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Stakeholder Committee Meeting

July 10, 2017 | Loudoun County Comprehensive Plan

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Administrative Items

Agenda

1. Welcome / Sign-in / Dinner / Administrative Items
2. Review Stakeholders Committee Work Plan
3. General Plan Outline
4. Silver Line Presentation Part 1
5. Next Meeting
6. Adjourn

Administrative Items

1. Silver Line CPAM Incorporation – Board Action
2. Re-Cap of Envision the Future Workshops
3. Stakeholders Observations/Comments

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

Charter Topics

1. Economic Development
2. Transition Policy Areas
3. Residential Housing Choice and Diversity
4. Redevelopment/Revitalization
5. Suburban Policy Area
6. Community Facilities and Supporting Infrastructure
7. Quality Development
8. Fiscal Management
9. Growth Management

Work Plan - July

July 10:

1. Review Work Plan (Board Direction on Silver Line CPAM)
2. Expectations Staff, Consultant, Stakeholders Committee / Sub-committees
3. Review Plan Outline
4. Part 1 – Silver Line CPAM Background/Plan Overview

July 31

1. Part 2 – Silver Line CPAM Plan
2. Transportation Needs & Opportunities
3. Response to Public Feedback on Vision, Goals, and Objectives
4. Discussions on Suburban Policy Area Land Use Approach

Work Plan - August

August 14:

1. Round 2 Public Input Summary
2. Discussion of Workforce Housing Strategies
3. Discussion of Economic Development Strategies
4. Staff's Preliminary Suburban Policy Area Recommendations (Infill, Revitalization, Keynote Employment)

August 28:

1. Suburban Policy Area SC Draft Recommendations
2. Overview of TPA Related Public Feedback/Review of Stakeholder's Outcomes for TPA
3. Recommended Approach for TPA
4. Additional Technical Information on TPA (By-Right vs. Rezonings, Utility Services, etc.)

Work Plan - September

September 11

1. Preliminary Economic Development Recommendations/Policies/Actions
2. Preliminary Workforce Housing Recommendations/Policies/Actions
3. Staff's Preliminary Options for Transition Policy Area

September 25

1. SC Transition Policy Area Recommendation (Scenarios)
2. SC Economic Development Recommendations/Policies/Actions
3. SC Workforce Housing Recommendations/Policies/Actions

Work Plan - October

October 16:

1. Part 3 Silver Line CPAM – Decision Points – Approach, Land Use, Etc.
2. Completion of First Draft of Land Use Map (TPA and Suburban Policy Areas) and Shape Chapter
3. Draft Public Facility Maps (Parks, Open Space, and Trails; Fire Stations/Emergency Services; Schools, Community Centers, Utilities, etc.).
4. Preliminary Review of Carry-Over Policies/Actions (Rural Policy Area, etc.)

October 30:

1. Continued Preliminary Review of Carry-Over Policies/Actions (Rural Policy Area, etc.)
2. Finalize Draft of Public Facility Recommendations
3. Draft Modal Networks;

Work Plan – November

November 6:

1. Finalizing Draft of Carry-Over Policies/Actions
2. Review Draft Sustain, Support, Compete Chapters;
3. Preview of Fiscal Impact Analysis (Existing Conditions, etc.)

November 20:

1. Identified Transportation Needs/Opportunities
2. Continued Review Draft Sustain, Support, Compete Chapters

Work Plan - December

December 4:

1. Fiscal Impact Analysis Results
2. Review Updates to Shape, Sustain, Support, Compete Chapters;
3. Review Draft Implementation Chapter
4. Draft CTP Recommendations
5. Continue Plan Review

December 18

1. Preliminary Draft of Implementation Chapter
2. Finalize CTP Recommendations
3. Final Review of Draft Plan Components
4. Review of Public Meetings Format

Work Plan

January 2018

Public Outreach Meetings on Draft Plan Components

1. *Transition Policy Area Land Use Scenarios*
2. *Suburban Policy Areas of Change – Land Use and Related Policies*
3. *Revitalization and Infill – Land Use and Related Policies*
4. *Draft Policies/Strategies/Actions For Five Goal Areas*
5. *Future Public Facilities Maps*
6. *Draft Comprehensive Transportation Recommendations*

Work Plan - **February Through May 2018**

1. Addressing Public Feedback to Plan
2. Revising and Finalizing Draft General Plan and Transportation Plan

Major Sub Tasks

1. Silver Line CPAM
2. Housing Policies/Strategies
3. Economic Development Policies/Strategies
4. Suburban Policy Areas for Change
5. Transition Policy Area
6. Infrastructure/Utility Planning
7. Carry Over Components/Policies From RGP
8. Public Facility Plans

Major Sub Tasks

9. Fiscal Impact Model
10. Growth Management Policies/Strategies
11. Quality Development Policies/Strategies
12. Comprehensive Transportation Plan
13. Rural Policy Area
14. Green Infrastructure
15. Drafting of Plan

Use of “White Papers” on Topics

1. What we heard (Public Feedback/Studies)
2. Challenges and Opportunities (Foundations Report)
3. Related goals and objectives
4. Recommended policies/strategies

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Silver Line Comprehensive Plan Amendment (CPAM)

July 10, 2017

Stakeholders Committee Meeting

Presented by the Department of Planning and Zoning

Purpose

- Present Silver Line CPAM 2016-0002 history
- Present an overview of the plan components
- Provide synopsis of Planning Commission and Board issues
- Provide Board direction
- Questions and Discussion

CPAM History

- May 2014 – ULI Technical Assistance Panel
- September 2015 – Market Analysis and Best Practices Study
- December 2015 – Scenario Planning Study
- January 2016 – Board directs Staff to develop Work Pan for CPAM
- March 2016 – Board initiates CPAM
- June 29, 2016 – Public Meeting #1
- July 15, 2016 - TLUC
- September 13, 2016 – Public Meeting #2

CPAM History – PC and Board Action

DATE	TASK / ACTION
November 2016	BOS Special Meeting
January 2017	Planning Commission Public Hearing
February 2017	Planning Commission Work Session
March 2017	Planning Commission Work Session
March 2017	Planning Commission Public Hearing
April 2017	Planning Commission Work Session
May 2017	BOS Public Hearing and Consideration
June 2017	BOS Public Business Meeting

Background: CPAM Goals

Desirable Land Use Patterns

Maximize Employment Opportunities

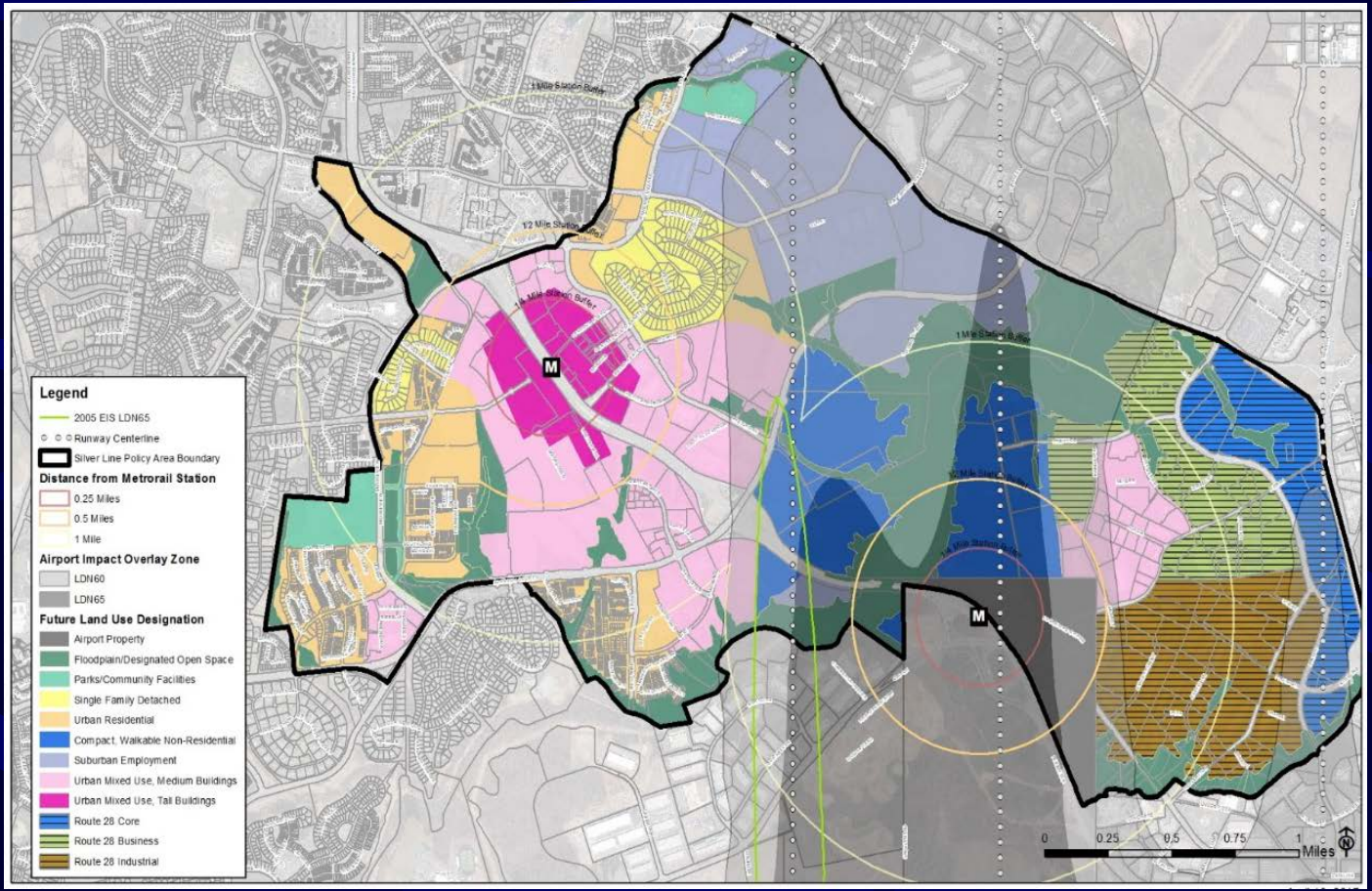
Maximize Tax Revenue to support Metrorail operations

Minimize Impacts on the Transportation System

Plan Components

- Land Use
- Urban Design Guidelines
- Community Facilities
- Transportation
- Economic Development
- Fiscal Planning
- Green Infrastructure
- Implementation

Planned Land Use



Urban Residential Land Use Typology

TYPICAL URBAN RESIDENTIAL LAND USES

Primary Land Uses

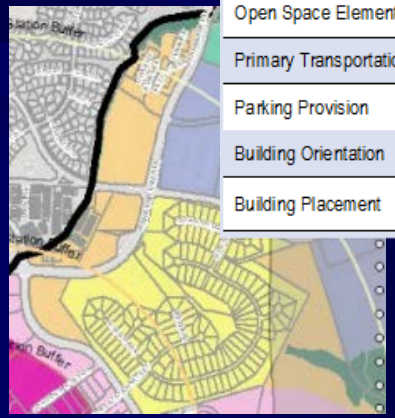
- Urban Townhomes
- Two-over-Two Units
- Age Restricted Housing
- Live-Work Lofts
- Apartment Buildings
- Condominiums
- Limited neighborhood retail such as, drugstores and convenience stores in an urban, walkable format on the first floor of residential buildings

Secondary Land Uses

- Multi-family attached
- Schools
- Churches
- Community Centers

Undesirable Land Uses

- Suburban style townhomes
- Suburban style retail uses



URBAN RESIDENTIAL FORM AND PATTERN

Land Use Mix	Separated Uses
Residential Density Range	12 – 24 du/ac
Typical Home Size Range	700 – 2000 SF
Non-Residential Intensity Range	N/A
Prevailing Building Height	3 – 6 Stories (70' Max)
Typical Block Length	N/A
Street Pattern	Curvilinear or Grid
Open Space Elements	Pocket Parks / Courts / Buffers / Ponds, Outdoor Gathering Spaces
Primary Transportation Modes	Transit, Walk, Bike, Auto
Parking Provision	Private Driveways, On-Street
Building Orientation	Facing Street
Building Placement	Setback Behind Front Yard

Urban Residential Land Use Typology

Single-Family Attached Units

Single-Family Attached

- Auto Oriented
- Front or Rear Garages
- Typically ~2,200 SF
- Units set back from roads
- Typically have yards
- Up to 24 Feet wide
- ~8 Dwelling Units per acre
- Typically 3 stories

Urban Townhome

- Pedestrian Oriented
- Rear Load Garages
- Typically ~1,800 SF or less
- No or minimal setbacks
- Common open space
- Generally less that 20 Feet wide
- ~16 Dwelling Units per acre
- Up to 4 stories

Multi-Family Units

Multi-Family

- Auto Oriented
- Typically 1,500 SF
- ~20 DU per acre
- Setbacks from roads
- Typically surrounded by open space

Urban Multi-Family

- Pedestrian Oriented
- Typically 1000 SF
- ~48 DU per acre
- No or minimal setbacks
- Open space provided in courtyards or similar

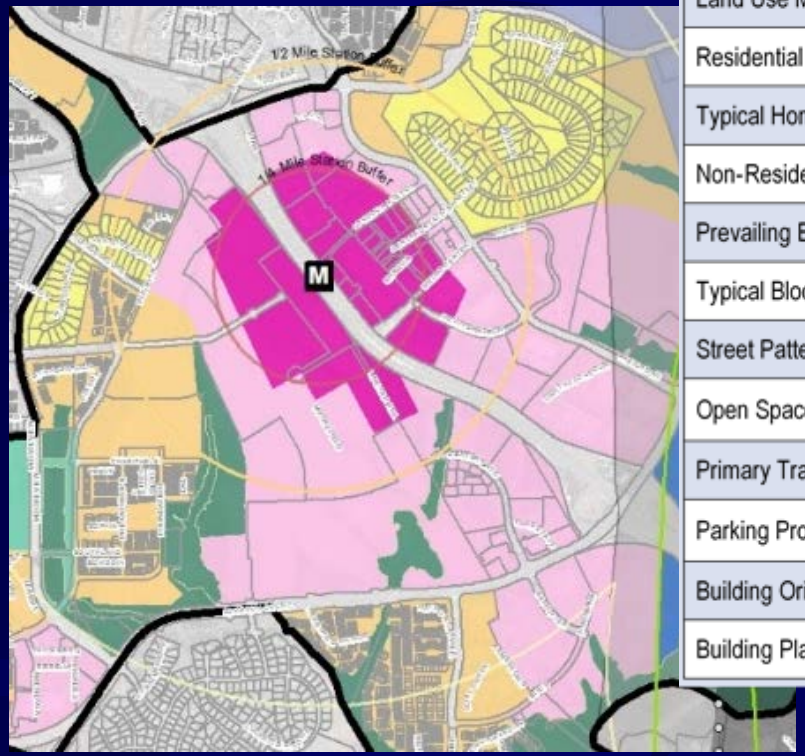
Mixed Use Medium Land Use Typology

TYPICAL MEDIUM URBAN MIXED-USE LAND USES

Primary Land Uses
- Condominium Buildings
- Apartment Buildings
- Two-over-two Buildings
- Elevator Flats
- Restaurants
- Grocery Stores
- Banks
- Integrated Retail Sales / Commercial uses
- Doctor Offices
- Multi-tenant Office Buildings
- Corporate Office Buildings

Secondary Land Uses
- Community Facilities
- Cultural facilities: museums, art galleries, performing arts venues
- Schools
- Pocket Parks
- Neighborhood Parks
- Public Plazas
- Urban Townhomes

Undesirable Land Uses
- Single Family Detached Homes
- Suburban Style Townhomes
- Large scale commercial uses
- Auto oriented uses (Gas Stations, Drive- through restaurants)



MEDIUM URBAN MIXED-USE FORM AND PATTERN

Land Use Mix	Mix of Uses
Residential Density Range	24 – 48 du/ac
Typical Home Size Range	400 – 1300 SF
Non-Residential Intensity Range	1.0 – 4.0 FAR
Prevailing Building Height	4 - 6 Stories
Typical Block Length	400 – 800 LF
Street Pattern	Grid
Open Space Elements	Pocket & Neighborhood Parks / Plazas, Public Gathering Spaces
Primary Transportation Modes	Transit, Walk, Bike, Auto
Parking Provision	Structured Parking, On Street Parking, Rear Surface Lot
Building Orientation	Facing Street
Building Placement	Directly Behind Sidewalk

Mixed Use Medium Land Use Typology

Mixed Use Tall Land Use Typology

TYPICAL MIXED-USE TALL BUILDINGS LAND USES

Primary Land Uses

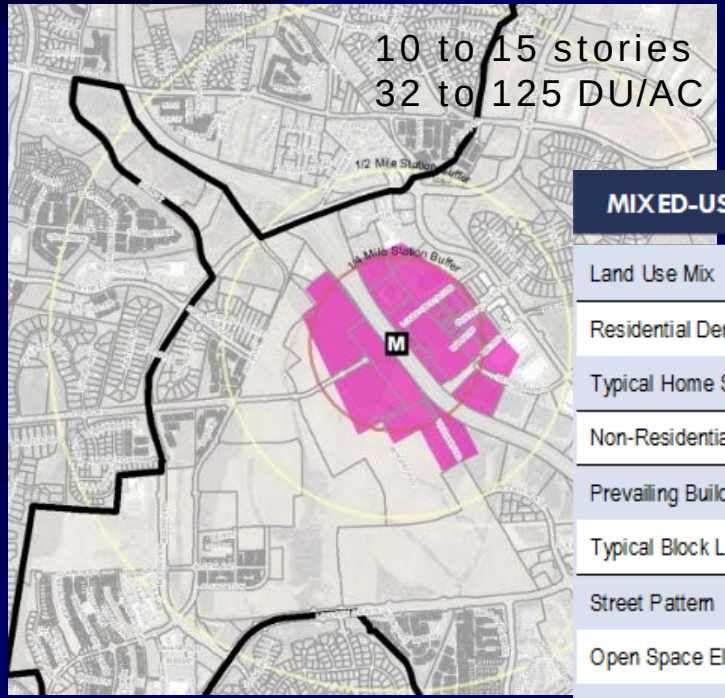
- Condominium
- Apartment
- Sit-down Restaurant
- Integrated Retail Sales and Service
- Bank
- Grocery Store
- Night Club
- Multi-tenant Professional Office
- Uses compatible with walkable, urban environments

Secondary Land Uses

- Community Facilities
- Cultural facilities: museums, art galleries, performing arts venues
- 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 Range	32 – 125 du/ac
Typical Home Size Range	400 – 1000 SF
Non-Residential Intensity Range	2.0 – 6.0 FAR
Prevailing Building Height	10 – 15 Stories (195' Max)
Typical Block Length	400 – 800 LF
Street Pattern	Grid
Open Space Elements	Pocket Parks / Plazas
Primary Transportation Modes	Rail, Bus, Walk, Bike, Auto
Parking Provision	Parking Deck, On-Street, Rear Surface Lot
Building Orientation	Facing Street
Building Placement	Behind Sidewalk

Mixed Use Tall Land Use Typology

Compact, Walkable Nonresidential Land Use Typology

COMPACT, WALKABLE NON-RESIDENTIAL FORM AND PATTERN	
Land Use Mix	Mix of Uses
Residential Density Range	N/A
Typical Home Size Range	N/A
Non-Residential Intensity Range	0.5 – 6.0 FAR
Prevailing Building Height	2-6 Stories
Typical Block Length	400 – 800 LF
Street Pattern	Grid
Open Space Elements	Pocket Parks / Plazas
Primary Transportation Mode	Transit, Walk, Bike, Auto
Parking Provision	Parking Structure, On-Street, Rear Surface Lot
Building Orientation	Facing Street
Building Placement	Directly Behind Sidewalk

TYPICAL COMPACT, WALKABLE NON-RESIDENTIAL LAND USES

Primary Land Uses
- Sports stadium (within ½ mile of Loudoun Gateway Station)
- Convention Center (within ½ mile of Loudoun Gateway Station)
- Exhibit, symphony hall or museum (within ½ mile of Loudoun Gateway Station)
- Regional shopping mall (within ½ mile of Loudoun Gateway Station)
- Office Buildings/Complexes
- Research-and-Development
- Restaurants
- Retail Sales
- Hotels
- Banks

Secondary Land Uses
- Cultural facilities: museums, art galleries, performing arts venues
- Movie Theater
- Neighborhood Parks
- Public Plazas
- Outdoor Seating
- Community Facilities
- Light Flex industrial / Manufacturing

Undesirable Land Uses
- Strip retail
- Residential
- Auto oriented uses (Gas Stations, Drive-through restaurants)

Compact, Walkable Nonresidential Land Use Typology

Urban Design Guidelines

- **Purpose – to guide property owners, developers, architects, engineers, and all community members in creating enhanced pedestrian movement, access, comfort, and safety– contributing to the livability walkability of the Silver Line Planning Area**

- **Placemaking - the act of designing buildings to increase attractiveness to and compatibly with the people who use them, is the primary design principle in creating walkable neighborhoods**

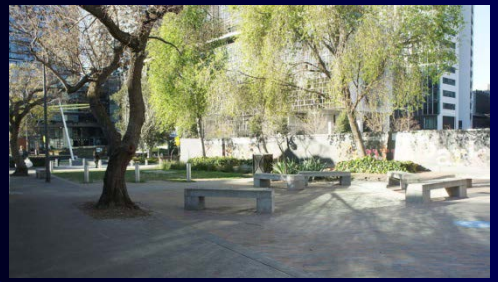
Urban Design Guidelines

- **Goals of Urban Design Guidelines**
  - **Promote accessibility and establish links to transit**
  - **Promote walkability**
  - **Establish human scale of buildings**
  - **Encourage human activity between buildings and streets**
  - **Create inviting spaces for activity**
  - **Create a sense of place and uniqueness**

Urban Design Guidelines

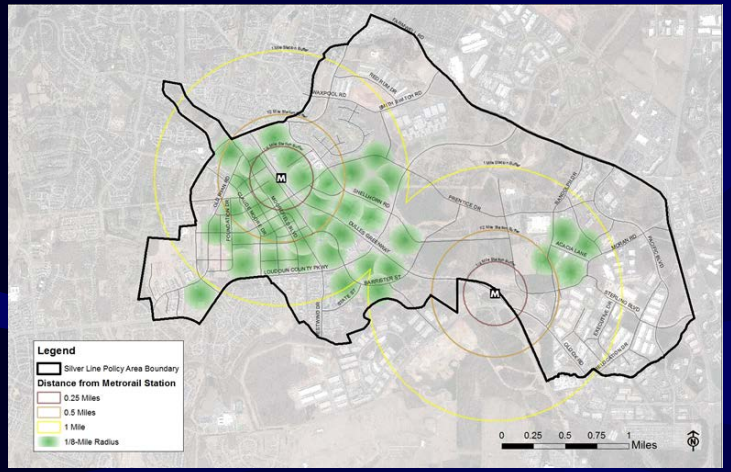
- Setbacks
- Sidewalk Width
- Planting Strips
- On-Street Parking
- Street Furniture
- Lighting
- Public Spaces

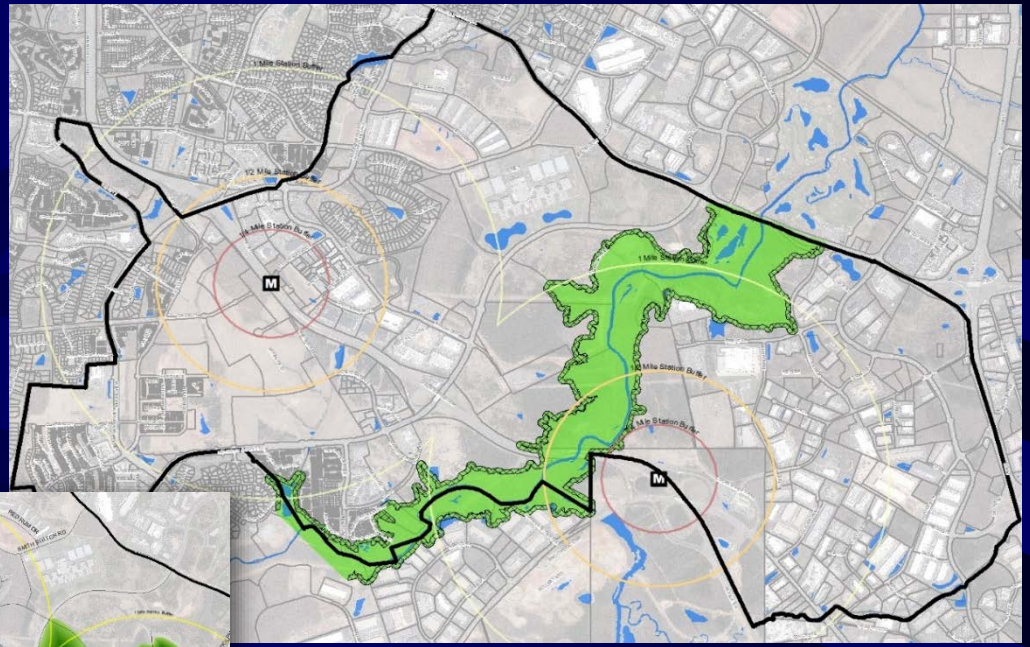
Community Facilities - Parks

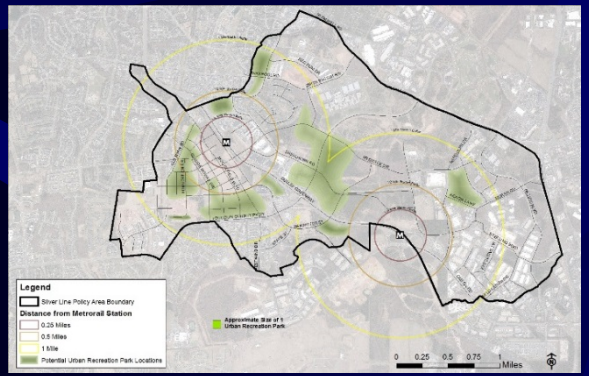


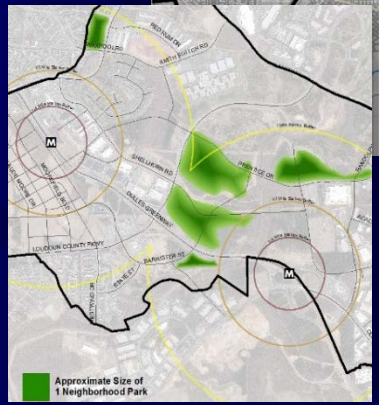
- Within 1/8-mile of every new resident
- Benches, trees, picnic areas, ponds, trails, ballfields
- New park types for urban areas
- Linear park along Broad Run
- Provision for facilities in an unique urban environment

Community Facilities - Parks





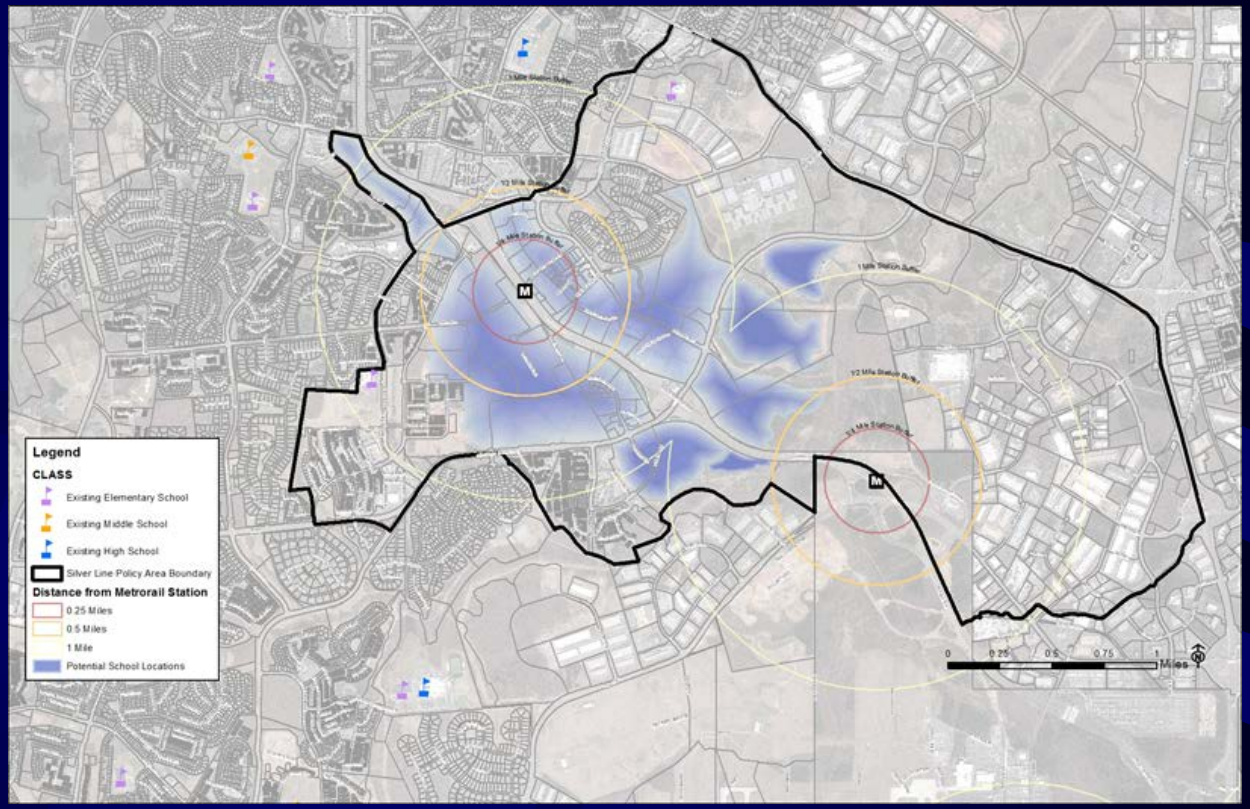




Community Facilities - Schools

- Growth management policies to ensure residential development does not occur without provision of schools
- Student generation rates dependent on unit types produced
- Schools to be neighborhood serving
- Need to plan for more urban school types
- Work with LCPS to determine needs in an urban environment

Community Facilities - Schools



Vision for Transportation

Guiding Principles:

- **Mobility –** The ability to move quickly and efficiently
- **Access –** The ability to easily access activity centers
- **Density –** A substantial combination of services within a small area
- **High Connectivity –** Convenient access to multiple travel options

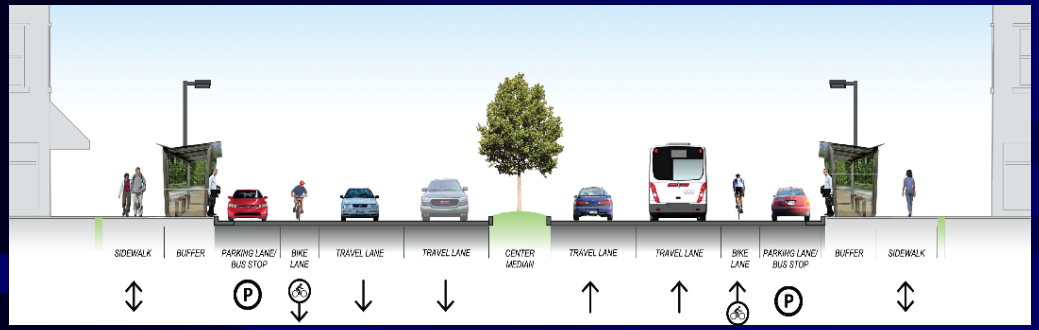
Transportation Mission Statement:

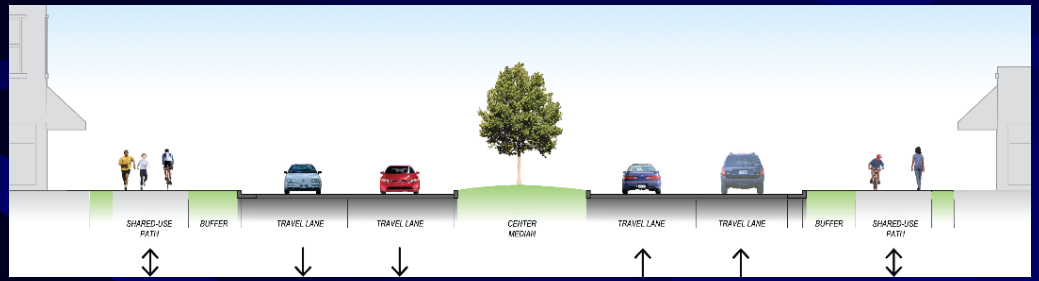
"The Silver Line Policy Area seeks to create high levels of mobility and access. This can be achieved through density that supports retail and office development, as well as a fully-connected and integrated transportation network where developments flow seamlessly into one another and pedestrian crossings are frequent and practical…a multimodal system where no resident, worker, or visitor to the area is limited to a single transportation mode in order to travel"

Multimodal Transportation System

- Streets to move cars, buses, cyclists, and pedestrians
- Roadway network will function to move people through the area without excessive delay
- On-street parking throughout urban centers
- Bus services from Metrorail Stations to locations throughout the County
- Upgraded facilities for buses, including enhanced shelters and transit centers
- A grid system to ensure high mobility for drivers, cyclists, and pedestrians

Urban Street Concept

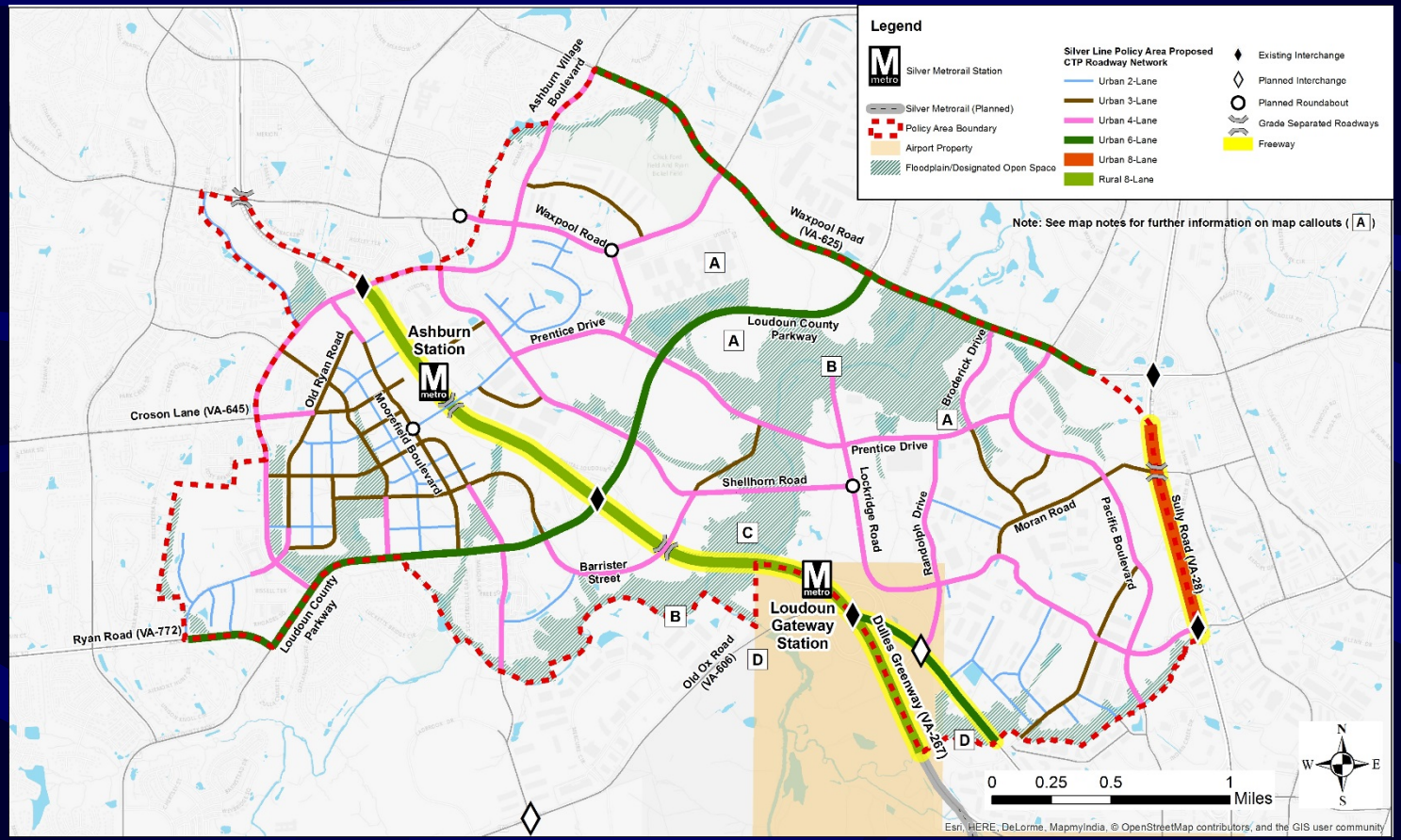




In denser areas, streets feature multimodal elements, such as:

- **Wide sidewalks**
- **Bike lanes**
- **Enhanced Transit shelters**
- **Frequent crosswalks**

Streets Plan



Fiscal Health: Key Fiscal Policies

- **Balance planned nonresidential and residential uses**
- **Ensure that developer contributions offset capital costs**
- **Encourage units that are small and of an urban format**
- **Continue capital facility co-location, urban design formats and public-private partnerships**

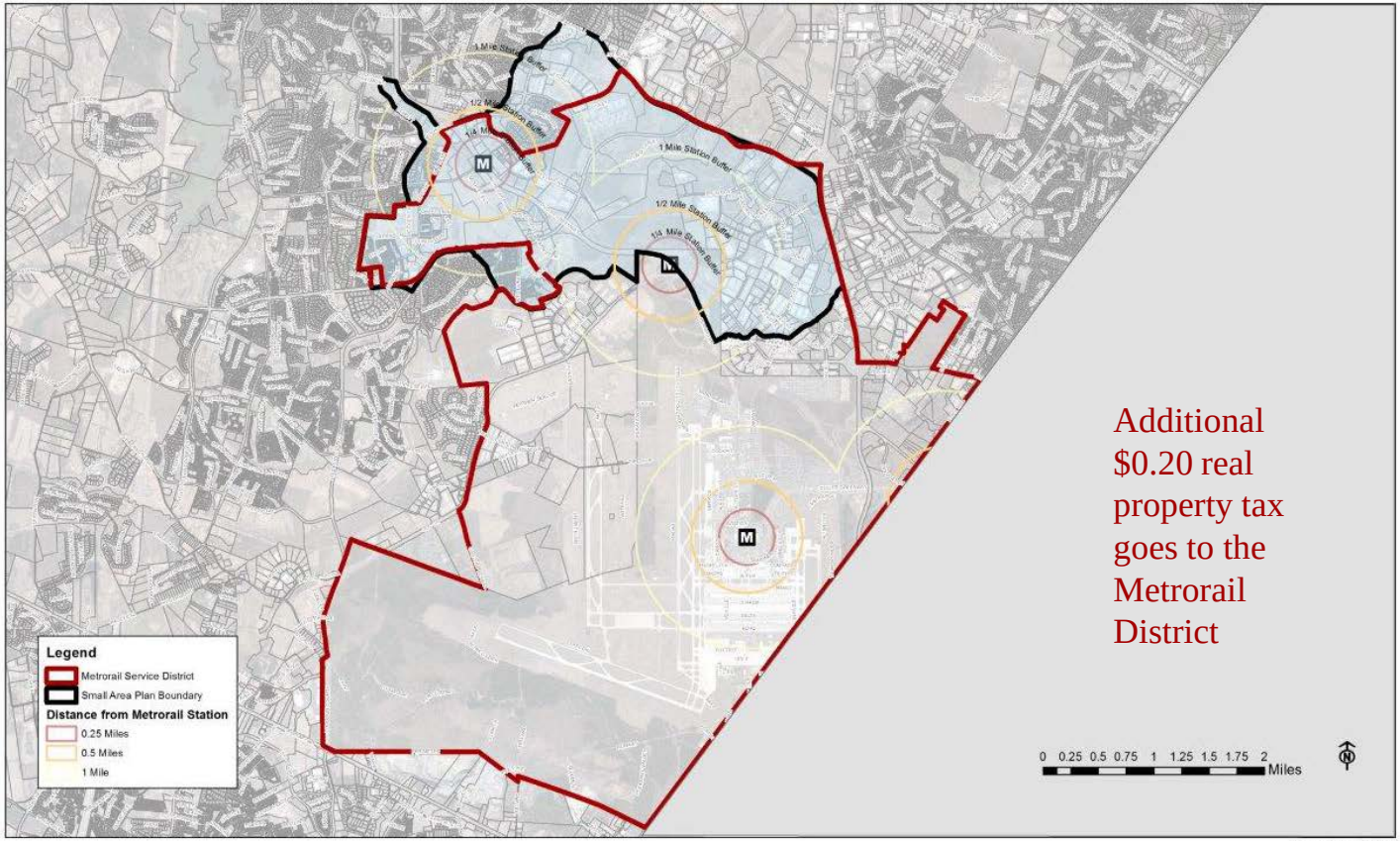
Fiscal Health

- **Fiscal Balance: Countywide fiscal impact**
  - **Revenues minus expenditures**
  - **Expenditures include operating and capital costs**

- **Metrorail Service Tax District Revenues**
  - **Additional $0.20 real property tax rate**

Consider the general direction and magnitude of results

Metrorail Service Tax District



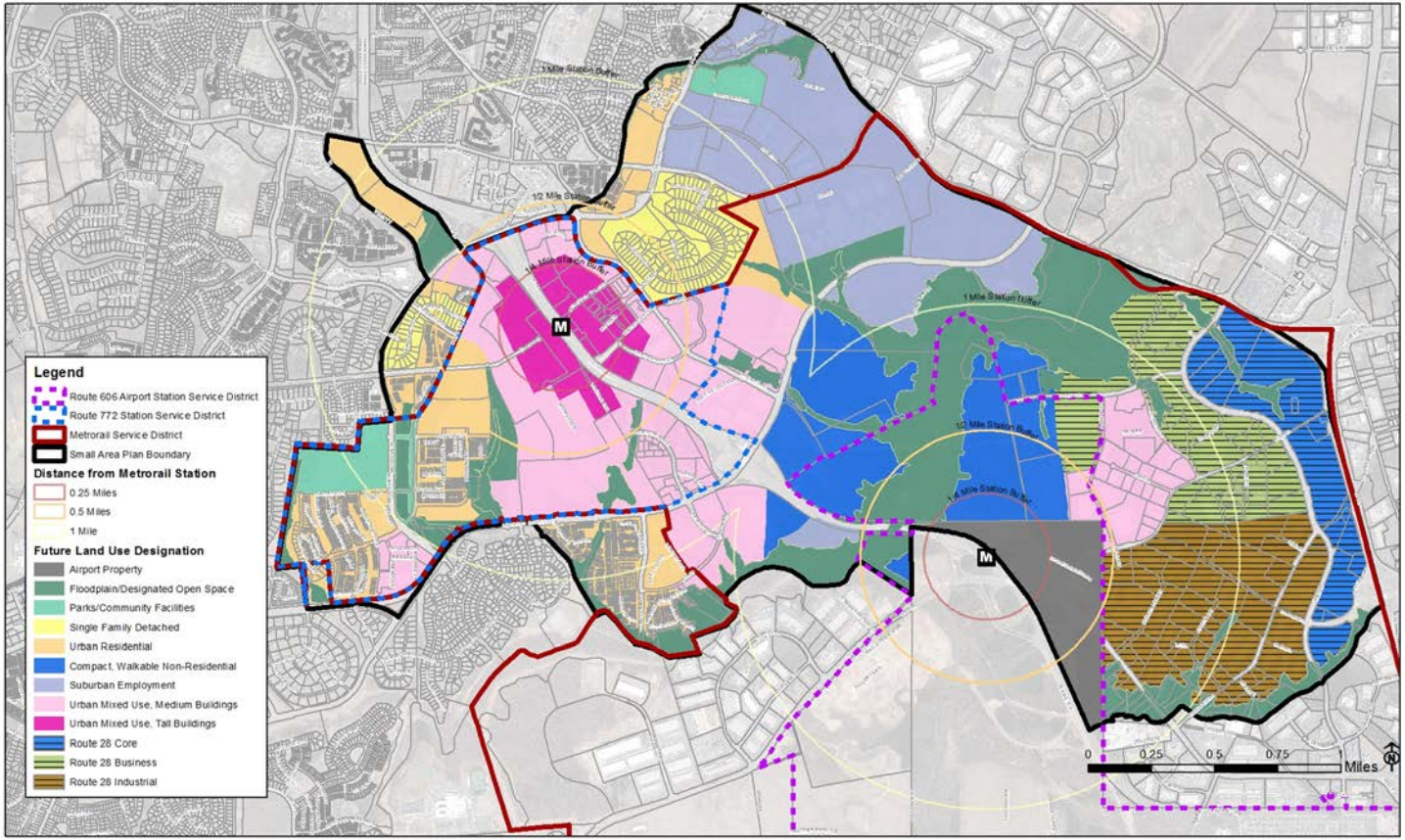
Additional $0.20 real property tax goes to the Metrorail District

September 16, 2016

SILVER LINE AREA
Comprehensive Plan Amendment

Metrorail Service District Boundary

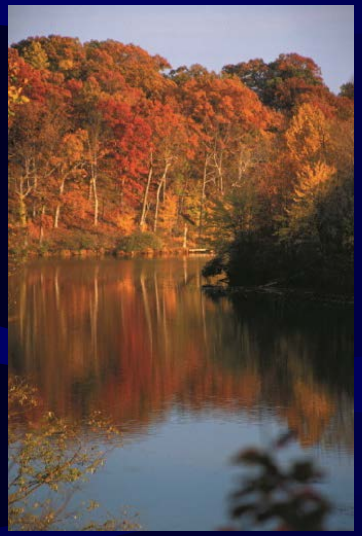
Close Up: Metrorail Tax Districts



SILVER LINE AREA
Comprehensive Plan Amendment

April 19, 2017
Proposed Land Use Map (Iteration 8)
Metrorail Service District Boundary

Green Infrastructure

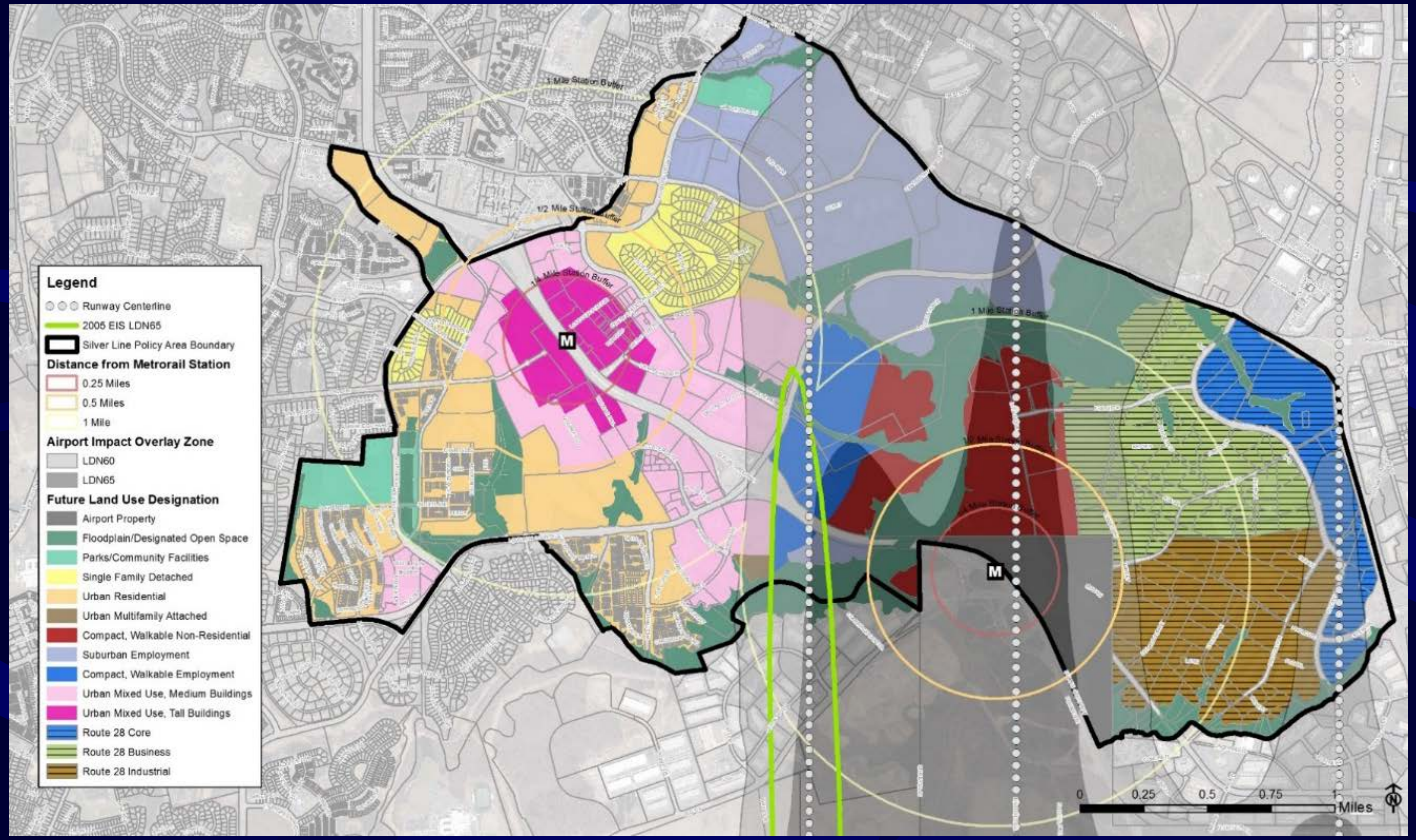


- Need to recognize full scope of green infrastructure assets
- Consider green infrastructure as a community amenity
- Address state pollution regulations

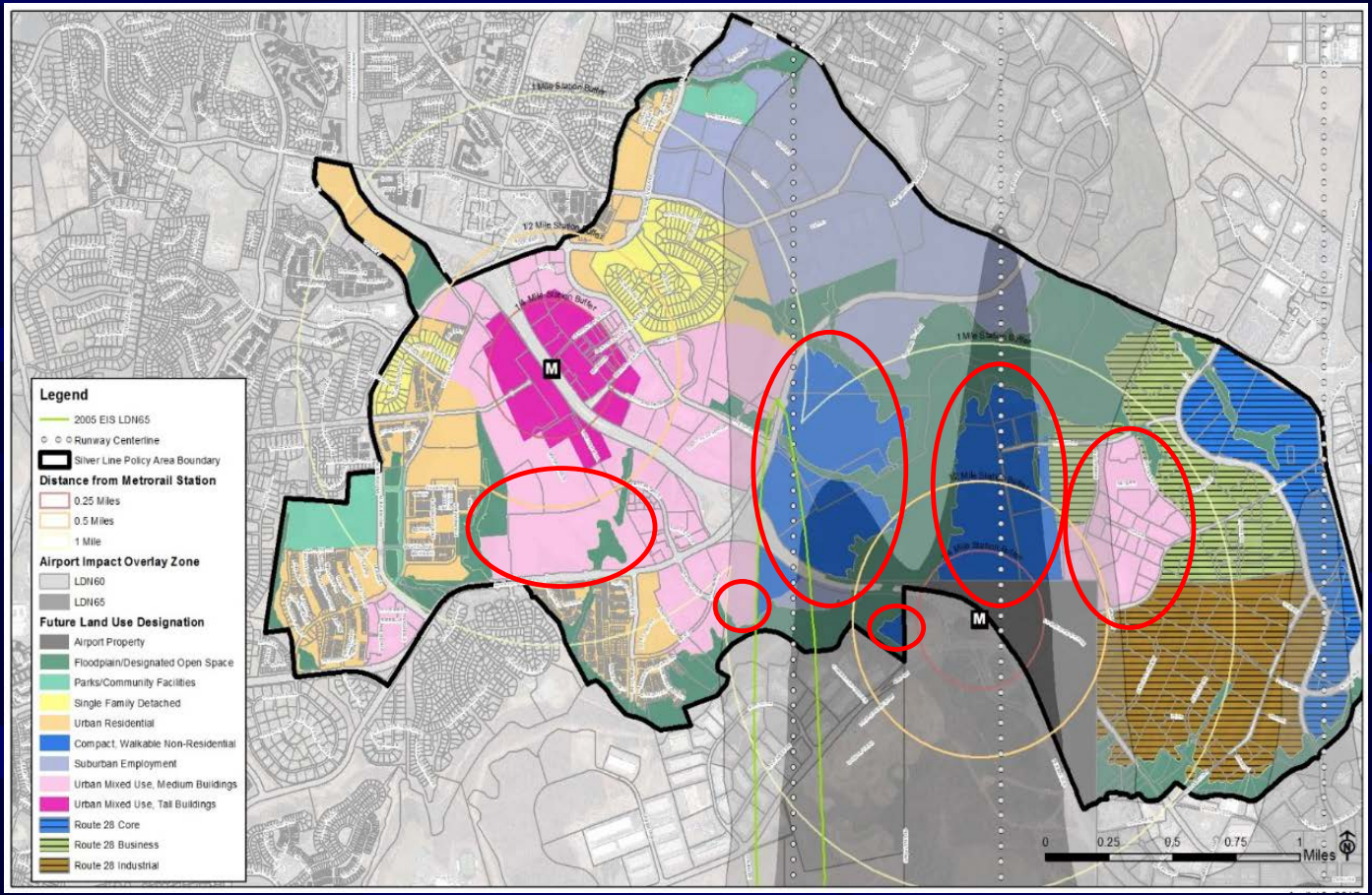
Plan Implementation

- Plan review and updates over time
- Zoning Ordinance Amendments
- Infrastructure, capital facilities and service planning
- County land and site acquisition
- Collaboration with MWAA and land use compatibility with airport operations

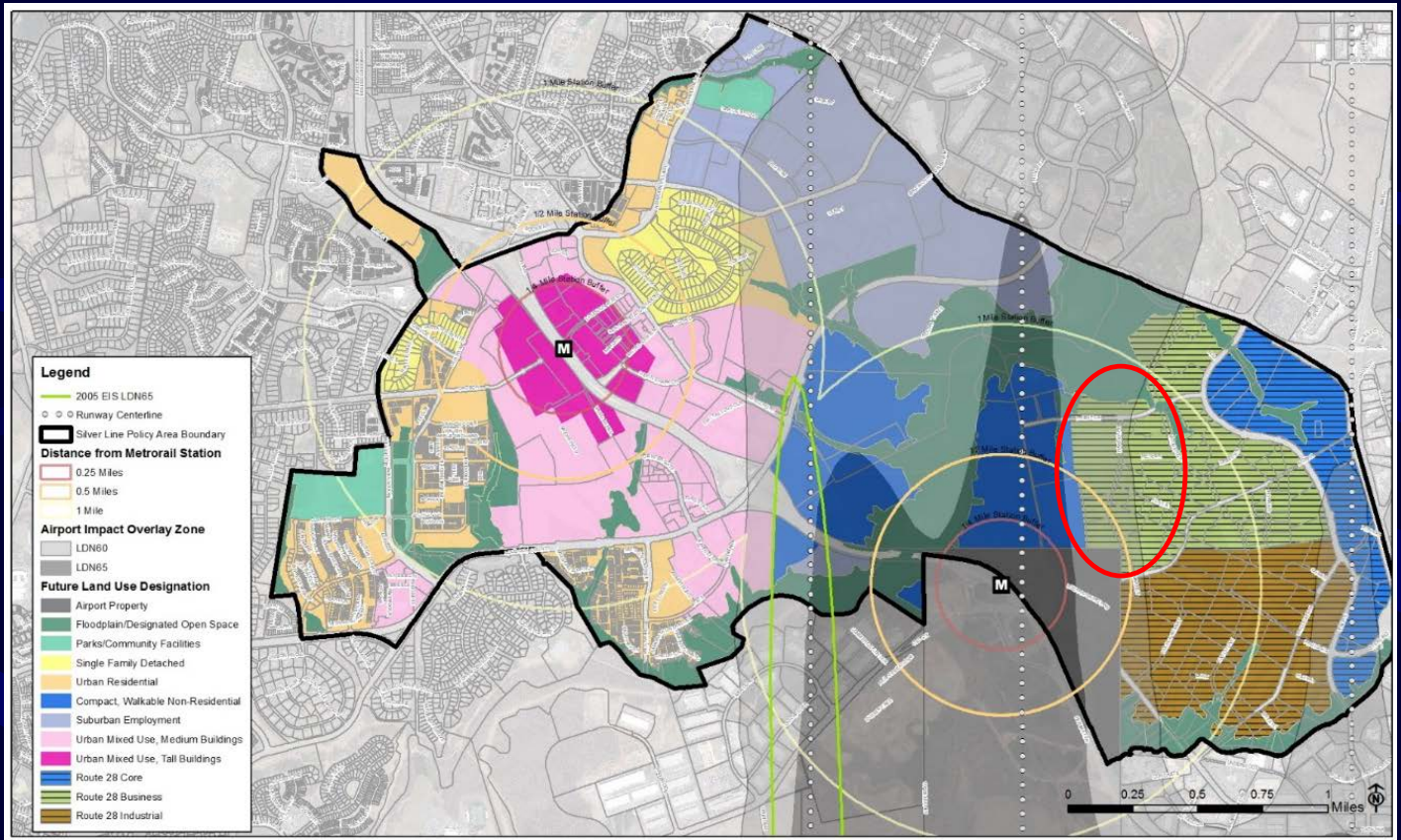
Board Recommended Planned Land Use



PC Recommended Planned Land Use



Staff Recommended Planned Land Use



Single Family Attached and Multi-family Development

New Residential Units Forecasted 2015 to 2040

Planning Commission Recommendation (March 2017)

	Current Plan (incl. entitlements)	Additional Units with Silver Line Plan	Total Growth To 2040
SFD	45	0	45
SFA	1,209	3,255	4,464
MF	5,888	4,726	10,614
Total	7,142	7,981	15,123

Board Direction

- **Forward CPAM 2016-0002 to the Envision Loudoun Process**
- **Continue study and updates to current TOD policies**
- **Consider impacts Dulles International Airport operations**
- **Support for current CPAM goals**

Planning Commission and Board Issues

- **Distribution of Mixed Use, Medium Buildings**
  - **Complex land use/infrastructure issues**
  - **Transportation issues**
- **Distribution/potential impacts of townhome development**
- **Residential development location and compatibility with Dulles International Airport flight operations**
  - **Considering implementation of a new study of airport noise and noise contours**
  - **Re-evaluate CPAM and Zoning Ordinance, if warranted**

Questions and Discussion

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