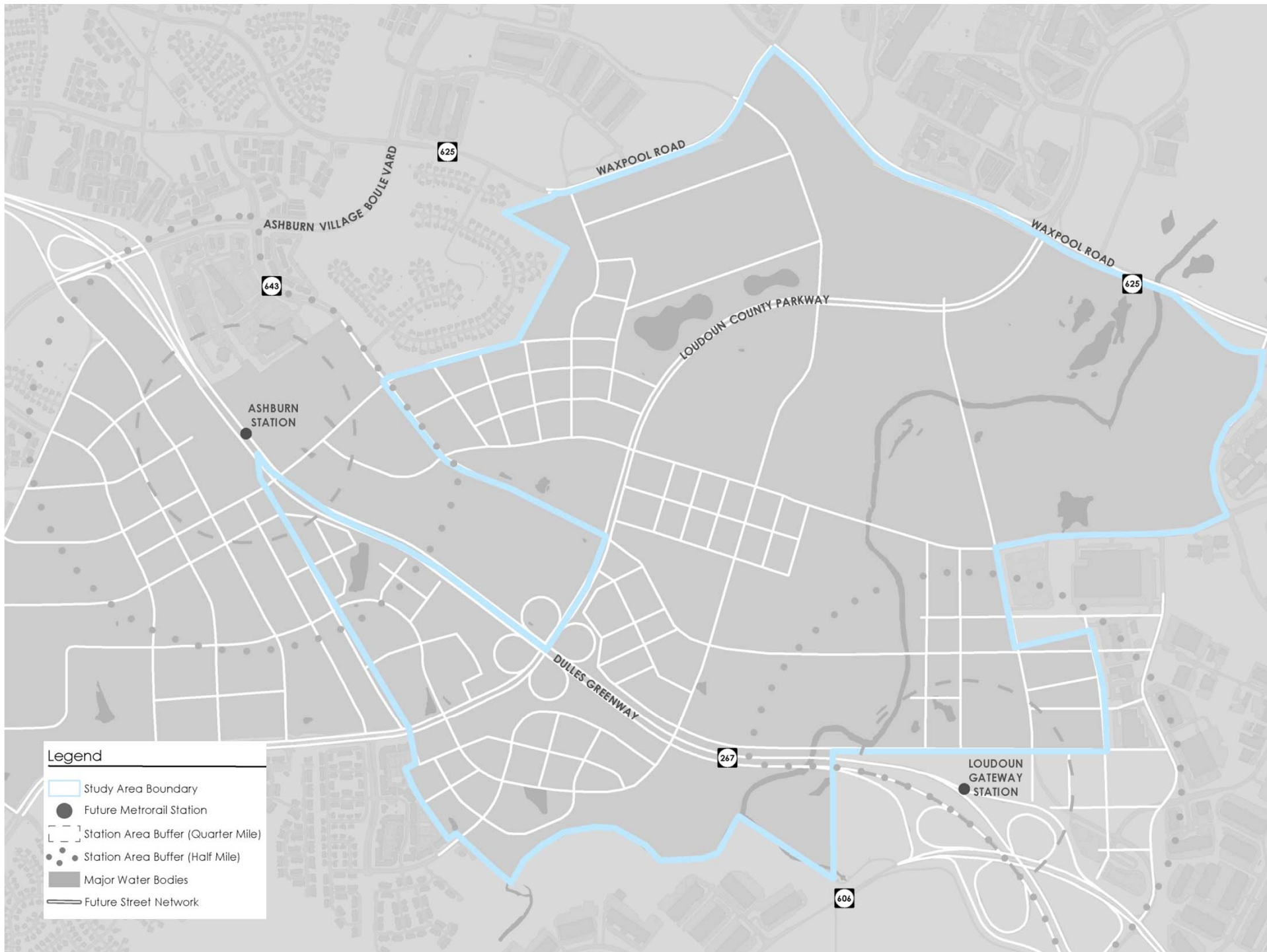
Development Program:



BYT (2015)	0	0	0	124	0	271	118,685	1,843,586	108,336	0	52,216
HYT (2040)	91	2,109	5,879	124	0	577	233,564	2,374,211	1,180,236	0	52,216

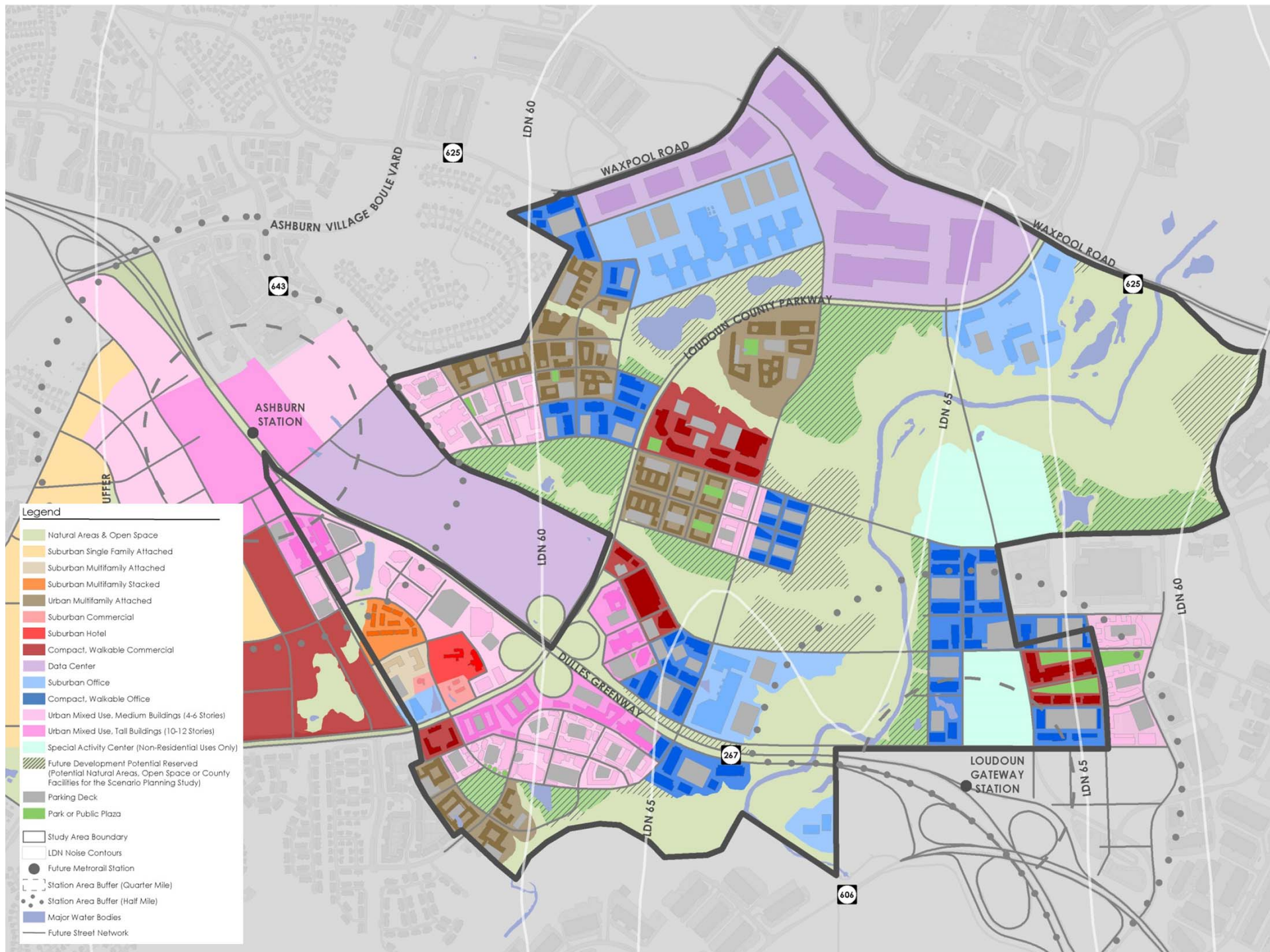


Community Workshop Development Scenario



Legend

- Study Area Boundary
- Future Metrorail Station
- Station Area Buffer (Quarter Mile)
- Station Area Buffer (Half Mile)
- Major Water Bodies
- Future Street Network

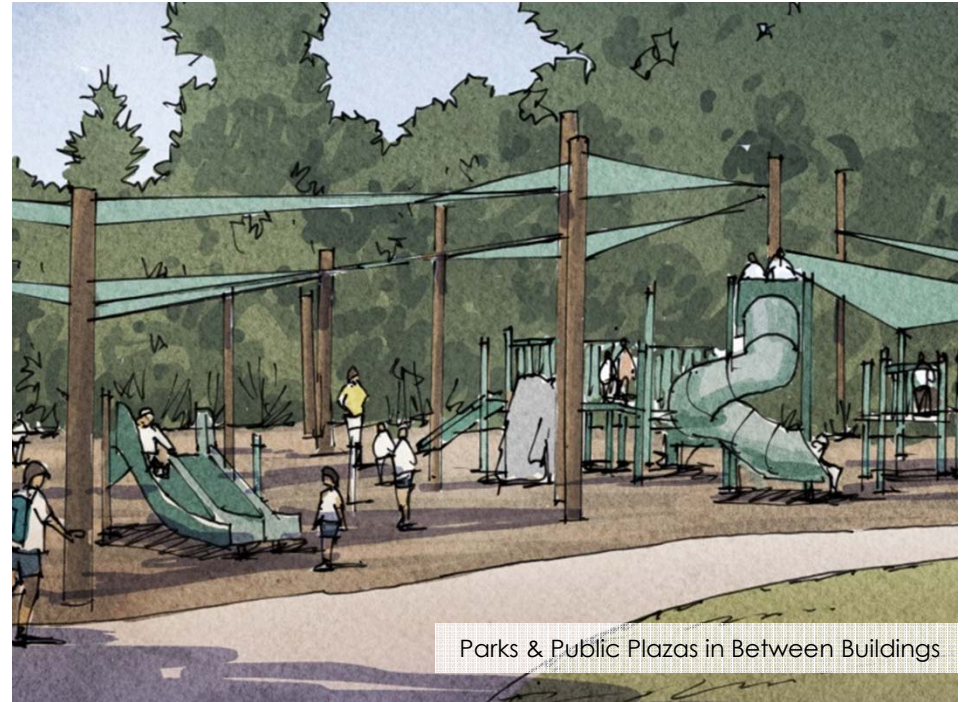




Aerial View of the Study Area (looking north)
from Above Dulles International Airport Runway L1



Mid-Rise Mixed Use Buildings Surround Main Street in Designated Activity Centers



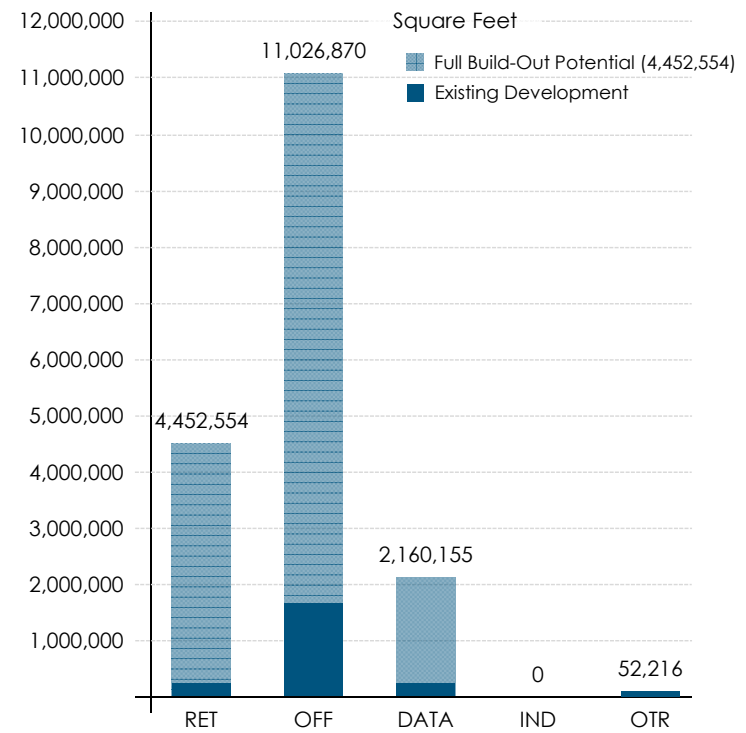
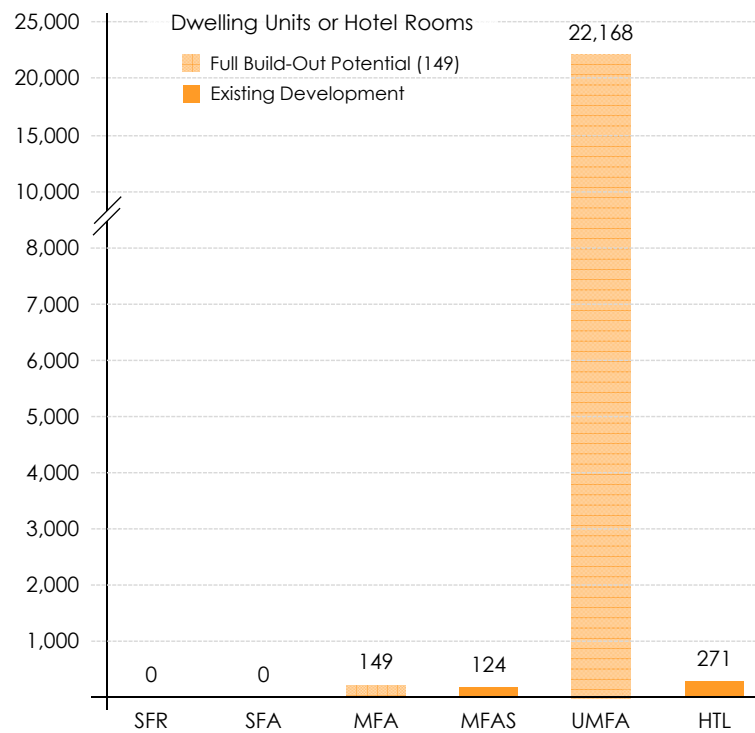
Parks & Public Plazas in Between Buildings



Tall Mixed-Use Buildings in Each Designated Activity Center (Main Street)



Efficient Transit Service Between Metrorail Stations & Designated Activity Centers

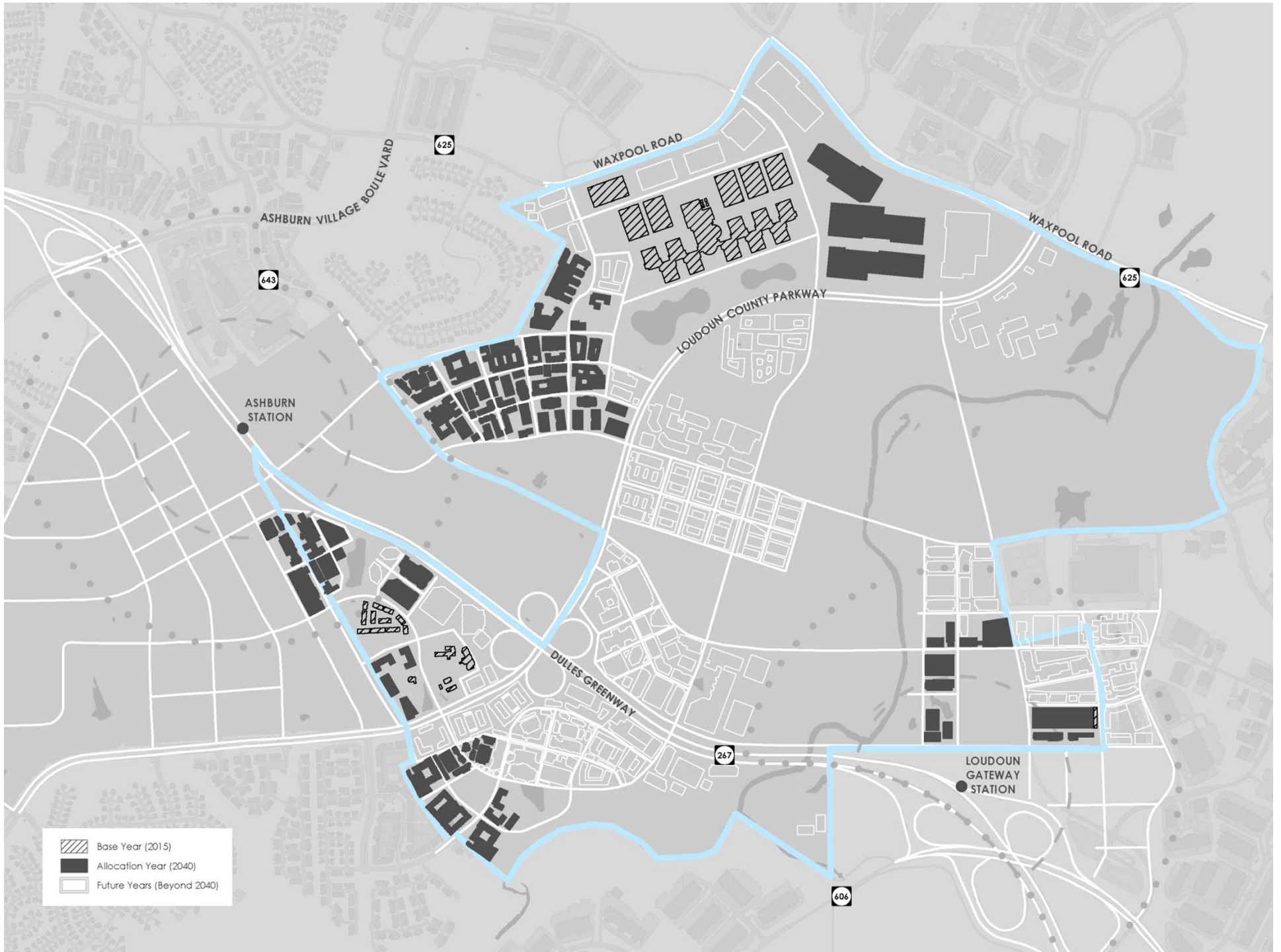


BYT (2015)	0	0	0	124	0	271
------------	---	---	---	-----	---	-----

HYT (2040)	0	0	257	124	8,671	271
------------	---	---	-----	-----	-------	-----

	118,685	1,843,586	108,336	0	52,216
--	---------	-----------	---------	---	--------

	551,291	3,593,012	1,162,531	0	52,216
--	---------	-----------	-----------	---	--------



Development Scenario Report Card (Initial Draft)

Measuring Impacts & Evaluating Trade-Offs

Ten Performance Measures...

1 – Cost of Facilities & Services

2 – Potential Tax Revenue

3 – Trip Generation & Vehicle
Miles Travel (VMT)

4 – Accessibility to Transit

5 – Transit Feasibility & Efficiency

6 – Walkable & Active Street Frontage

7 – Number of Students

8 – Type & Number of Jobs

9 – Jobs to Households Ratio

10 – Housing Affordability (Choices)

11 – Total Dwelling Units

12 – Average Residential Density

13 – Dwelling Units in LDN 60

14 – Potential Metro Tax District Revenue

15 – Acres of Open Space

Potential Revenue & Expenditures (2040)

	BY	TD	CD	HC	CW
Potential Tax Revenue	\$12.8 M	\$43.7 M	\$98.9 M	\$85.3 M	\$103.0 M
Cost of Facilities & Services	\$4.1 M	\$10.6 M	\$48.7 M	\$60.5 M	\$52.8 M
Net Revenue Potential	\$8.7 M	\$33.1 M	\$50.2M	\$24.8 M	\$50.2M
Metro Tax District Revenue	\$0.6 M	\$1.9 M	\$7.5 M	\$6.7 M	\$8.2 M

BY = Base Year (2015)

TD = Trend Development Scenario

CD = Compact Development Scenario

HC = Housing Choices Development Scenario

CW = Community Workshop Development Scenario

Transportation System (2040)

	BY	TD	CD	HC	CW
Vehicle Trip Generation (new daily trips)	10,500	20,100	51,800	45,400	52,000
Vehicle Miles Traveled (% net increase, 2010 to 2040)	N/A	94%	97%	96%	___%
Accessibility to Transit (# of res within 1/4-mile of bus)	N/A	1,220	16,360	17,115	18,100
Transit Efficiency (service frequency & cost per boarding)	Very Low	Low	High	Medium	High
Walkable / Active Street Frontage	0 mi.	0 mi.	28.5 mi	0 mi.	47.5 mi.

BY = Base Year (2015)

TD = Trend Development Scenario

CD = Compact Development Scenario

HC = Housing Choices Development Scenario

CW = Community Workshop Development Scenario

Desirable Land Use Patterns (2040)

	BY	TD	CD	HC	CW
Total Dwelling Units	124	618	9,053	5,887	10,309
Avg. Residential Density	19.1 du/ac	17.8 du/ac	56.7 du/ac	18.7 du/ac	41.3 du/ac
Dwelling Units in LDN 60	0	0	3,141	5,445	1,963
Housing Affordability	Limited	Limited	Choices	Choices	Choices
Acres of Open Space	419 ac	419 ac	694 ac	518 ac	514 ac
Number of Students	29	142	2,082	1,411	2,371

Employment Opportunities (2040)

	BY	TD	CD	HC	CW
Number of Jobs	5,576	13,632	21,292	13,851	20,211
Mix of New Jobs	OFF / DATA	OFF / DATA	RET / OFF / DATA	RET / OFF / DATA	RET / OFF / DATA
Jobs-to-Housing Ratio	44.97 j/hh	22.05 j/hh	2.35 j/hh	2.35 j/hh	1.96 j/hh

BY = Base Year (2015)

TD = Trend Development Scenario

CD = Compact Development Scenario

HC = Housing Choices Development Scenario

CW = Community Workshop Development Scenario

Reaching a Preferred Development Scenario

Things for the Board to Consider...

Items to Consider Moving Forward:

- long-term market opportunities vs. short-term market realities
- mounting pressure for residential development & what to do (if anything) about LDN policies
- street design standards & construction policies (suburban vs. urban treatments)
- development phasing requirements (or triggers) vs. long-term development mix
- Prioritize four study objectives: potential revenue & expenditures, transportation system, desirable land use pattern & employment opportunities