

Silver Line Small Area Plan

June 29, 2016 Public Workshop

Presented by the Department of Planning and Zoning

Purpose

- **Gather feedback on Small Area Plan elements**
 - **Proposed Land Use Plan**
 - **Proposed Land Use Categories**
 - **Proposed Transportation Network**
- **Review Next Steps in the Process**

Agenda

- **Review Project History**
- **Planned Land Use Map**
- **Planned Land Use Categories**
- **Urban Design Concepts**
- **Planned Roadway Network**
- **Additional Small Area Plan Components**

Scenario Planning Study History

- **Workshop 1 - May 28, 2015**
- **Workshop 2 - August 26, 2015**

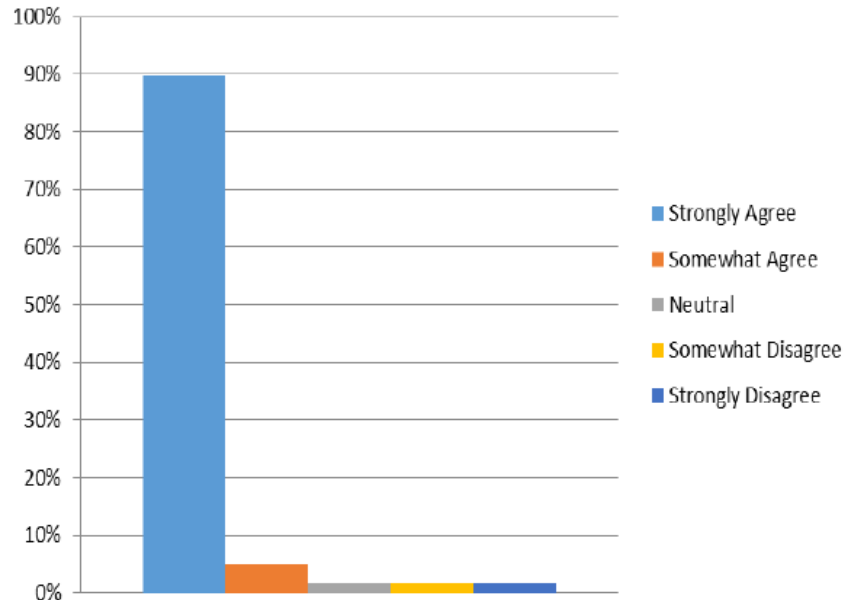
Scenario Planning Study History



Scenario Planning Study History

I think the study area should have one or more walkable, mixed-use centers, similar to Reston or One Loudoun.

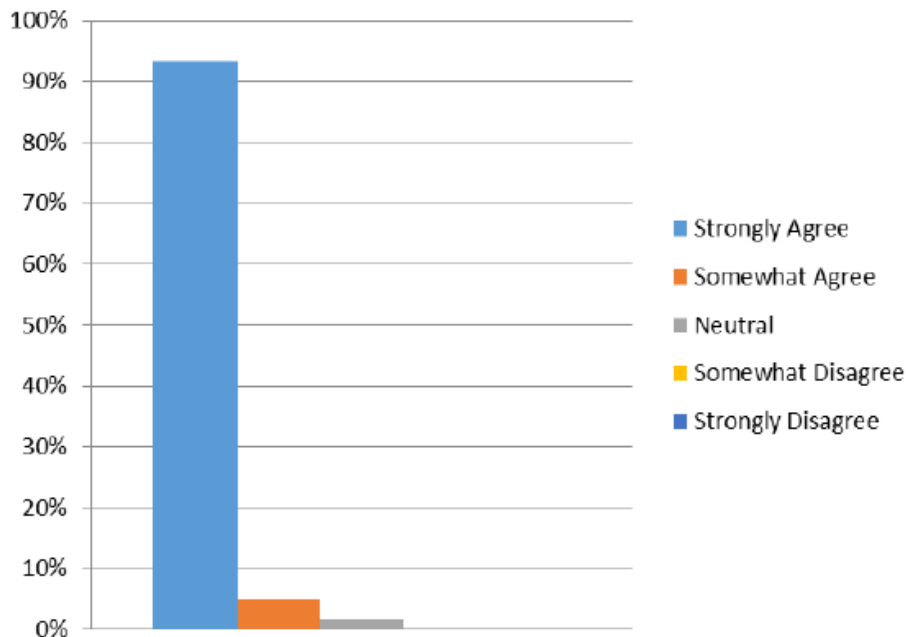
- A. Strongly Agree
- B. Somewhat Agree
- C. Neutral
- D. Somewhat Disagree
- E. Strongly Disagree



Scenario Planning Study History

Having more travel options (walk, bike, transit) in the study area would be important to me.

- A. Strongly Agree
- B. Somewhat Agree
- C. Neutral
- D. Somewhat Disagree
- E. Strongly Disagree



Scenario Planning Study History

- 1) Pedestrian only areas around rail? → what consideration has been given to
- 2) High density; ~~what~~ → Tolls not preferred
- 3) MULTI-MODAL TRANSPORTATION NETWORK (RAIL, BUS, ROAD, BIKE/PED)
- 4) BIKE PATH NETWORK TO METRO (ON/ALONG LOUDOUN CO. PEWY IN PARTICULAR)
AND CONNECTIONS TO W+OD TRAIL
- 5) CARPOLING / CARPOOL FROM - TO METRO STATIONS
PLAN PARKING ~~#~~ SPACES BASED ON CARSHARING / CARPOOLING GOALS
- 6) NO NEW 4-LANE DIVIDED COLLECTORS; NEED PEDESTRIAN FRIENDLY COLLECTORS
THAT SUPPORT GRID STREET NETWORK IN MIXED USE PROJECTS
- 7) Trolley that loops around the two metro stations.
HOP ON - HOP OFF SERVICE - GEARED TOWARDS MIXED USE DEVELOPMENT
- 8) PEDESTRIAN / BIKE PATH - CONNECTING ASHBURN FARM / ASHBURN VILLAGE
& BROADLANDS
- 9) MORE TRANSPORTATION OPTIONS; BUSES LACK FREQUENCY;
NEED FEEDER BUSES TO METRO
- 10) LOCAL BUS SERVICE FOR RESIDENTS -
(FIXED ROUTE).
- 11) PED FRIENDLY INTERSECTIONS.

Scenario Planning Study History

Loudoun County Land Use Scenario Planning

Public Workshop #1

May 28, 2015

Please share your comments . . .

1. If you were to leave this area and return in 10 years, what would you hope the study area would have become?

Anything resembling the Ballston-Rosslyn corridor, where there are square "city like" blocks. Reston Town Center would also be good examples of how these station areas should look.

Scenario Planning Study History



Scenario Planning Study History



Scenario Planning Study History

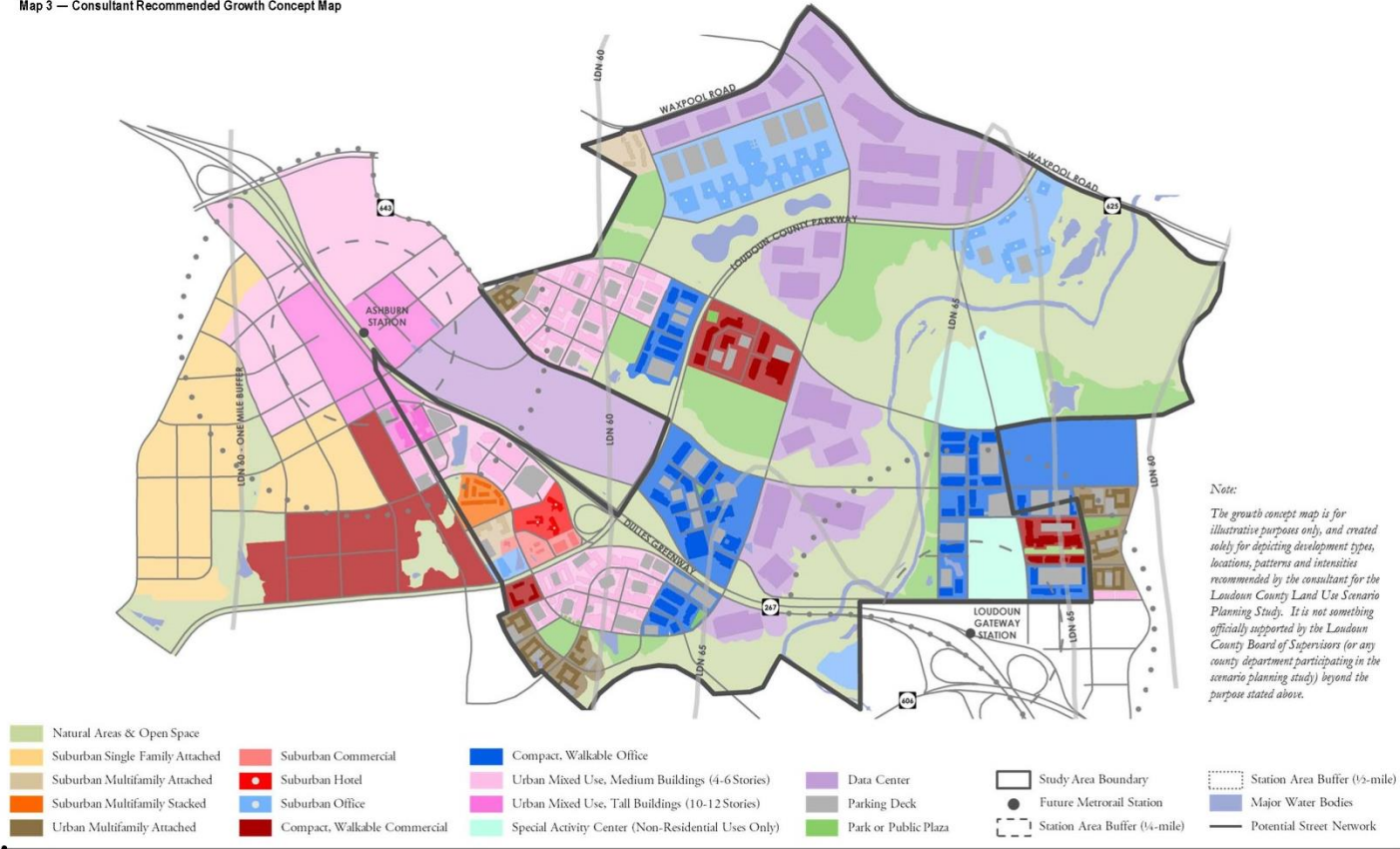


Scenario Planning Study History



Scenario Planning Study History

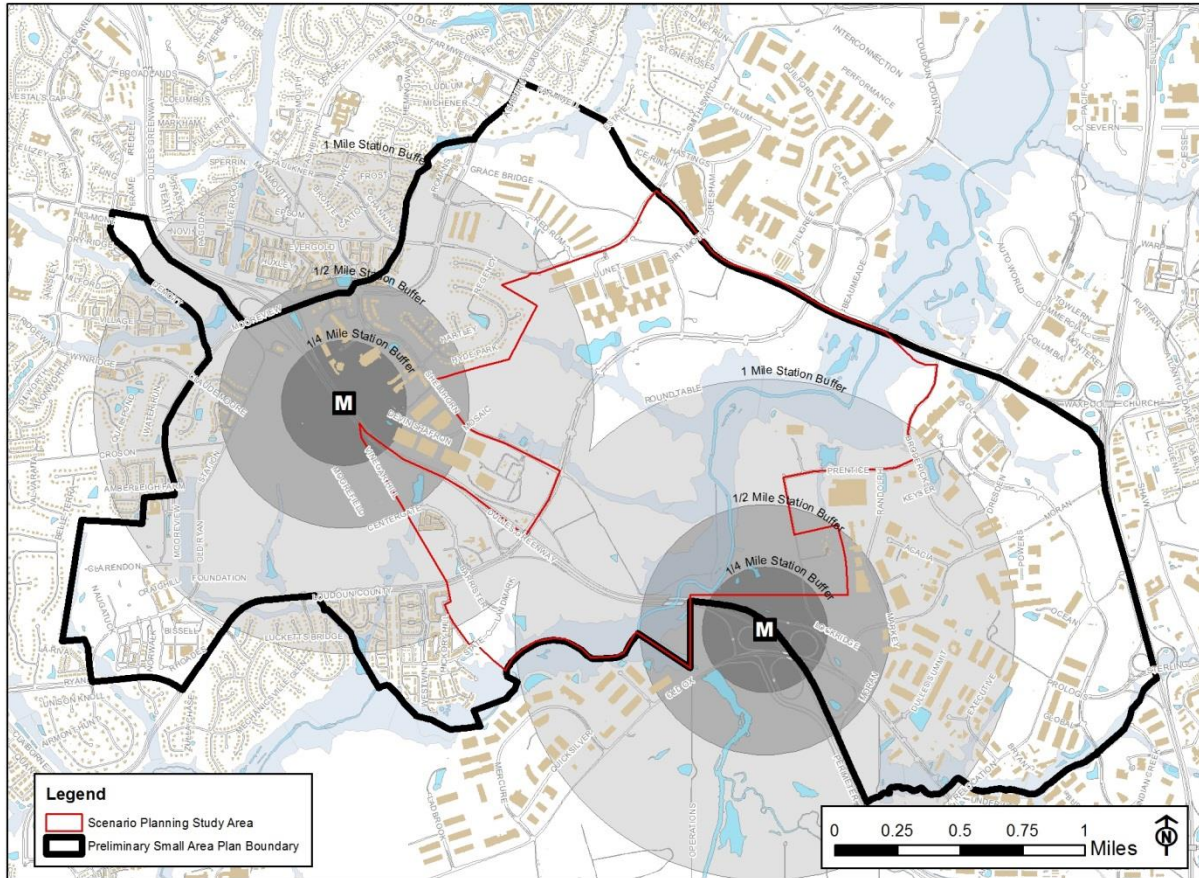
Map 3 — Consultant Recommended Growth Concept Map



Scenario Planning Study History

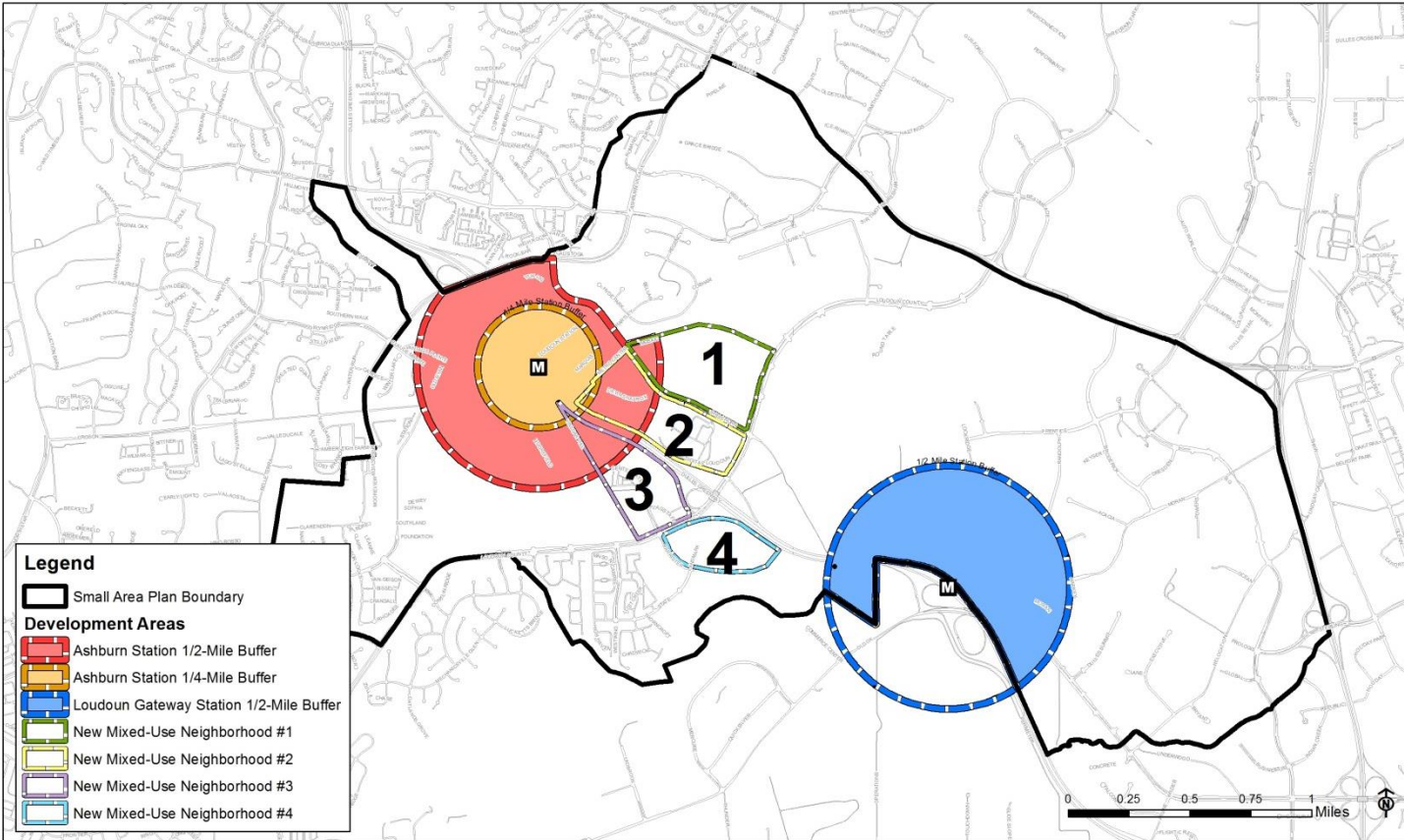
- **Final Report Presentation – January 21, 2016**
- **Transportation and Land Use Committee –
February 12, 2016**
- **Board of Supervisors Initiates Comprehensive
Plan Amendment – March 17, 2016**

Study Area Boundary

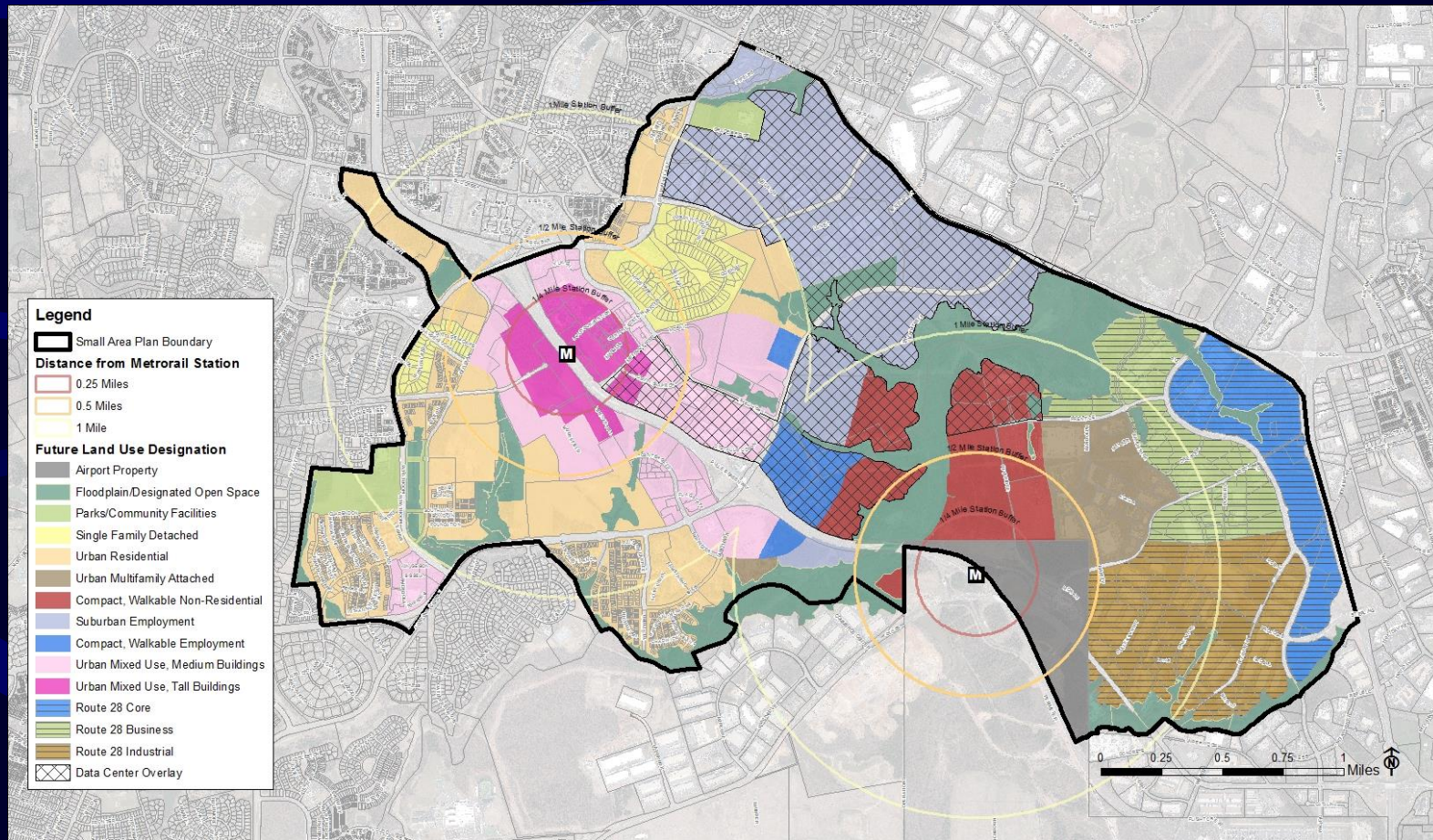


Planned Land Use

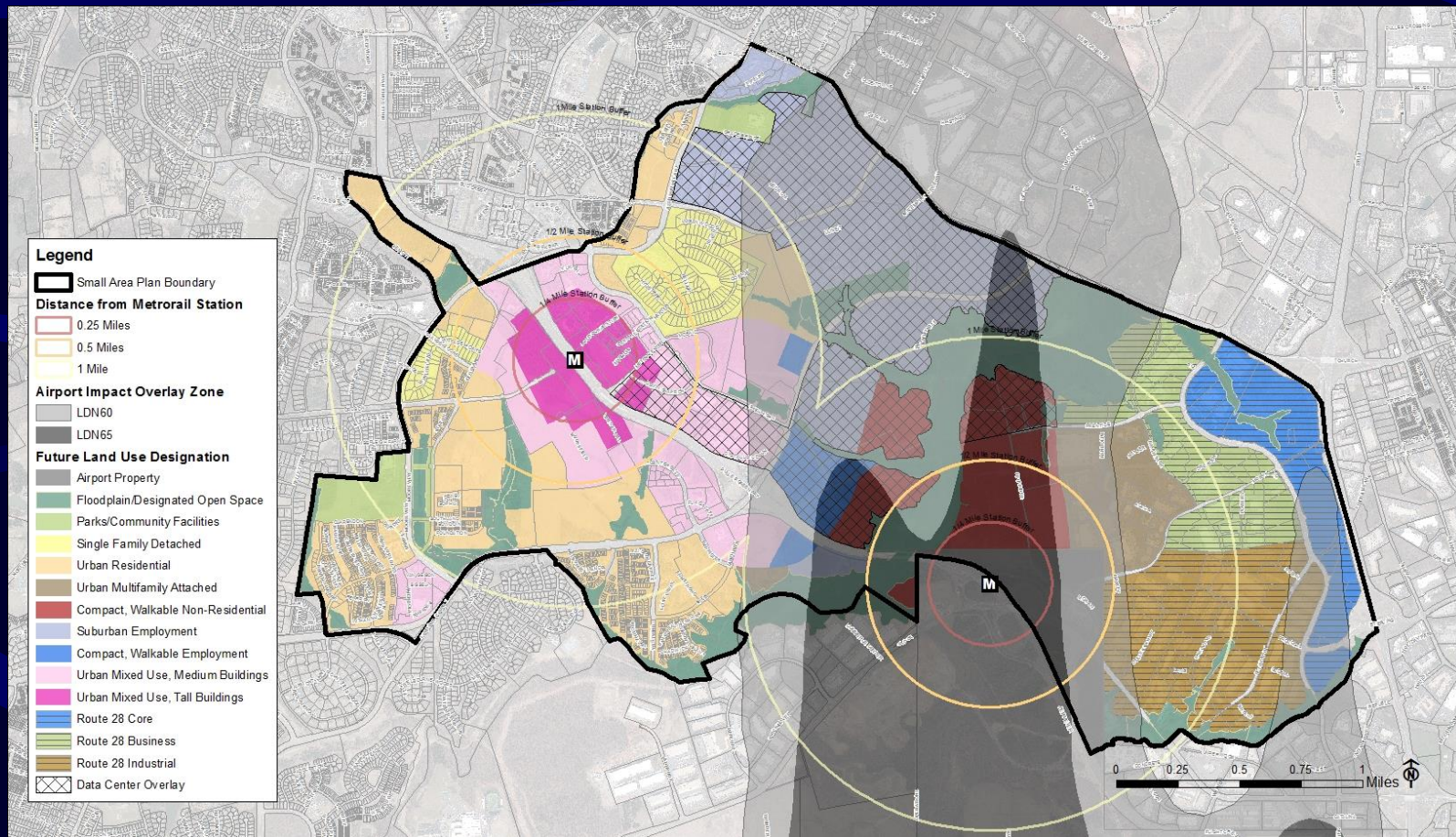
Development Areas



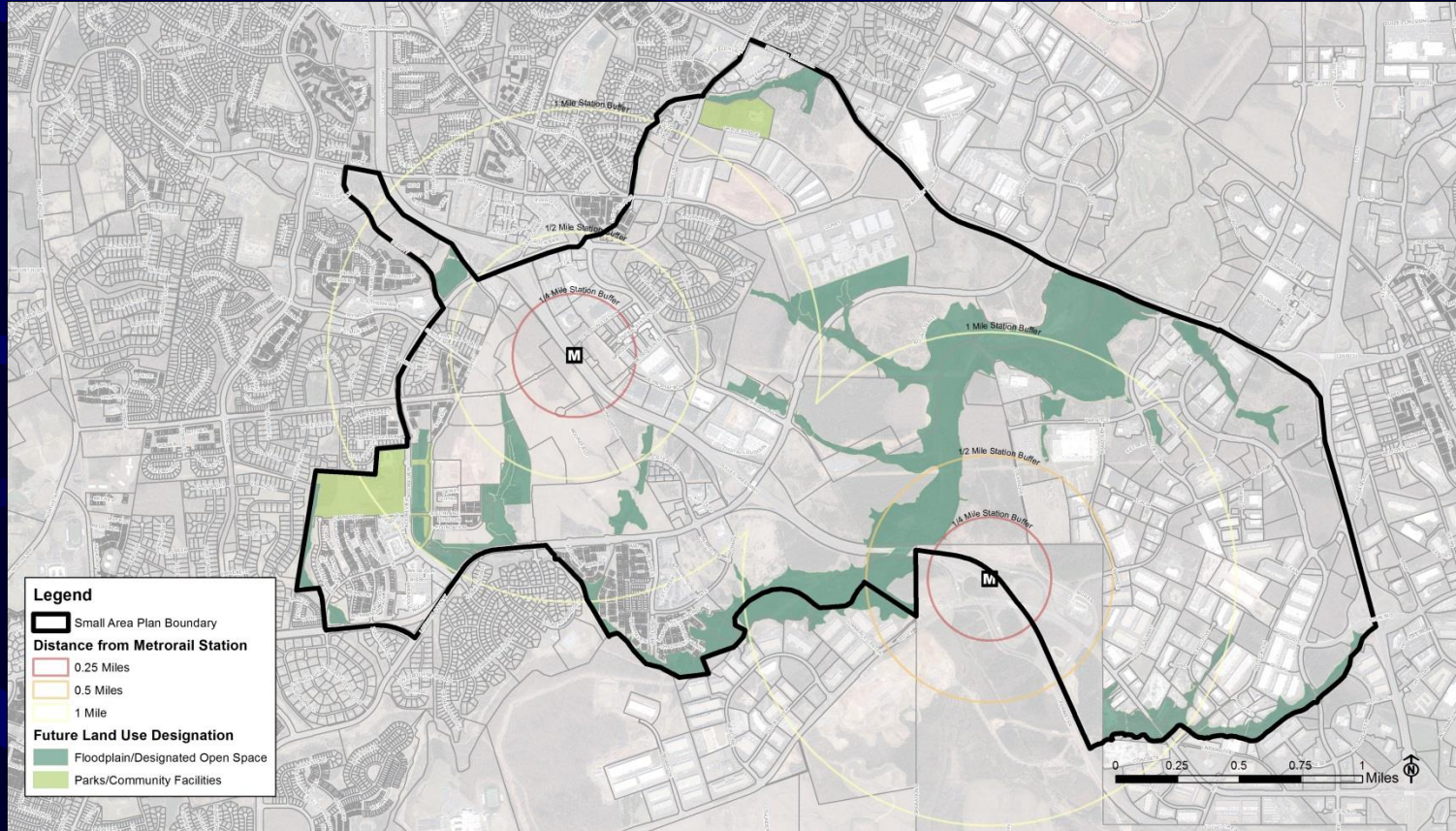
Planned Land Use Map



Airport Impact Overlay Zone



Floodplain/Open Space/Parks



Floodplain/Designated Open Space



TYPICAL OPEN SPACE LAND USES

Primary Land Uses

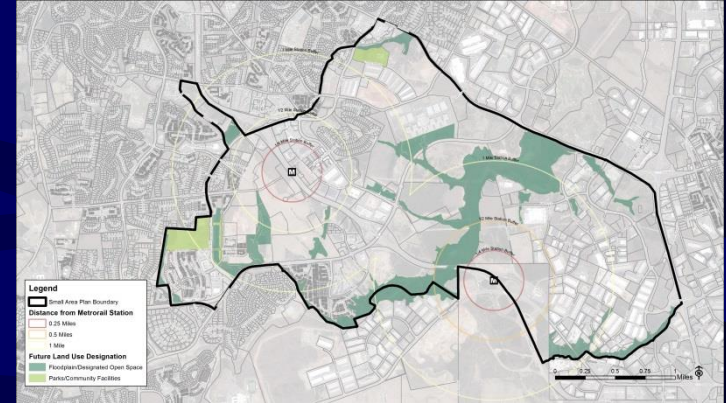
- Undeveloped Land
- Natural Land
- Conservation Areas

Secondary Land Uses

- Roads and Trails

Undesirable Land Uses

- Buildings and structures



OPEN SPACE FORM AND PATTERN

Land Use Mix	Primarily undeveloped land
Residential Density	N/A
Non-Residential Intensity	N/A
Prevailing Building Height	N/A
Primary Transportation Modes	Auto, Walk, Bike

Parks and Community Facilities



TYPICAL PARKS AND COMMUNITY FACILITIES LAND USES

Primary Land Uses

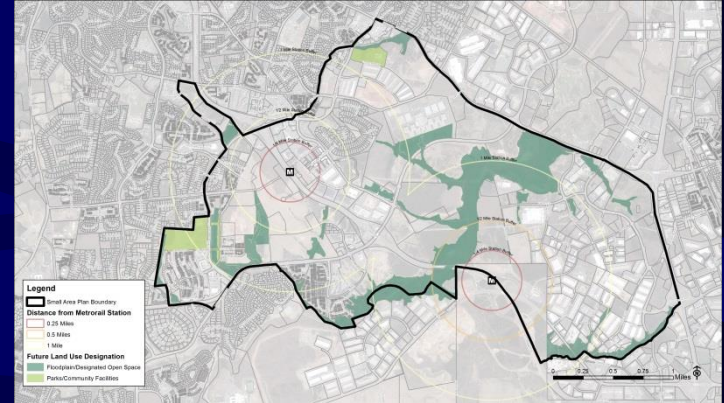
- Parks
- Recreation Fields
- Trails
- Picnic areas
- Schools
- Fire Stations

Secondary Land Uses

- None

Undesirable Land Uses

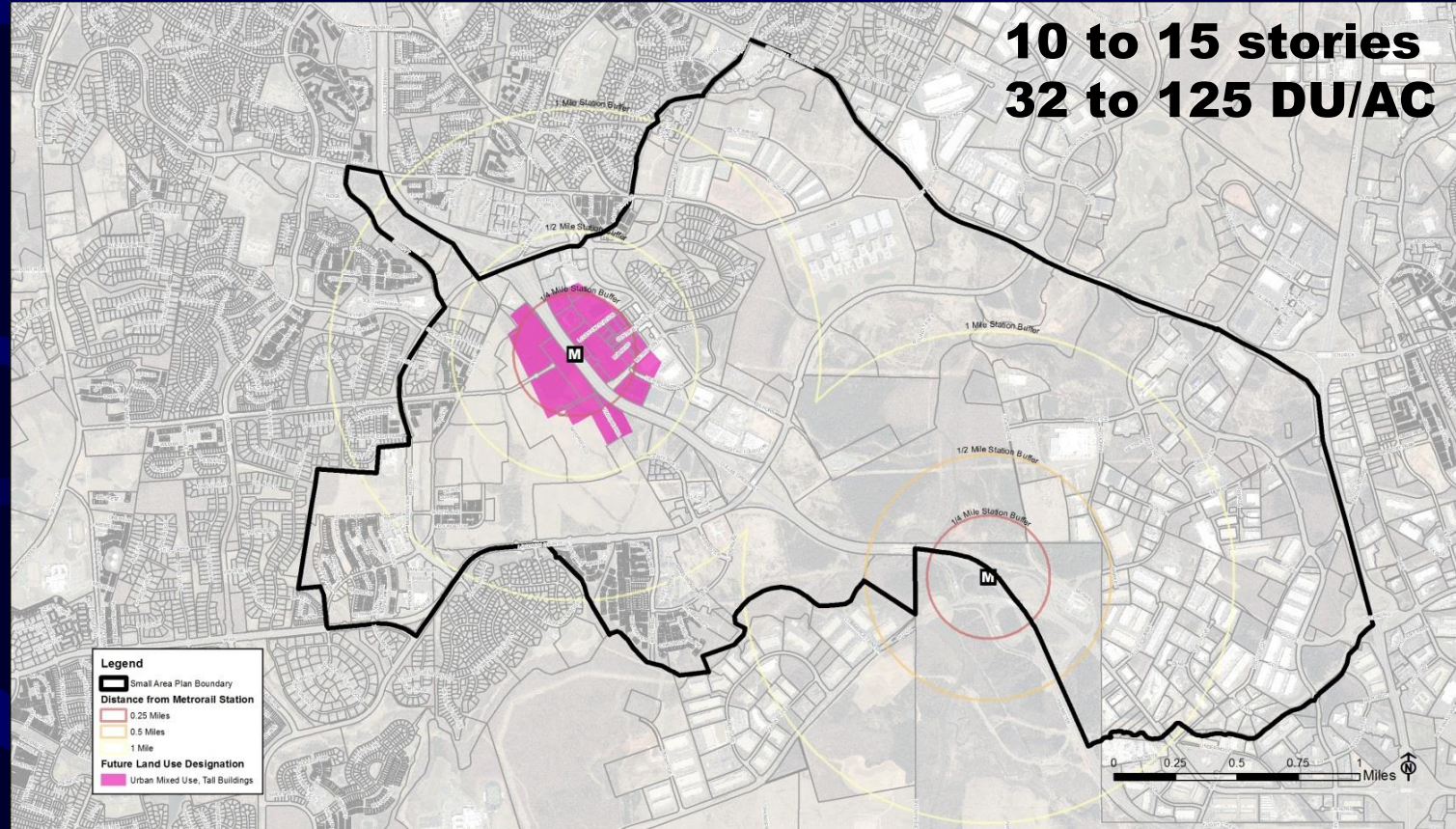
- Residential and Commercial uses



PARKS AND COMMUNITY FACILITIES FORM AND PATTERN

Land Use Mix	Community Facilities
Residential Density	N/A
Non-Residential Intensity	N/A
Prevailing Building Height	N/A
Primary Transportation Modes	Auto, Walk, Bike

Urban Mixed Use, Tall Buildings



Urban Mixed Use, Tall Buildings



TYPICAL MIXED-USE TALL BUILDINGS LAND USES

Primary Land Uses

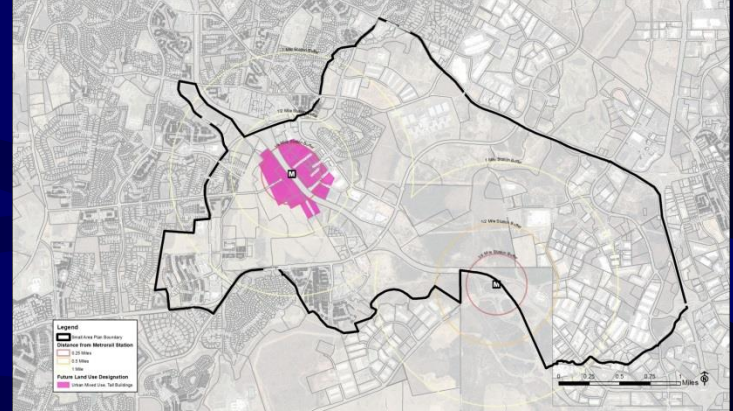
- Condominium
- Apartment
- Sit-down Restaurant
- Retail Sales
- Bank
- Grocery Store
- Night Club
- Multi-tenant Professional Office

Secondary Land Uses

- Community Facilities
- Neighborhood Park
- Public Plaza
- Outdoor Seating

Undesirable Land Uses

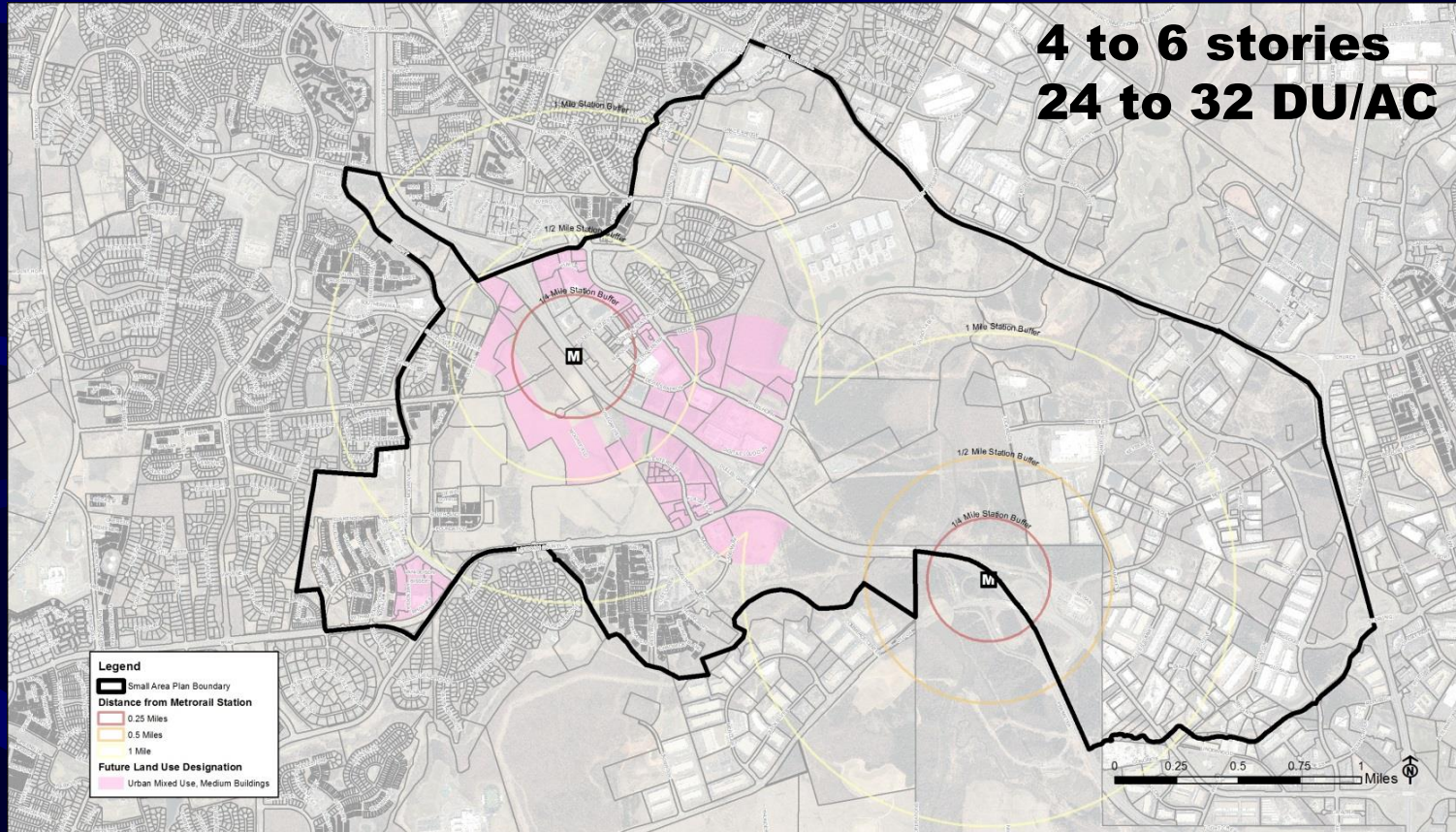
- Single-Family Attached and Detached homes
- Auto oriented uses (Gas Stations, Drive-through restaurants)



MIXED-USE TALL BUILDINGS FORM AND PATTERN

Land Use Mix	Mix of Uses
Residential Density	32 – 125 du/ac
Non-Residential Intensity	2.0 – 6.0 FAR
Prevailing Building Height	10 – 15 Stories (195' Max)
Primary Transportation Modes	Rail, Bus, Walk, Bike, Auto

Urban Mixed Use, Medium



Urban Mixed Use, Medium Buildings



TYPICAL MEDIUM URBAN MIXED-USE LAND USES

Primary Land Uses

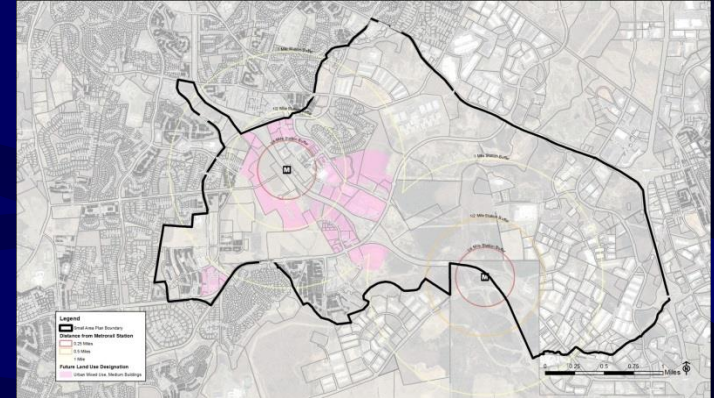
- Apartment Buildings
- Restaurants
- Grocery Stores
- Banks
- Doctor Offices
- Multi-tenant Office Buildings
- Corporate Office Buildings

Secondary Land Uses

- Community Facilities
- Schools
- Neighborhood Parks
- Public Plazas
- Urban style townhomes

Undesirable Land Uses

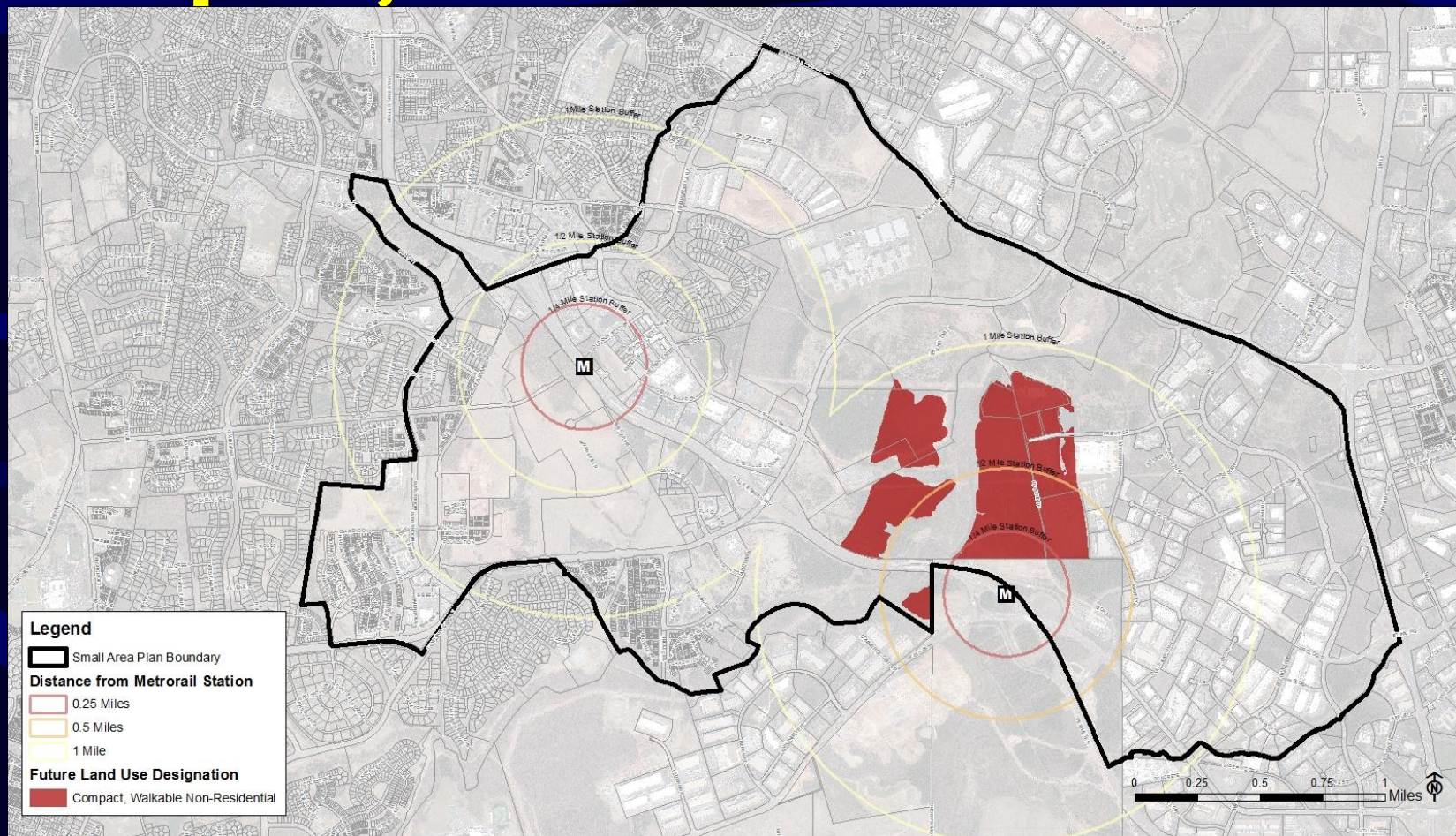
- Single Family Detached Homes
- Suburban style townhomes
- Auto oriented uses (Gas Stations, Drive- through restaurants)



MEDIUM URBAN MIXED-USE FORM AND PATTERN

Land Use Mix	Mix of Uses
Residential Density	24 – 32 du/ac
Non-Residential Intensity	1.0 – 4.0 FAR
Prevailing Building Height	4 - 6 Stories (90' Max)
Primary Transportation Modes	Transit, Walk, Bike, Auto

Compact, Walkable Non-Residential



Compact, Walkable Non-Residential



COMPACT, WALKABLE NON-RESIDENTIAL LAND USES

Primary Land Uses

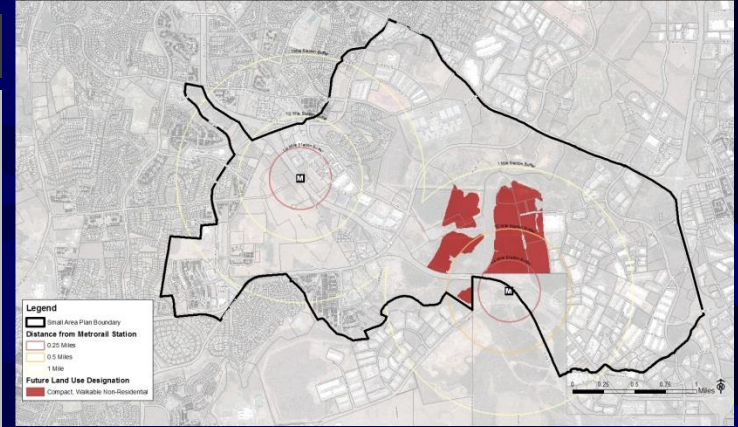
- Sports stadium (within ½ mile)
- Convention Center (within ½ mile)
- Exhibit hall or museum (within ½ mile)
- Regional shopping mall (within ½ mile)
- Restaurants
- Retail Sales
- Banks
- Corporate Office Buildings
- Multi-tenant Professional Offices
- Research-and-Development

Secondary Land Uses

- Amphitheater
- Movie Theater
- Neighborhood Parks
- Public Plazas
- Outdoor Seating
- Community Facilities

Undesirable Land Uses

- Residential
- Auto oriented uses (Gas Stations, Drive-through restaurants)

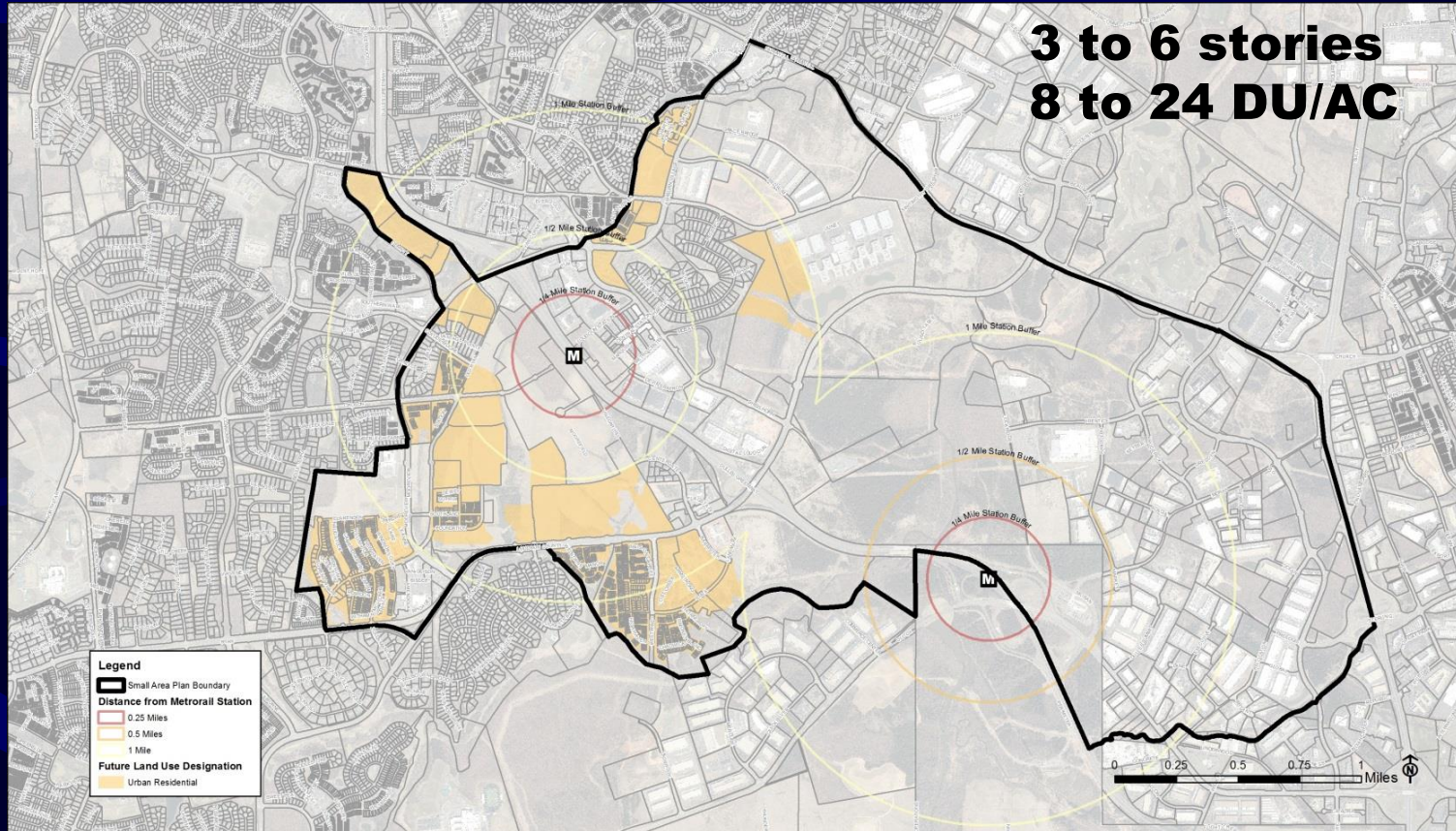


COMPACT, WALKABLE NON-RESIDENTIAL FORM AND PATTERN

Land Use Mix	Mix of Uses
Residential Density	N/A
Non-Residential Intensity	0.5 – 4.0 FAR
Prevailing Building Height	2- 6 Stories (90' Max)
Primary Transportation Mode	Transit, Walk, Bike, Auto

Urban Residential

3 to 6 stories
8 to 24 DU/AC



Urban Residential



RESIDENTIAL LAND USES

Primary Land Uses

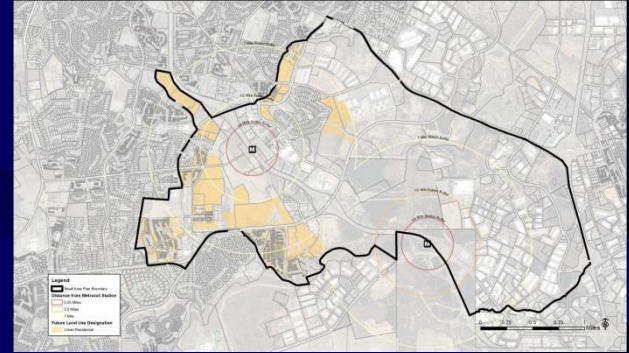
- Urban Style Townhomes
- Apartment Buildings
- Condominiums
- Two-over-Two Units
- Multi-family Attached

Secondary Land Uses

- Schools
- Churches
- Community Centers
- Limited neighborhood retail like drugstores and convenience stores in an urban, walkable format

Undesirable Land Uses

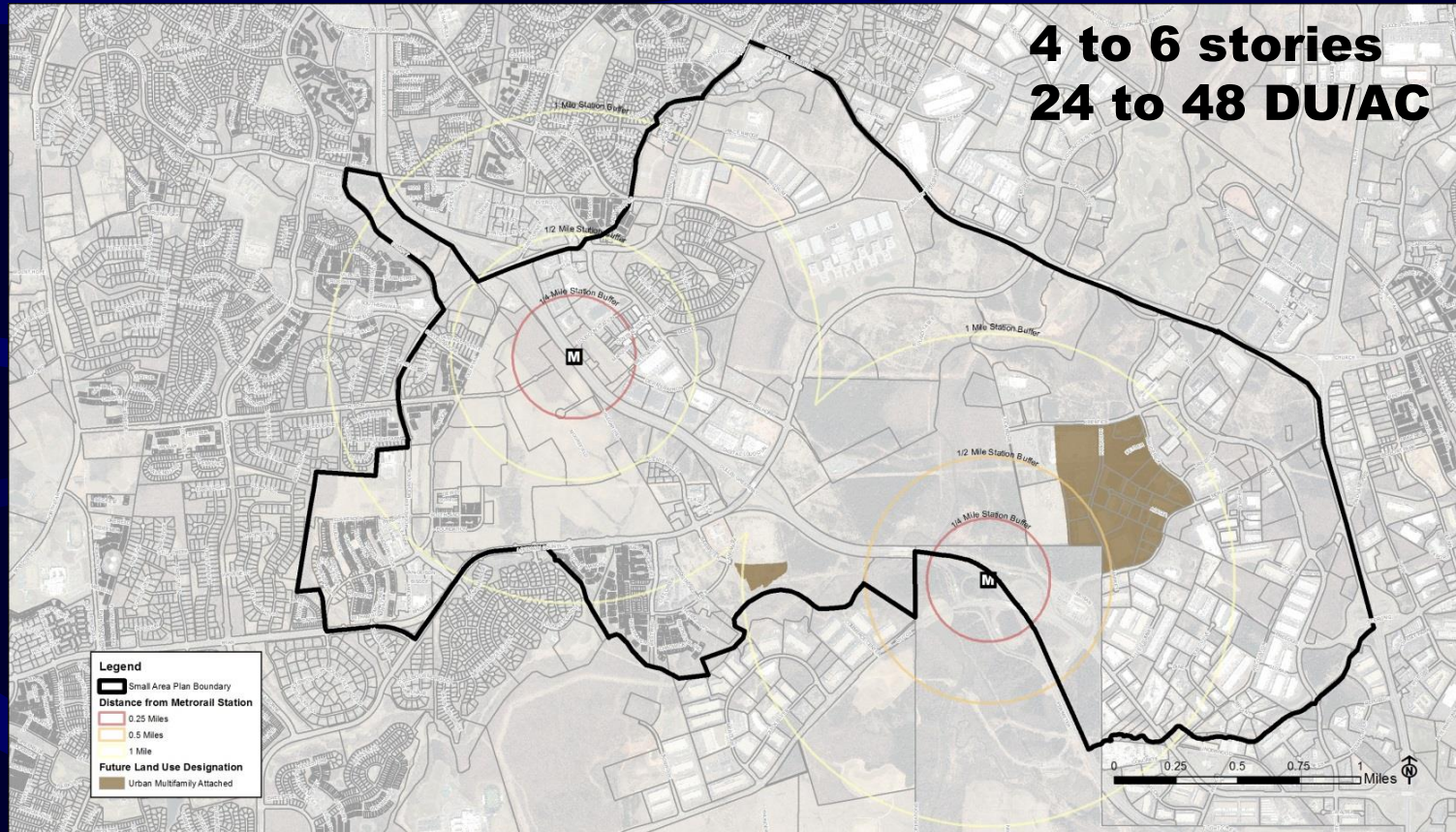
- Suburban style townhomes
- Suburban style retail uses



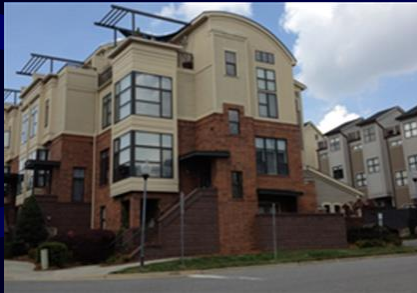
URBAN RESIDENTIAL FORM AND PATTERN

Land Use Mix	Separated Uses
Residential Density	8 – 24 du/ac
Non-Residential Intensity	N/A
Prevailing Building Height	3 – 6 Stories (70' Max)
Primary Transportation Modes	Transit, Walk, Bike, Auto

Urban Multi-family Attached



Urban Multi-family Attached



URBAN MULTI-FAMILY ATTACHED LAND USES

Primary Land Uses

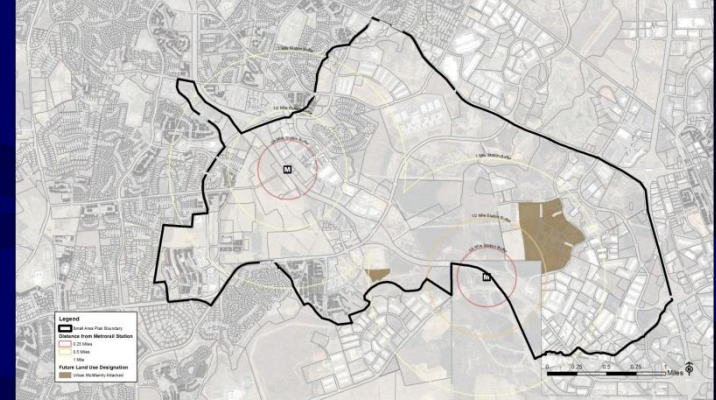
- Condominium
- Apartment

Secondary Land Uses

- Pocket Park
- Neighborhood Park
- Public Plaza
- Clubhouse
- Pool & Amenities
- Small scale retail like coffee shops or delicatessens

Undesirable Land Uses

- Large scale commercial uses
- Auto oriented uses (Gas Stations, Drive-through restaurants)
- Suburban style residential development
- Townhomes

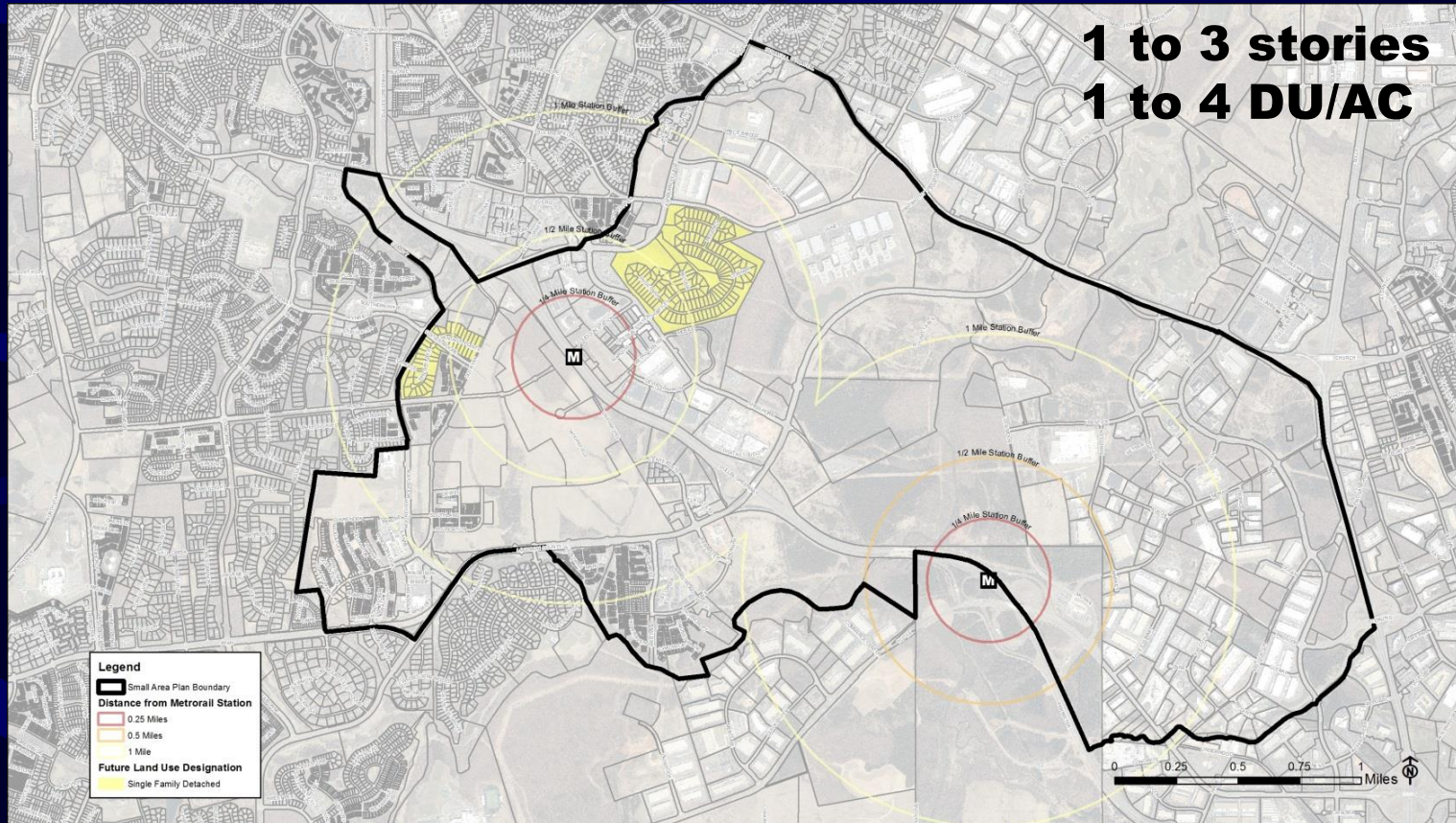


URBAN MULTI-FAMILY ATTACHED FORM AND PATTERN

Land Use Mix	Separated Uses
Residential Density	24 – 48 du/ac
Non-Residential Intensity	N/A
Prevailing Building Height	4 – 6 Stories (90' Max)
Primary Transportation Modes	Transit, Walk, Bike, Auto

Single Family Detached

1 to 3 stories
1 to 4 DU/AC



Single Family Detached



SINGLE-FAMILY DETACHED LAND USES

Primary Land Uses

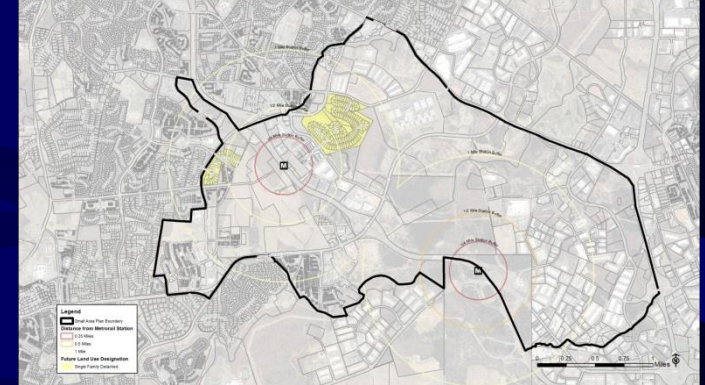
- Single Family Detached Homes

Secondary Land Uses

- Natural Areas
- Neighborhood Park
- Clubhouse
- Pool & Amenities

Undesirable Land Uses

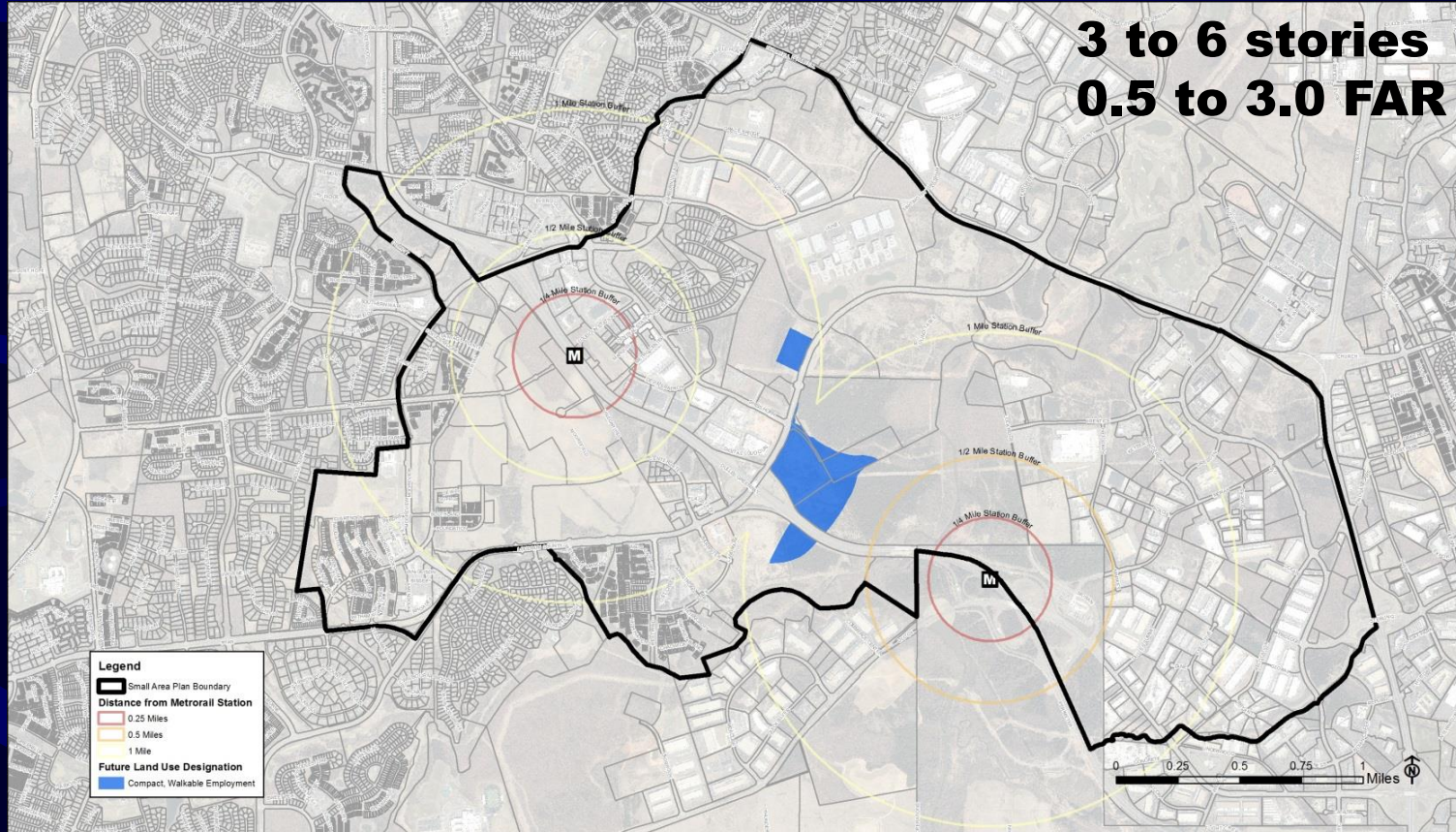
- Commercial Uses
- Residential Uses with incompatible densities



SINGLE-FAMILY DETACHED FORM AND PATTERN

Land Use Mix	Separated Uses
Residential Density	1 – 4 du/ac
Non-Residential Intensity	N/A
Prevailing Building Height	1 – 3 Stories (45' Max)
Primary Transportation Modes	Auto, Walk, Bike

Compact, Walkable Employment



Compact, Walkable Employment



COMPACT WALKABLE OFFICE LAND USES

Primary Land Uses

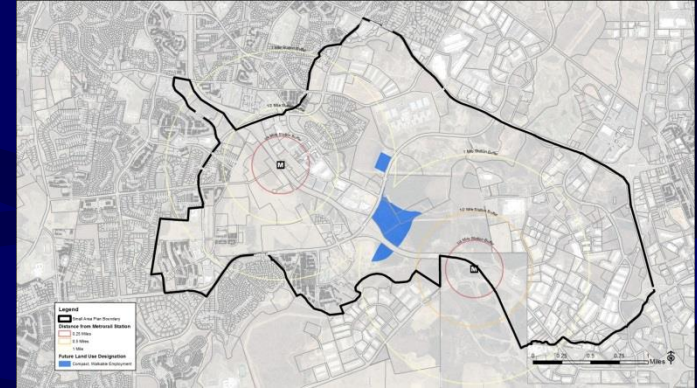
- Corporate Office
- Multi-tenant Professional Office
- Research and Development

Secondary Land Uses

- Copy and Printing
- Sit-down Restaurant
- Bank
- Public Plaza
- Outdoor Seating

Undesirable Land Uses

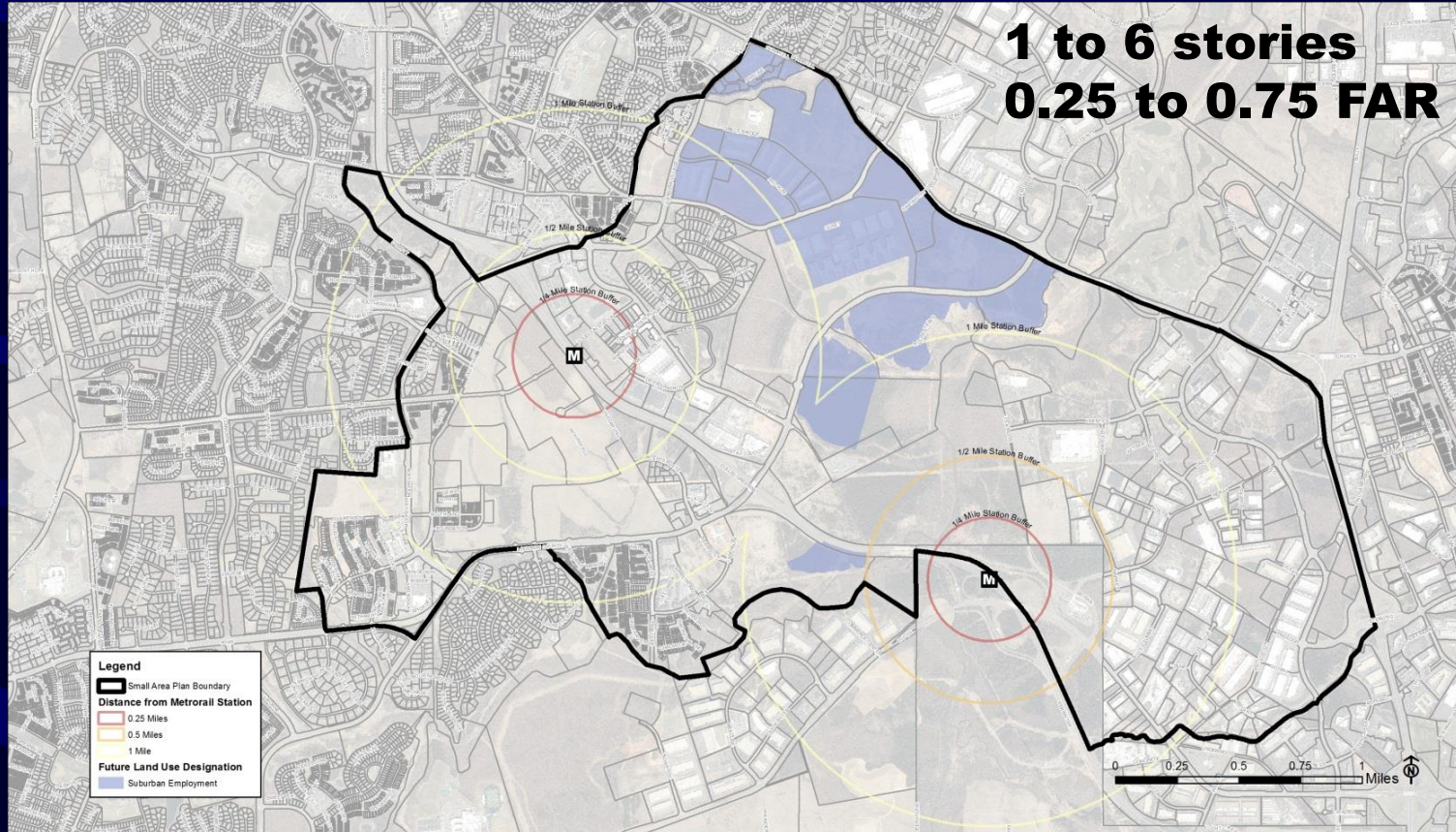
- Data Centers
- Strip retail
- Auto oriented uses (Gas Stations, Drive-through restaurants)



COMPACT WALKABLE OFFICE FORM AND PATTERN

Land Use Mix	Separated Uses
Residential Density	N/A
Non-Residential Intensity	0.50 – 3.00 FAR
Prevailing Building Height	3 - 6 Stories (90' Max)
Primary Transportation Modes	Transit, Walk, Bike, Auto

Suburban Employment



Suburban Employment



SUBURBAN OFFICE LAND USES

Primary Land Uses

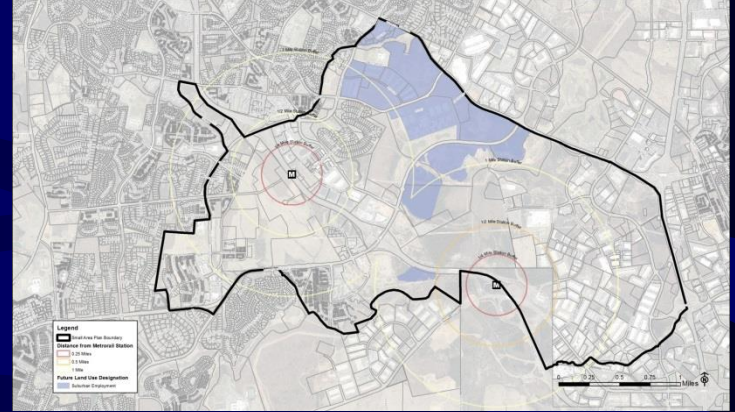
- Corporate Office Buildings
- Multi-tenant Professional Office
- Research and Development
- Flex-Industrial

Secondary Land Uses

- Copy and Printing
- Sit-down Restaurant
- Bank
- Auto oriented uses (Gas Stations, Drive-through restaurants)
- Suburban style retail
- Pad sites
- Self-storage facilities

Undesirable Land Uses

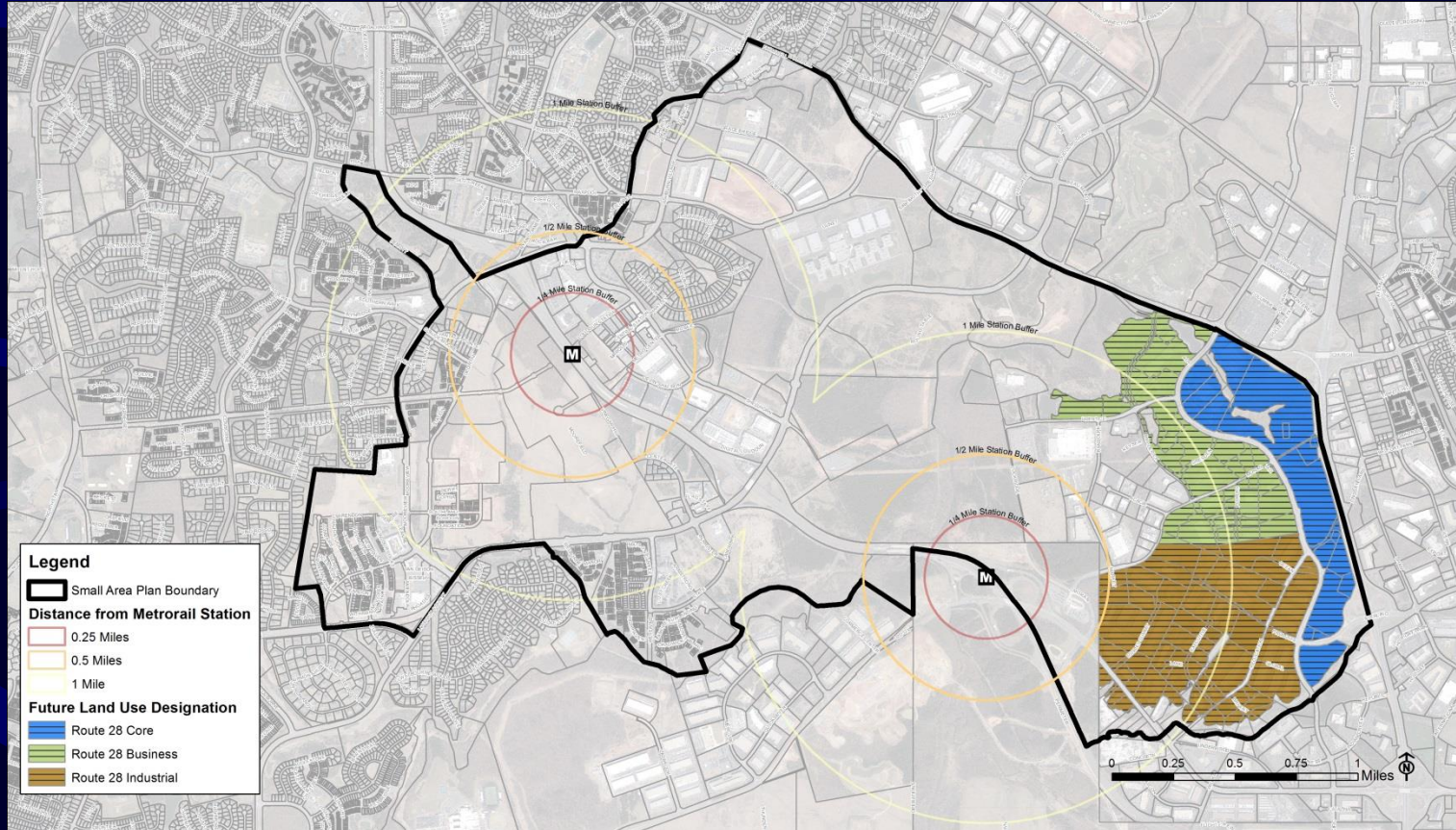
- Residential Development



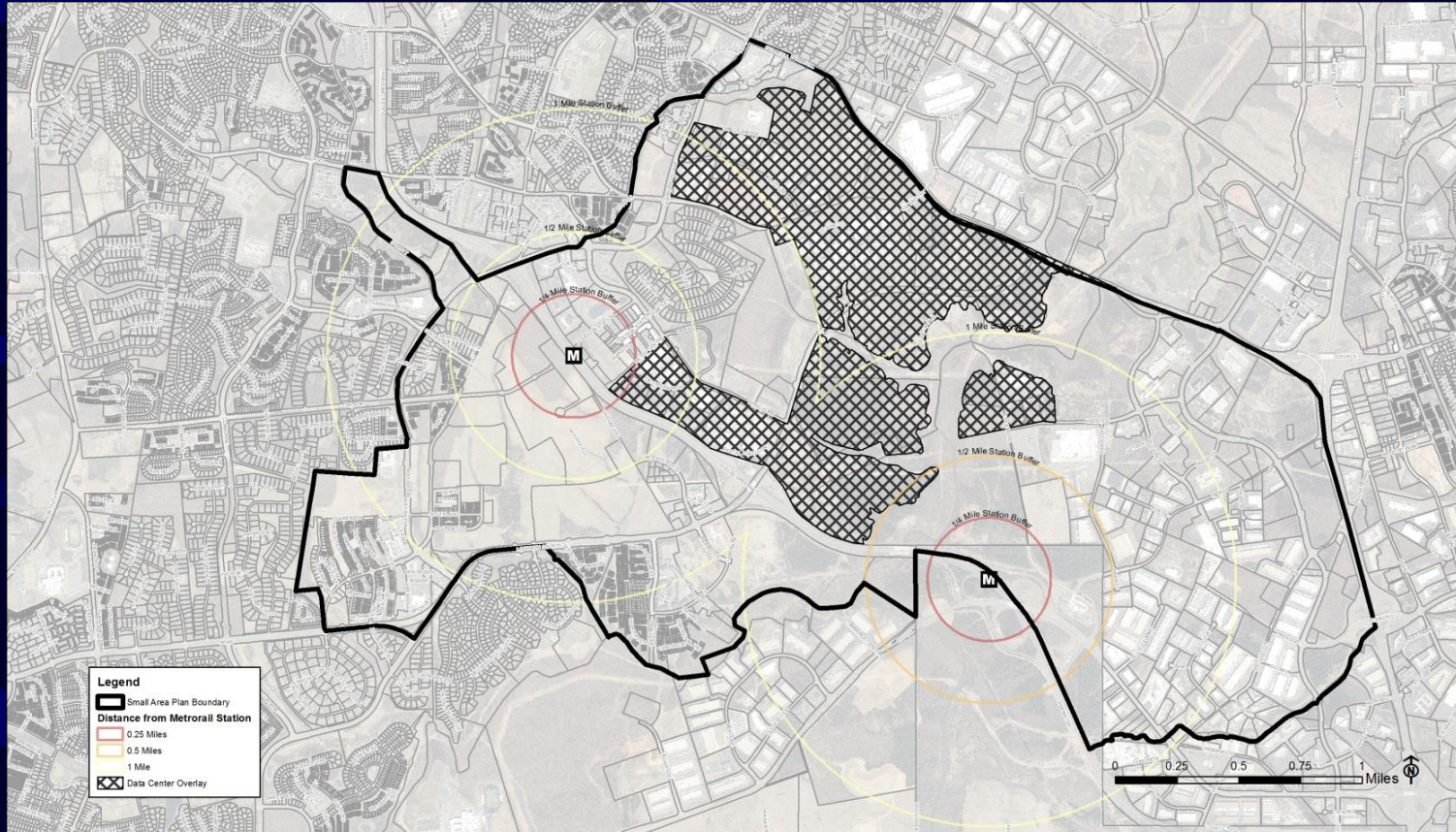
SUBURBAN OFFICE FORM AND PATTERN

Land Use Mix	Separated Uses
Residential Density	N/A
Non-Residential Intensity	0.25 – 1.0 FAR
Prevailing Building Height	1 - 6 Stories (90' Max)
Primary Transportation Modes	Auto

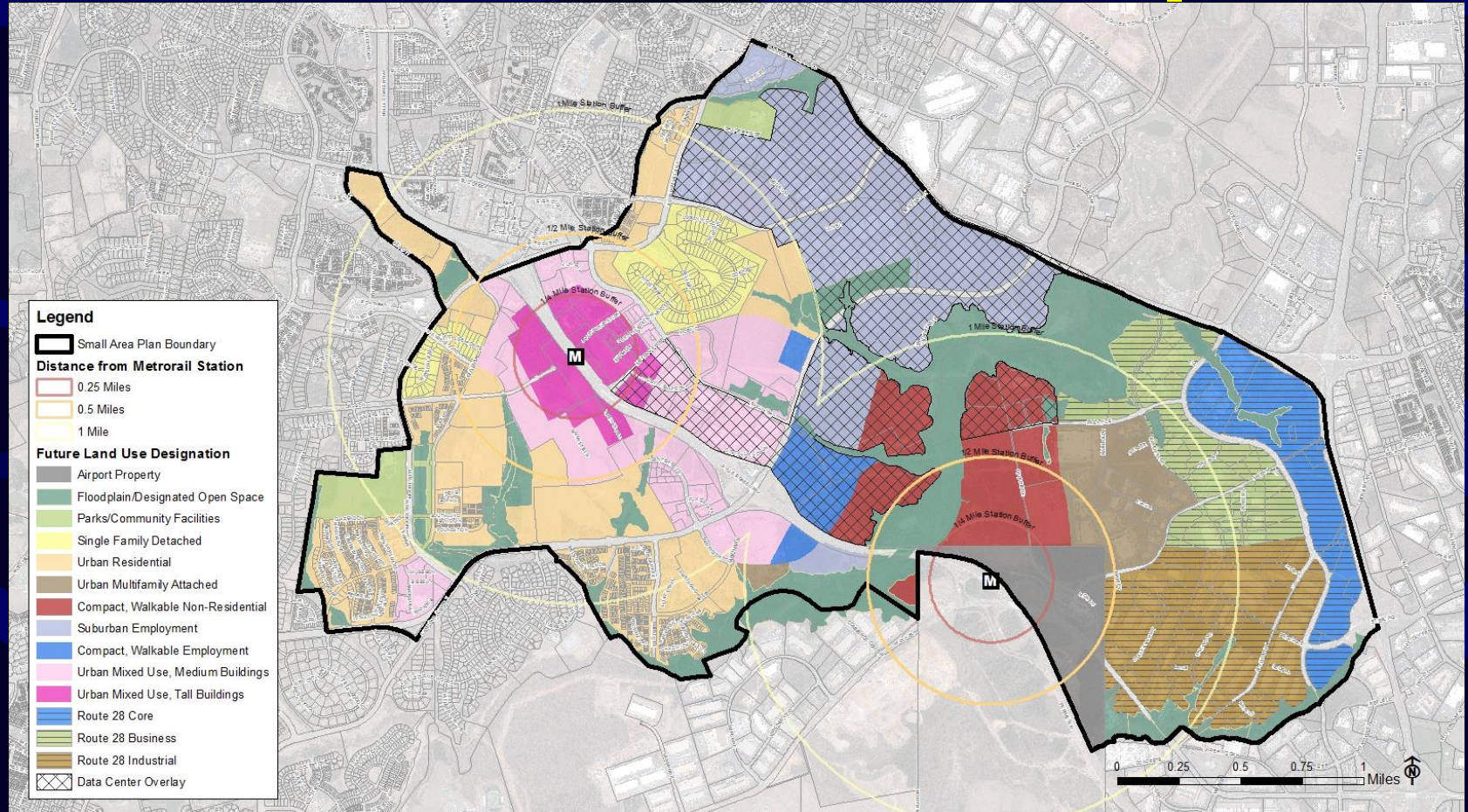
Route 28



Data Center Overlay



Planned Land Use Map



Forecasted New Residential Units (2040)

- **Current Plan – 7,142 total units**
- **Proposed Plan – 22,419 total units**
- **Proposed Plan**
 - **4,570 additional single-family attached**
 - **10,707 additional multi-family**

Forecasted New Employment (2040)

- **Current Plan – 18,760 total jobs**
- **Proposed Plan – 28,272 total jobs**
- **Proposed Plan**
 - **9,512 additional jobs**

Urban Design Guidelines

Urban Design Guidelines

- Setbacks
- Sidewalk Width
- Planting Strips
- On-Street Parking
- Street Furniture
- Lighting
- Public Spaces



Lower Setbacks



Preferred

VS



Undesirable

Wider Sidewalks



Undesirable

VS



Preferred

Street Furniture



Planting Strips



Preferred

VS



Undesirable

Street Lighting



Primary Function of Streets

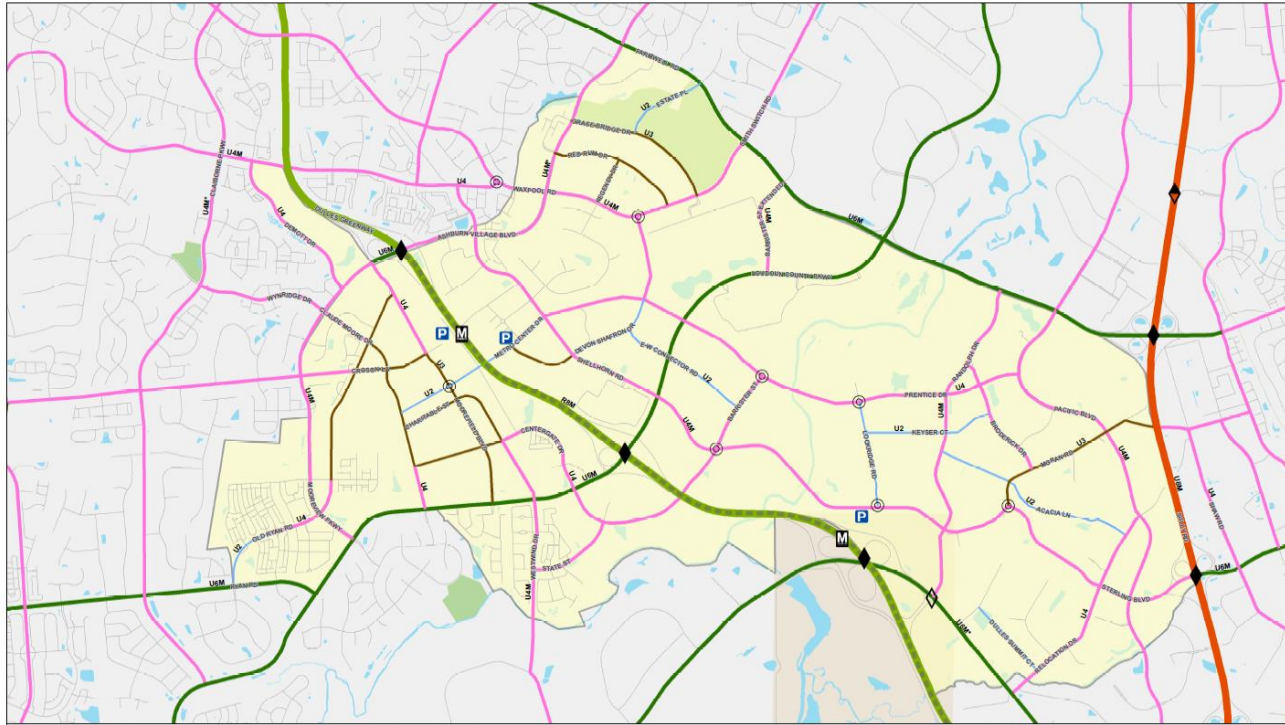


Public Spaces



Transportation Network

Transportation Network



Silver Line Small Area Plan - 2040 Proposed CTP Roadway Network



DISCLAIMER: This map is for discussion purposes only and the roadway network shown is subject to change.

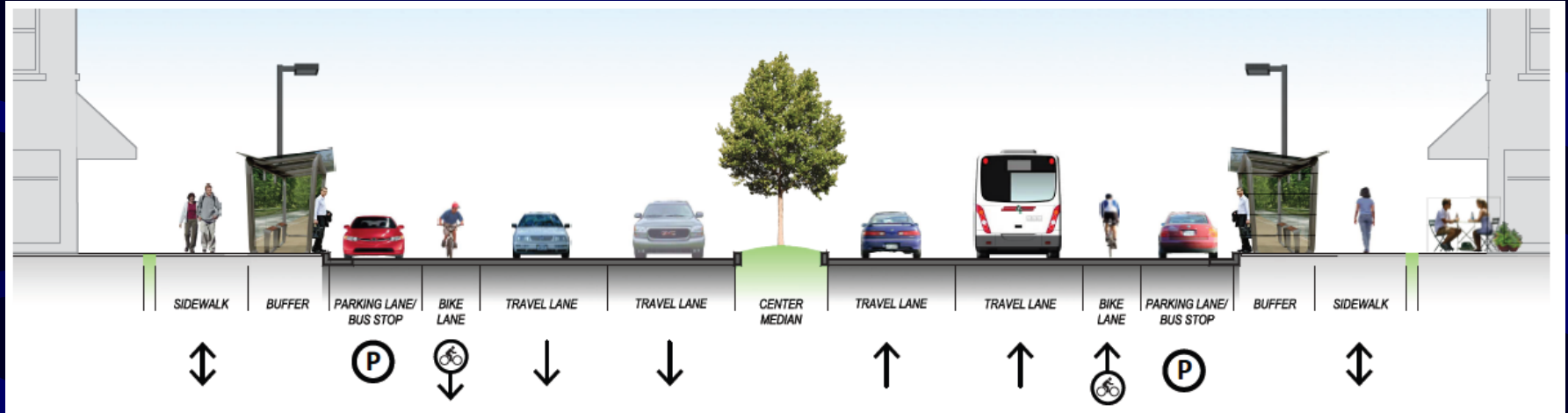
0 500 1,000 2,000 3,000 4,000 Feet



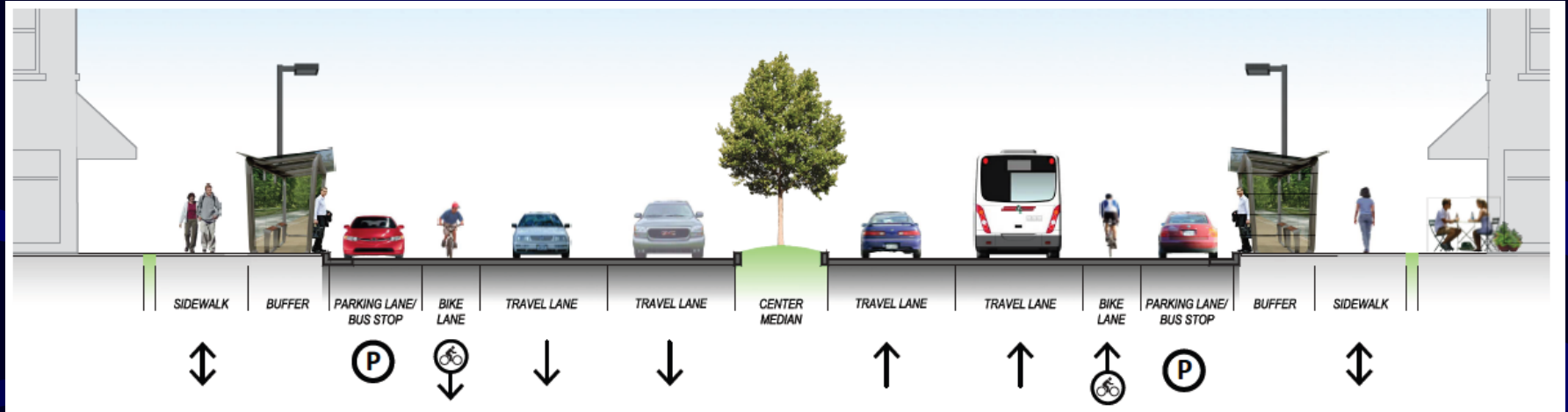
Legend

- Water
- Parks
- Federally-Owned Land
- Silver Line Area Plan Boundary
- Future Parking Garage
- Future Metrolink Station
- Existing Interchange
- Existing Partial Interchange
- Planned Interchange
- Planned Partial Interchange
- Number of Lanes**
 - Local Road
 - Urban 3-Lane
 - Urban 4-Lane
 - Urban 6-Lane Divided
 - Urban 8-Lane Divided
 - Rural 8-Lane Divided
 - Urban 10-Lane Divided
 - Urban 6-Lane Divided

Multi-Modal Design Standards

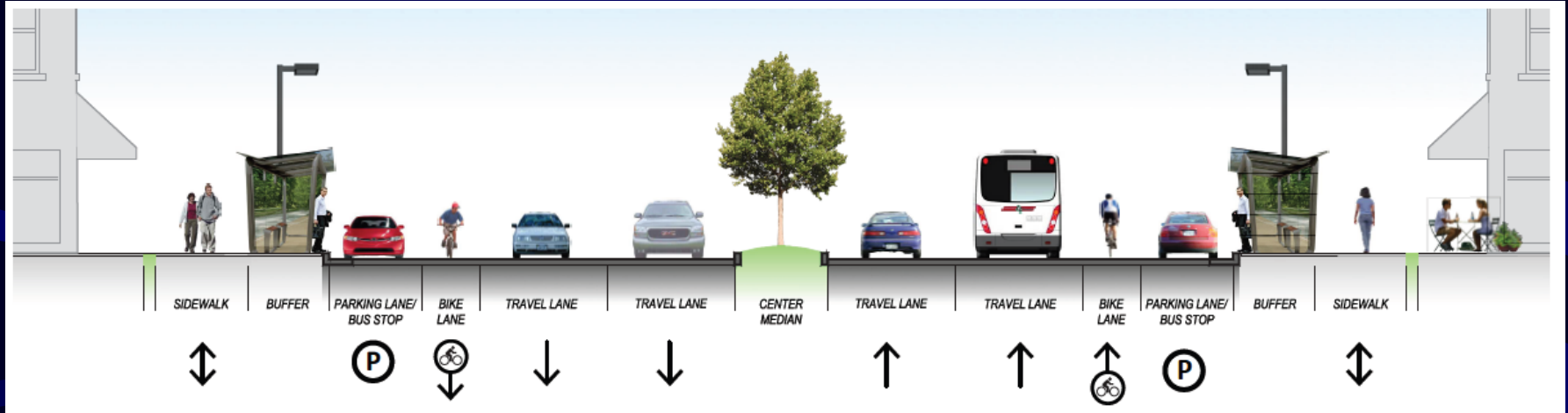


Multi-Modal Design Standards



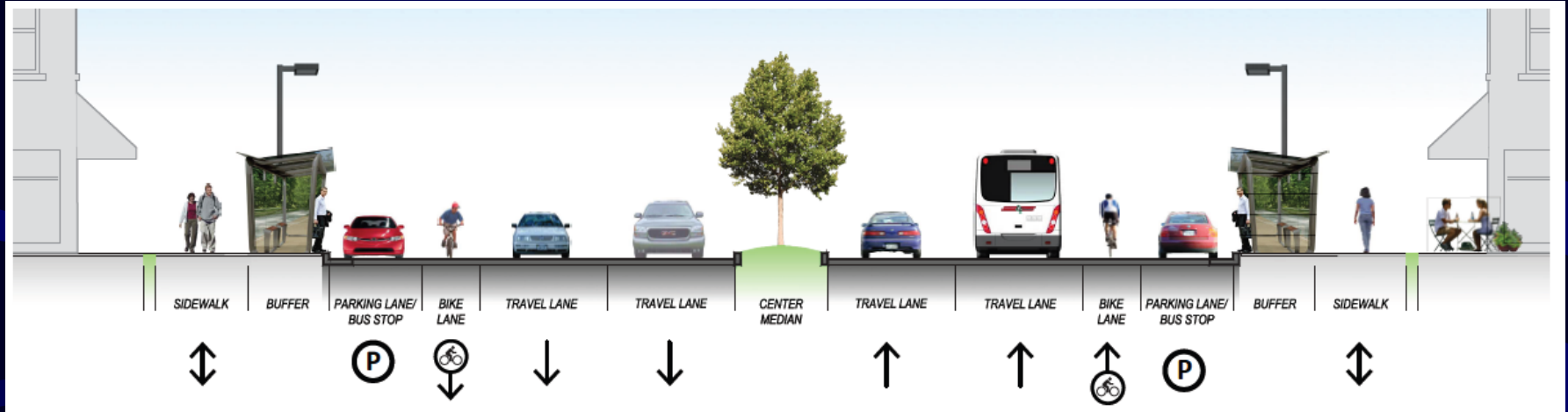
Narrower Travel Lanes

Multi-Modal Design Standards



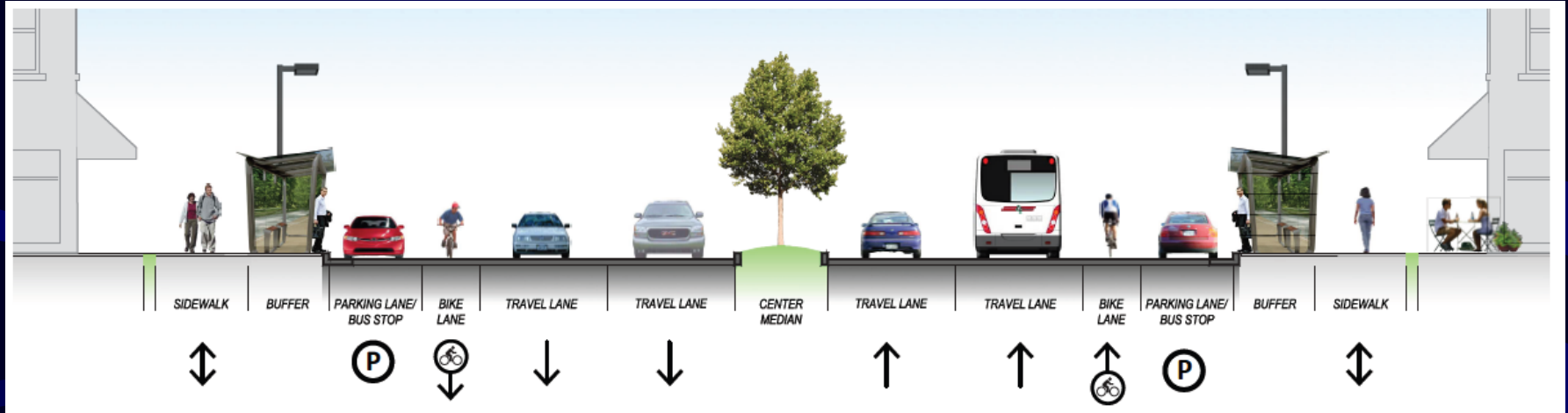
Bus Shelters

Multi-Modal Design Standards



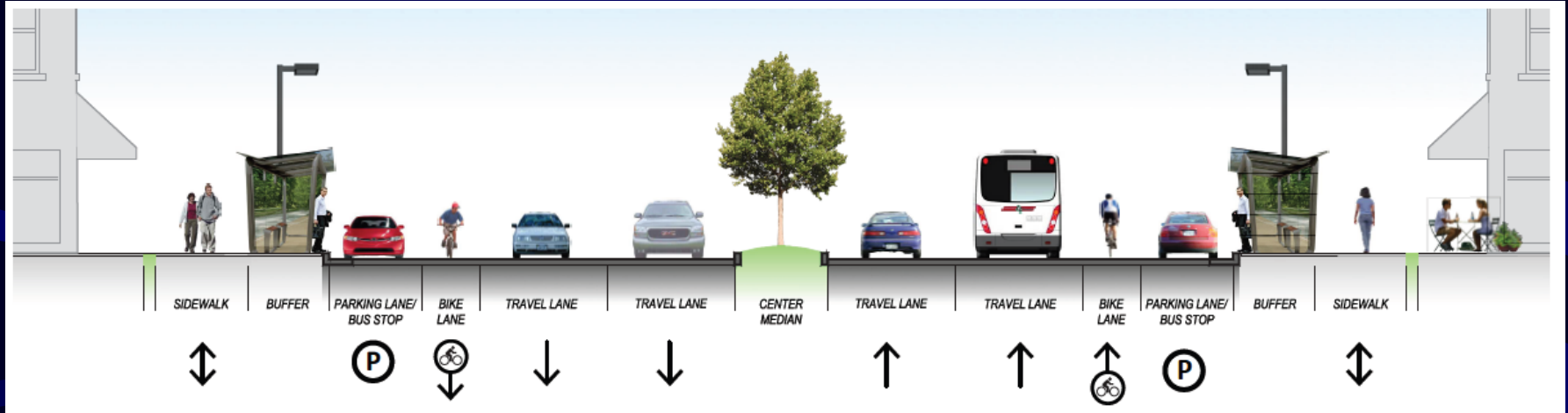
Bike Lanes

Multi-Modal Design Standards



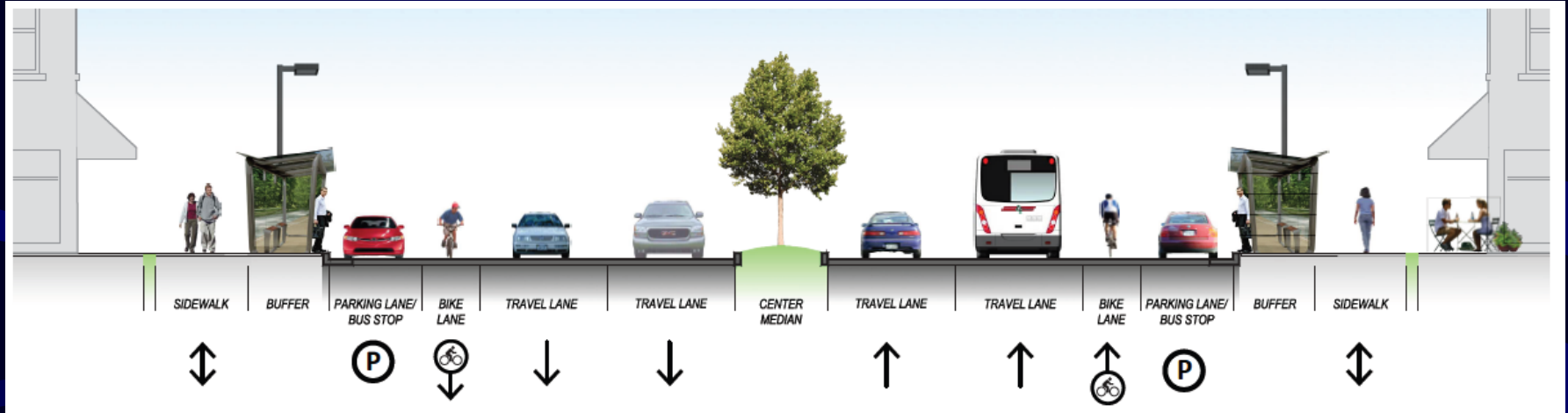
Wider Sidewalks

Multi-Modal Design Standards



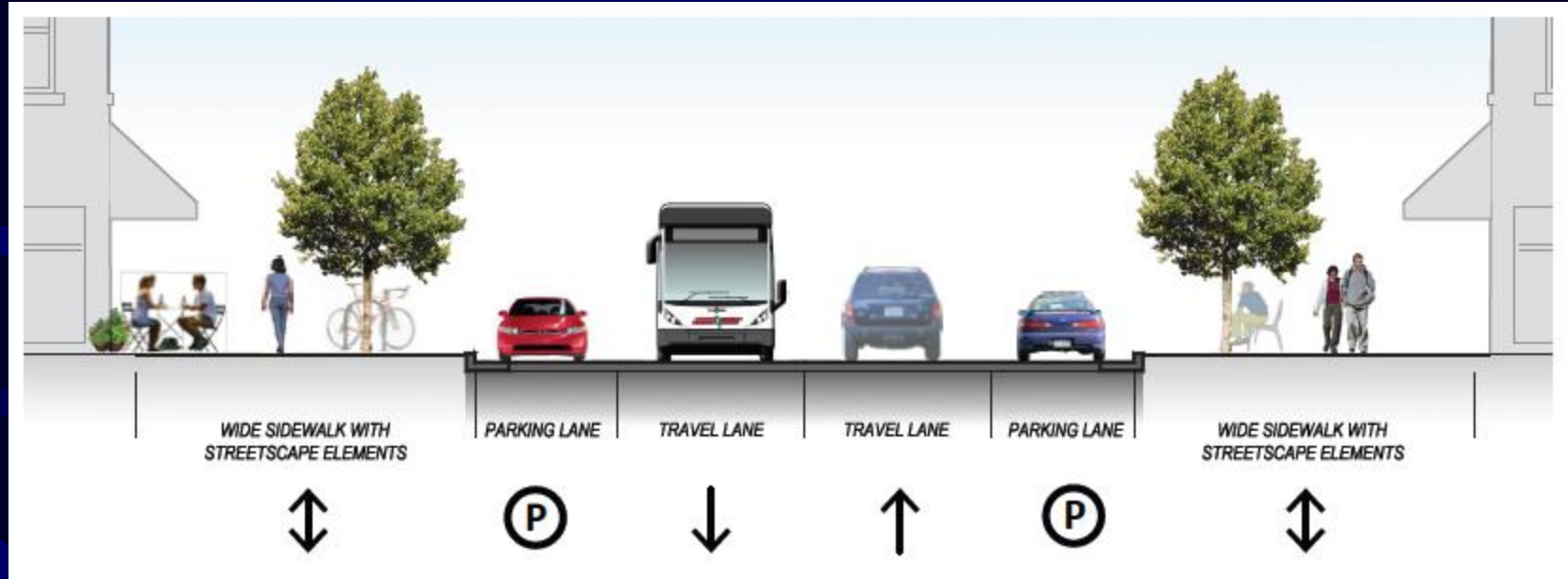
On-Street Parking

Multi-Modal Design Standards



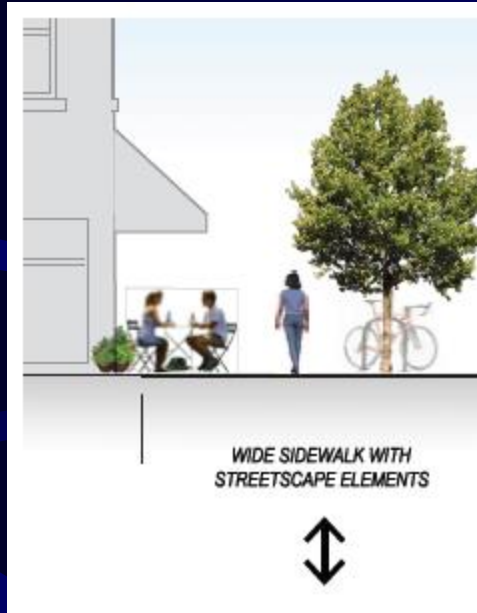
Potential Roadway Section for Shellhorn Road or Centergate Drive

Multi-Modal Design Standards



Potential Roadway Section for “Main Street” in Mixed-Use Neighborhoods

Multi-Modal Design Standards



Potential Roadway Section



Other Plan Components

- **Environment**
- **Parks**
- **Schools**
- **Community Facilities and Services**
- **Economic Development**
- **Transportation and Connectivity**
- **Housing Affordability**

Schools

- **Identify potential school sites**
- **Evaluate student generation**
- **Discuss urban school designs**

Parks

- **Linear park and trail along Broad Run**
- **Connections to W&OD**
- **New neighborhood park sites**

Next Steps

- **Refine Land Use Map**
- **Continue drafting plan policy**
- **Present plan draft at future public meeting**

Group Discussions

- **Do you have suggested changes for the proposed land use?**
- **Are the land use categories appropriate?**
- **Do you have suggested changes for the proposed roadway network?**
- **What other ideas do you have and what other plan elements should be considered?**

Questions?