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Suburban Policy Area Place Types Review

Place Types Updates

- Deleted Natural Resources & Conservation
  - *These areas can be present in any Place Type*
  - *Publicly preserved lands (ex. Banshee Reeks Nature Preserve) have been incorporated in to Parks & Recreation*
- Deleted Institutional Campus
  - *Added as use in Mixed Employment, Light Industrial & Heavy Industrial to add greater flexibility*
  - *Only reflected what is on the ground*
  - *Form and Character Guidelines were very similar to Mixed Employment*

Place Types Updates

- Neighborhood Center merged in to Community Commercial Center
  - *Form and Character Guidelines were nearly the same for these two Place Types*
- Restructured Form and Character Guidelines table as previously discussed
  - *Place Types provide general guidance*
  - *Table reduced to appear less like an ordinance*
  - *Seeking balance between flexibility and predictability*

Form & Character Guidelines Updates

Neighborhood B

General Description:

Neighborhood B areas provide opportunities for a variety of housing types designed in compact developments. This includes primarily medium-density single family attached homes arranged on small to medium lots. Streets in this area are typically hierarchical with moderate network connectivity. Sidewalks and other pedestrian amenities are common in these developments. Predominant uses are single-family attached residential and multifamily.

Uses:

- Single-family attached
- Multifamily
- Single-family detached
- Office
- Neighborhood-serving retail
- Open Space
- Schools and public safety facilities
- Active adult retirement communities
- Community centers and facilities
- Daycare facilities

Local Examples:

- Collingdale Terrace

Intent:

- Provide opportunities for a diversity of housing types in a walkable environment
- Support redevelopment of aging areas to strengthen and benefit surrounding neighborhoods

Desired Form and Character:

Use Pattern	Separate Uses
Res. Density	6-16 du / acre
Nonres. FAR	up to 1.0
Land Area Mix (R: Residential, NR: Nonresidential, OS: Open Space, PC: Public/Civic)	R: 40-60% NR: 0-20% OS: 30%+ PC: 10%+
Lot Coverage	0.25 - 0.7
Bldg. Height	3 - 4 stories
Setback from Street	Shallow - Medium
Block Length	Short - Long
Parking Location	On-street, Alley
Civic & Recreation	Park, trail, small public plaza
Open Space	15-30% of site
Street Pattern	TBD
Methods of Connectivity	TBD
Mobility Characteristics	TBD

Working Draft

Neighborhood B

General Description:

Neighborhood B areas provide opportunities for a variety of housing types designed in compact developments. Streets in this area are typically hierarchical with moderate network connectivity. Sidewalks and other pedestrian amenities are

family attached residential and multifamily. It is desirable for buildings to have a shallow to medium set back from the street. Areas of this place type should include some parks, trails, or small public plazas, with some open space integrated into individual site plans. Development block size may vary, with homes set back slightly from the street and parking accommodated on the street or in alleys.

Uses:

- Single-family attached
- Multifamily
- Single-family detached
- Office
- Neighborhood-serving retail
- Open Space
- Schools and public safety facilities
- Active adult retirement communities
- Community centers and facilities
- Daycare facilities

Local Examples:

- Collingdale Terrace

Form and Character Guidelines:

Use Pattern	Separate Uses
Res. Density	6-16 du / acre
Nonres. FAR	Up to 1.0
Land Area Mix (R: Residential, NR: Nonresidential, PC: Public/Civic)	R: 80-90% NR: 0-10% PC: 10%+
Bldg. Height	Up to 4 stories
Minimum Open Space	30% of Site

Intent:

- Provide opportunities for a diversity of housing types in a walkable environment
- Support redevelopment of aging areas to strengthen and benefit surrounding neighborhoods

Working Draft

Form & Character Guidelines Updates

Desired Form and Character:

Use Pattern	Separate Uses
Res. Density	6-16 du / acre
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Mobility Characteristics	TBD

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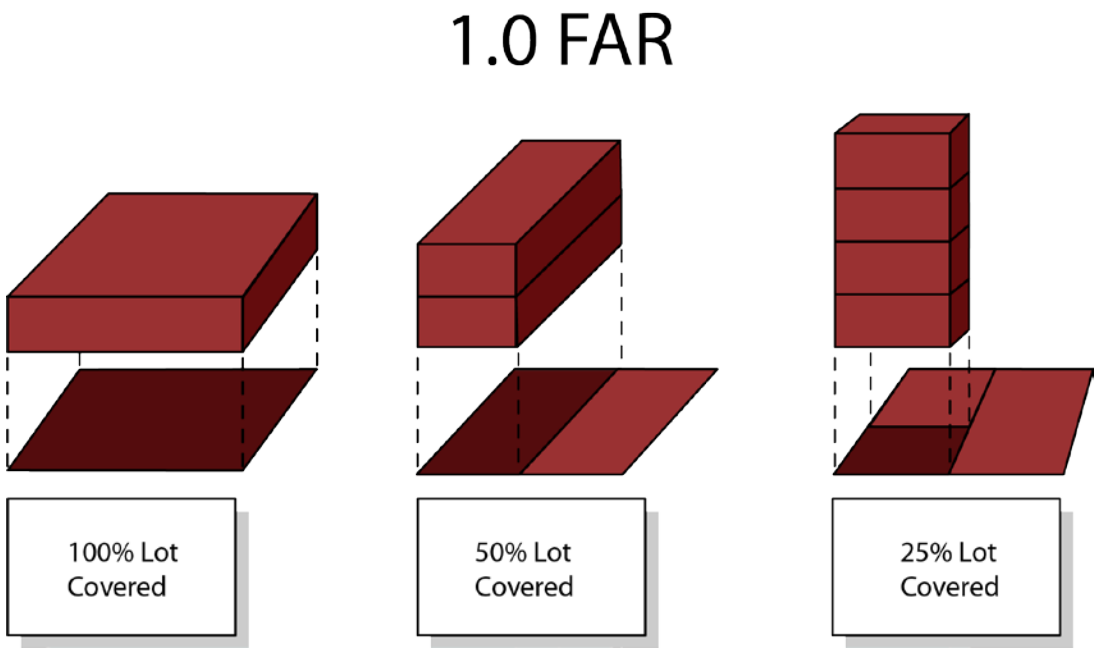
Land Area Mix (R: Residential, NR: Nonresidential, PC: Public/Civic)	R: 80-90% NR: 0-10% PC: 10%+
Bldg. Height	Up to 4 stories
Minimum Open Space	30% of Site

Form & Character Guidelines Updates

- Res/Nonres Mix has been converted to:
  - *Land Area Mix + Minimum Open Space, or*
  - *Floor Area Ratio (FAR) Mix + Minimum Open Space*
- Vertically Mixed Uses = FAR Mix & Total FAR
- Separate Uses = Land Area Mix & Nonres. FAR
- Preliminary changes to both Mixes with decreased commercial and increased residential

Floor Area Ratio (FAR)

A number or percentage, derived by dividing the gross floor area of the buildings on any lot by the lot area less the major floodplain. The floor area ratio multiplied by the lot area produces the maximum amount of floor area that may be constructed on such lot.



Form & Character Guidelines Updates

- Target Residential Density
- Building Heights increased for:
  - *Special Activity (no limit)*
  - *Community Commercial Center*
  - *Regional Commercial Center*
  - *Town Center Mixed Use*
- FAR increased for:
  - ~~*Neighborhood A*~~ *(Should be 0.5 FAR as in previous draft)*
  - *Community Commercial Center*
- Removed minimum lot size from both Commercial Centers

Place Types Updates

- Lists of Uses tweaked but may still change
  - *Staff continuing to pursue Place Type Compatibility Matrix, but concept has not been finalized*

Mapping Updates

- Sterling Park Golf Course and Ballfields: Changed from Neighborhood C to Parks & Recreation *(to reflect deed restrictions)*
- Deleted Natural Resources
  - *Publicly preserved lands (ex. Banshee Reeks Nature Preserve) have been incorporated in to Parks & Recreation*
  - *NOTE: Current maps focus on Place Types for Stakeholders. Maps for public input sessions in January are likely to be modified to display additional information (e.g. floodplain, public properties, etc.) to provide greater context.*

Mapping Updates

- Deleted Institutional Campus
  - *Now coded as Mixed Employment*
- Greenway parcels cleared out
- Neighborhood Center now coded as Community Commercial Center
- MWAA Western Lands included

Mapping Updates

Responses to August 28th Stakeholder Comments

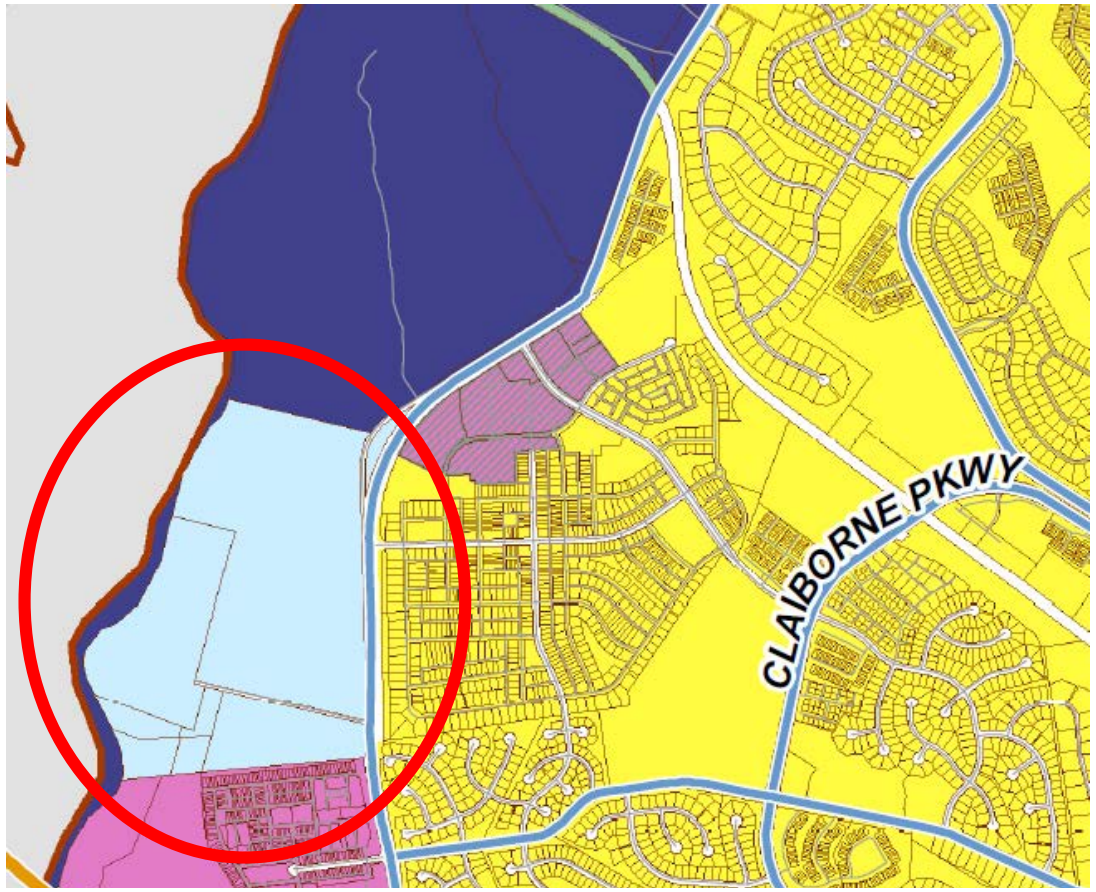
- Changes
  - *Mixed Employment between Luck Stone Quarry & Goose Creek Village changed to Light Industrial (Light Industrial/Neighborhood Center split or a Neighborhood previously recommended)*
  - *Area across Claiborne Pkwy from Belmont Chase switched from Neighborhood Center to Mixed Employment*

Mapping Updates

Decision Point:

Should area between Luck Stone Quarry & Goose Creek Village (circled) be:

- *A: Light Industrial*
- *B: Split between Light Industrial (north) and Community Center (south)*
- *C: Neighborhood C*
- *D: Other*



Mapping Updates

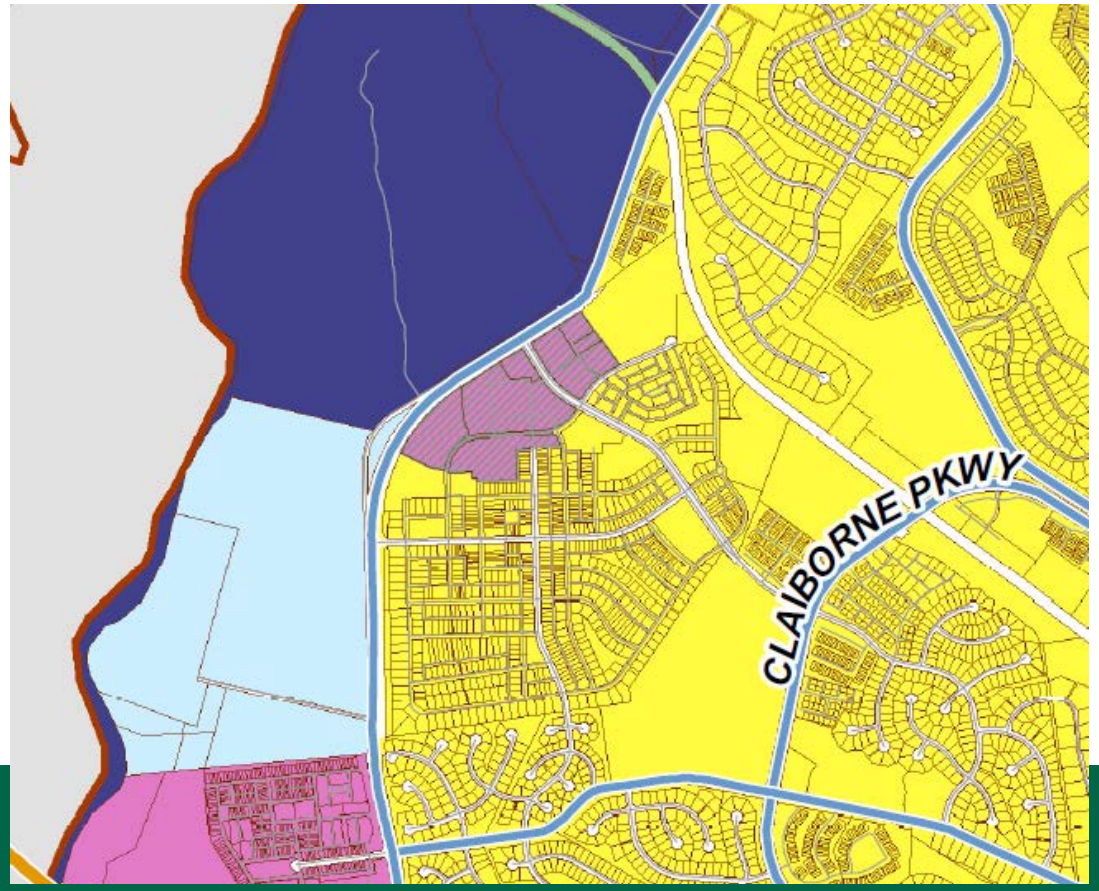
Responses to August 28th Stakeholder Comments

- Considered but Unchanged
  - *Village Center at Belmont Greene*
  - *Grovewood Area (redevelopment)**
  - *Dulles Town Center (redevelopment)**

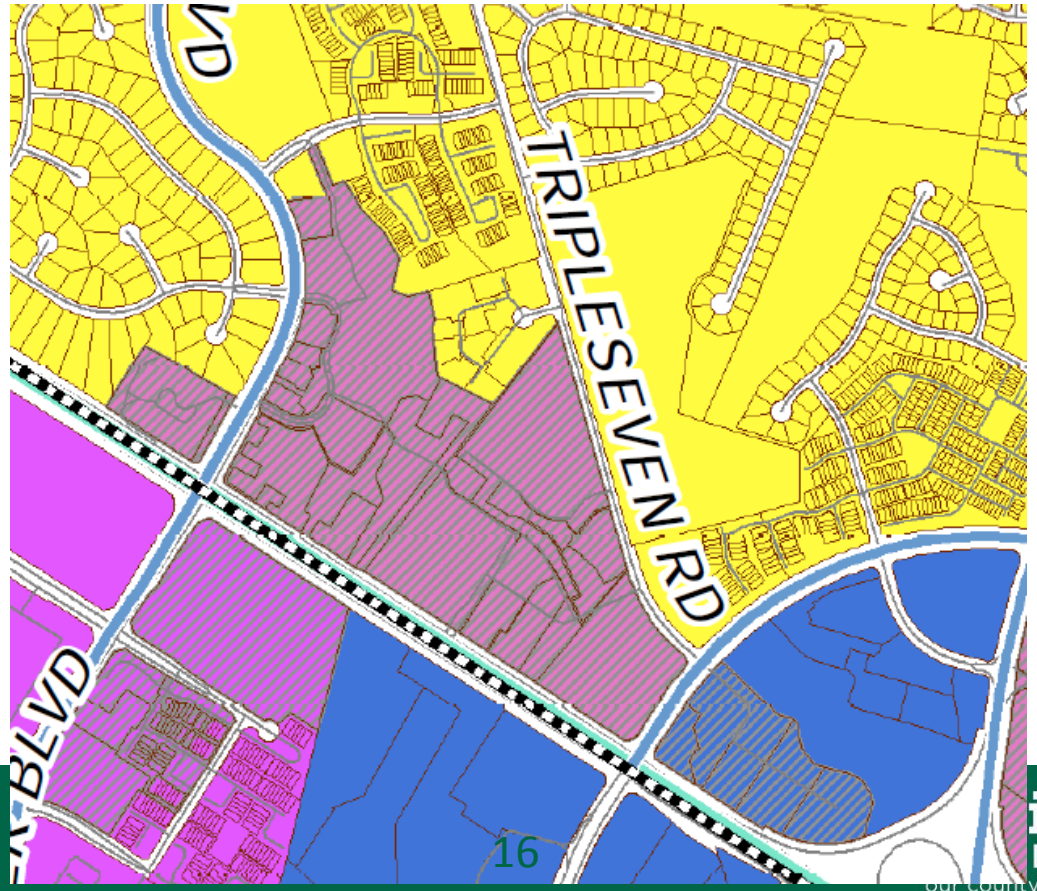
**Policy guidance for Redevelopment areas is currently under development. Maps may ultimately need to designate areas where base land use is being changed.*

Redevelopment Areas

Village Center at Belmont Greene

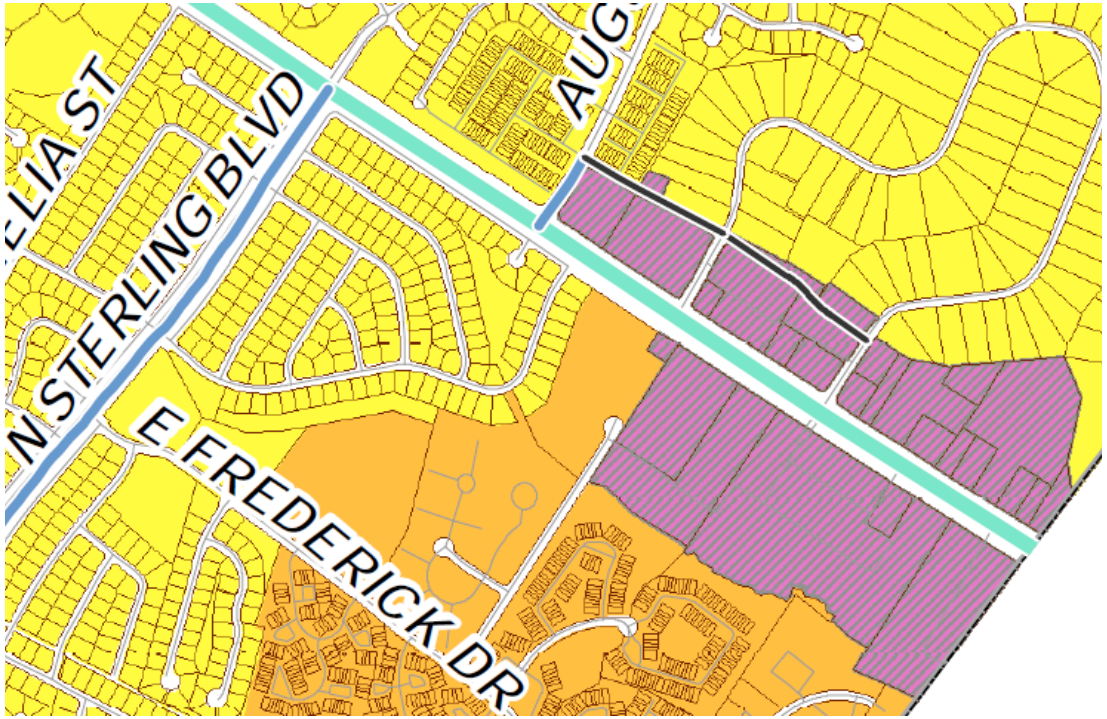


Countryside Marketplace/ Regal Center Area



Redevelopment Areas

Cedar Lake Plaza/ Sugarland Crossing Area



Sterling Park Shopping Mall

Redevelopment Areas

Decision Point:

Should nonresidential areas designated for Redevelopment be allowed higher residential densities (e.g. 50 du/acre) than the underlying Place Type if compatibility and workforce housing can be achieved?

Staff's Mapping of Place Types

1. Key Characteristics Considered:
   - *Context, Compatibility, Scale & Existing Entitlements*
2. Development patterns were generalized into a single place type
   - *Existing master planned developments of single-family detached, single-family attached, and multi-family housing = Neighborhood A*
3. Alternative Place Types were only proposed on areas of substantial acreage (i.e. not every undeveloped 2 acre parcel)

Preliminary Policy Recommendations

- Create Urban Framework Areas
  - *A more generalized approach that encourages higher density urban development at appropriate locations*
  - *Would utilize the same Place Types with corresponding policies establishing expectations for urban form and higher intensity of development*
- Metro Station Urban Areas - *highest intensity, transit-oriented*
- Route 7 Urban Area - *lesser intensity, mixed use*

Preliminary Policy Recommendations

- Schools and Public Facilities allowed in all Place Types *(potentially subject to some limitations)*
- For Place Types allowing a mix of uses, require a mix of uses to be achieved
- Applications consisting of non-predominant single uses will be reviewed based on the mix of uses in a larger area *(still need to define radius)*
- Utilize compatibility matrix *(details to be determined)*

Recent Stakeholder Comments

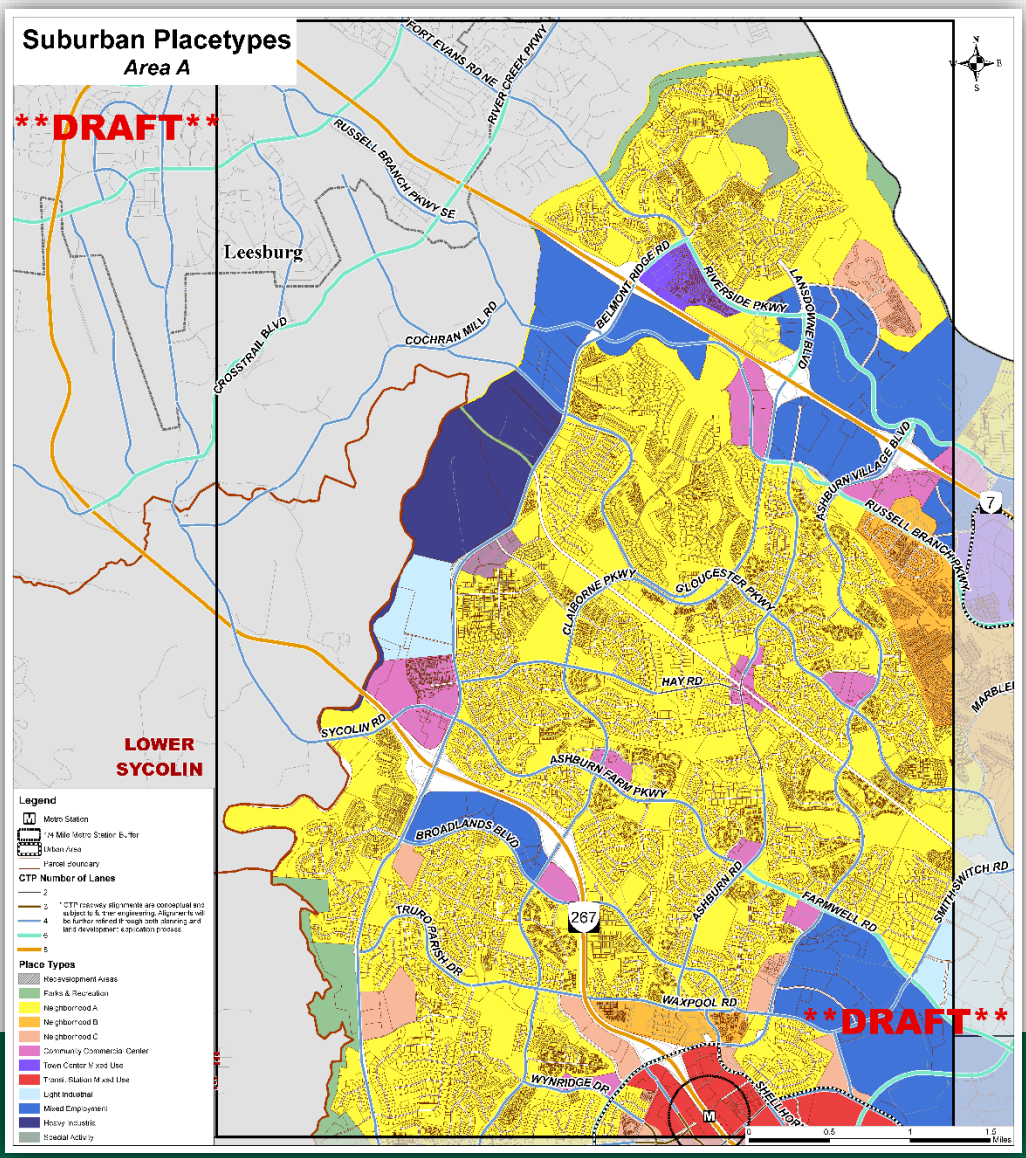
- Light Industrial & Heavy Industrial/Mineral Extraction: Open Space in Suburban area should be 20% to match current zoning – *Supported by Staff*
- Under Review:
  - *Proper % of Public/Civic (Generally & Neighborhoods A/B/C)*
  - *Proper Building Heights (Neighborhoods A/B/C)*
  - *Additional Areas Designated for Redevelopment*

Recent Stakeholder Comments

Decision Point:

Should Minimum Open Space for Light Industrial & Heavy Industrial/Mineral Extraction be 20% in the Suburban area to match current zoning?

Suburban Area A



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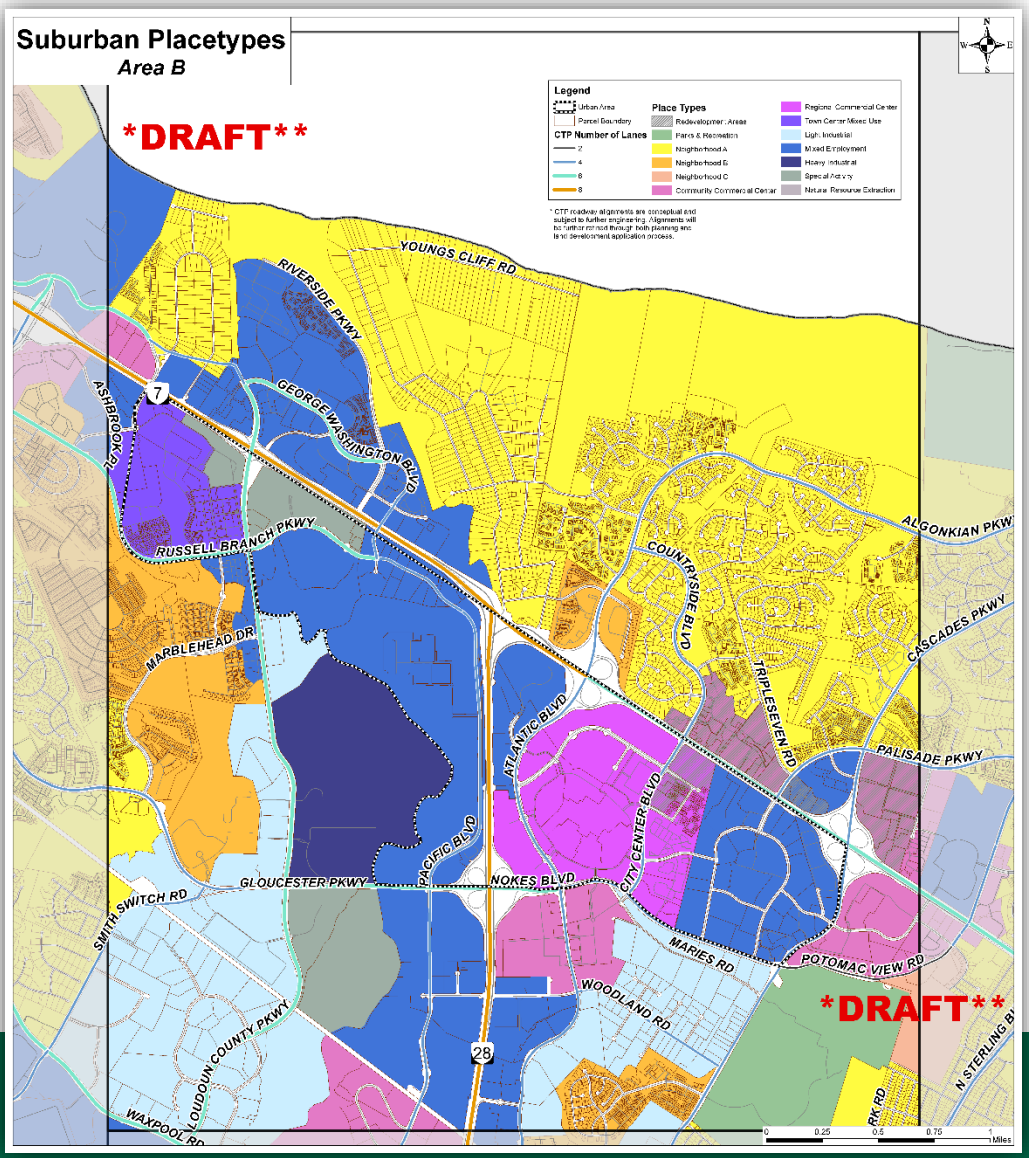
Suburban Area B



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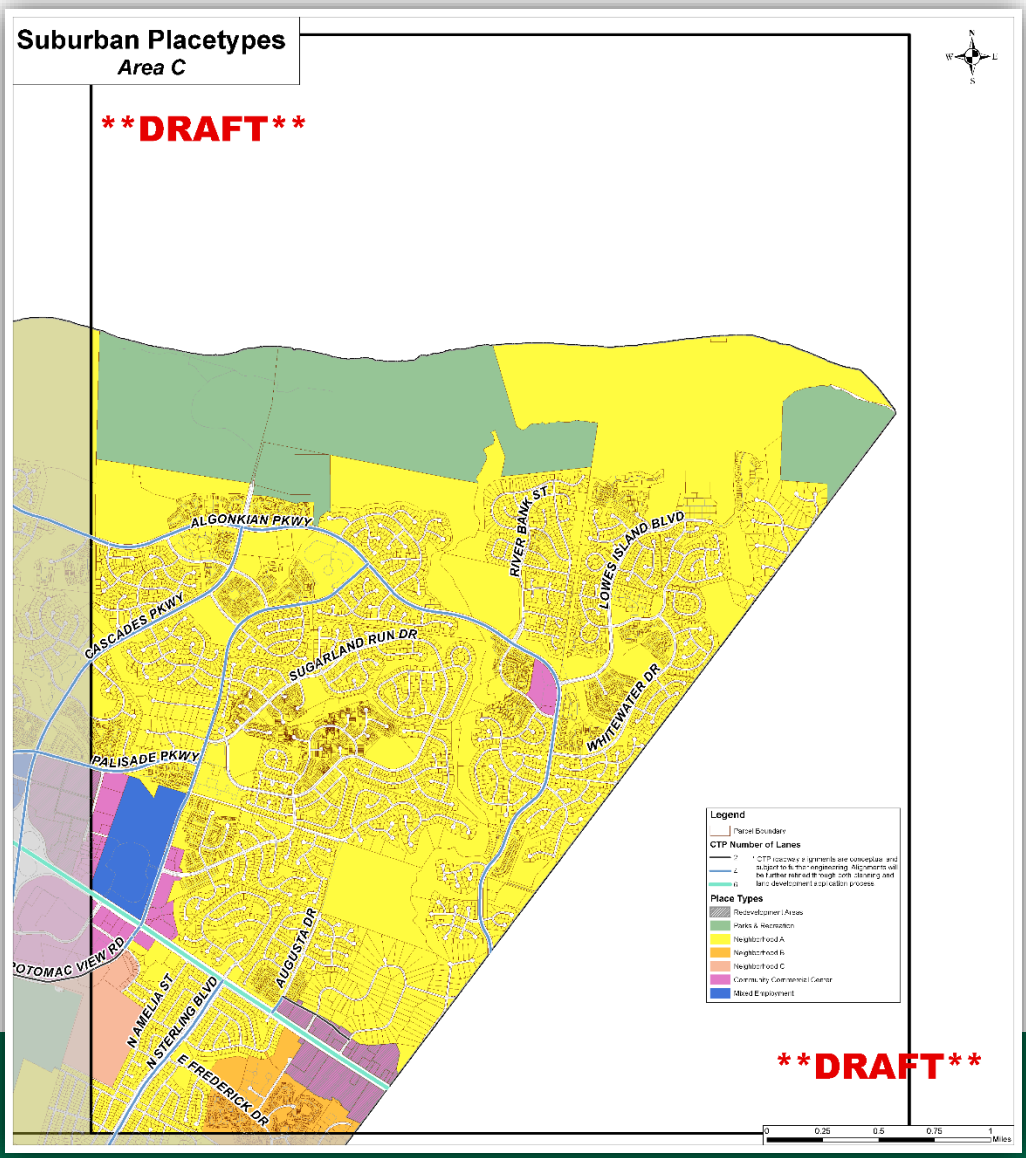
Suburban Area C



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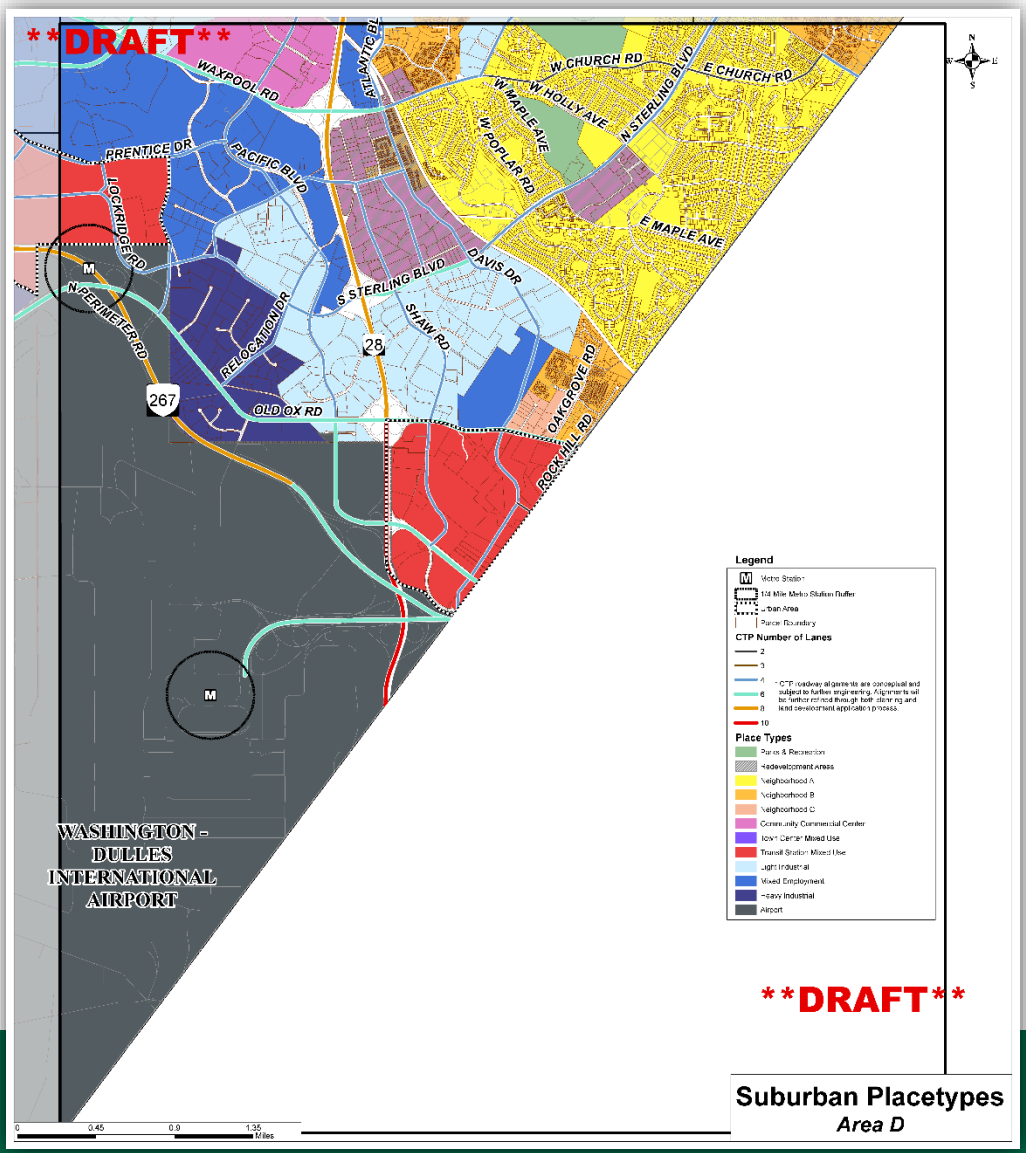
Suburban Area D



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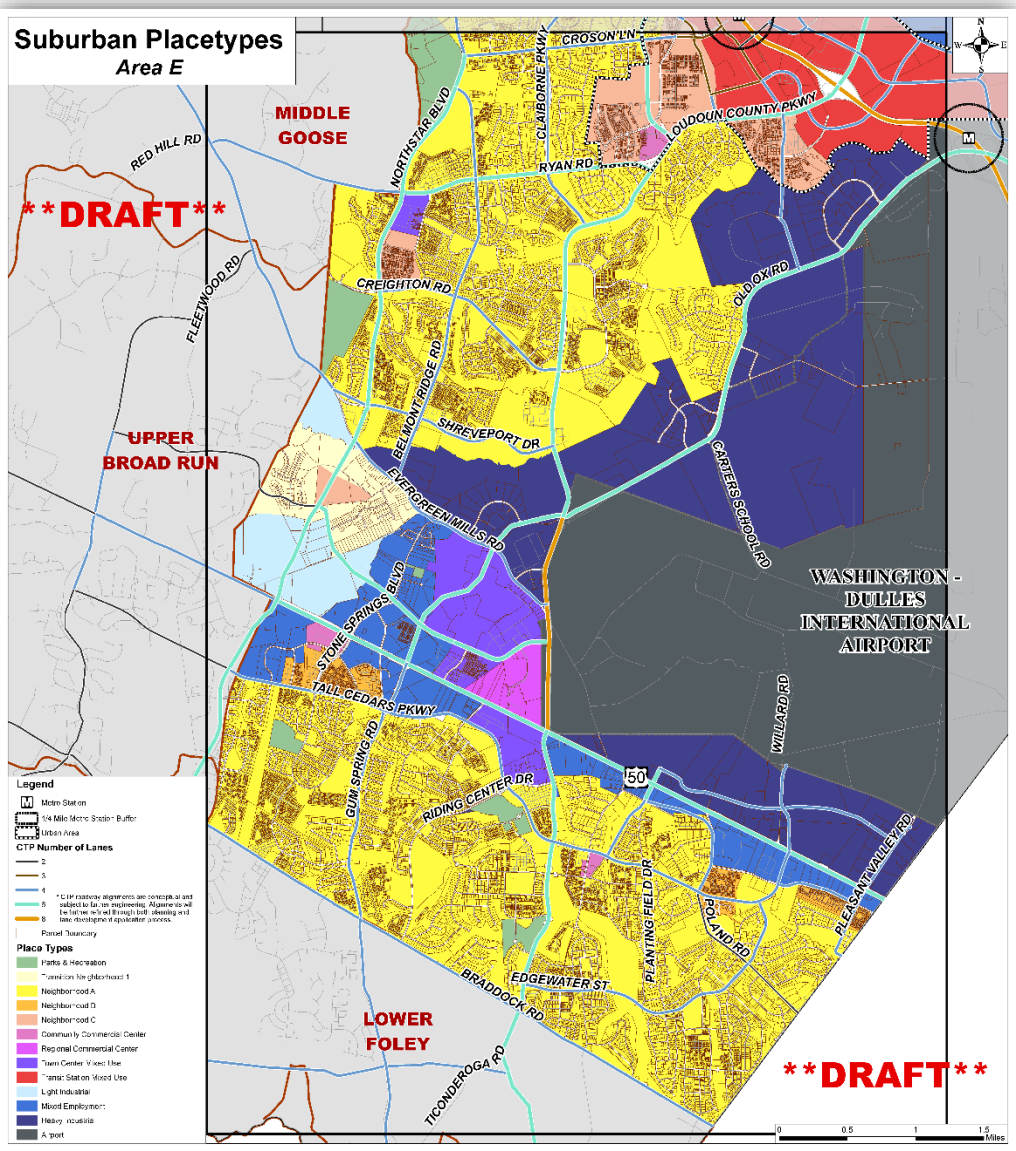
Suburban Area E



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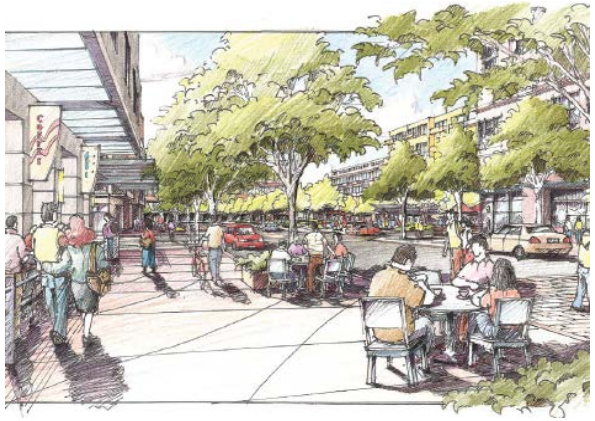
Silver Line CPAM & Place Types Integration

Board Goals



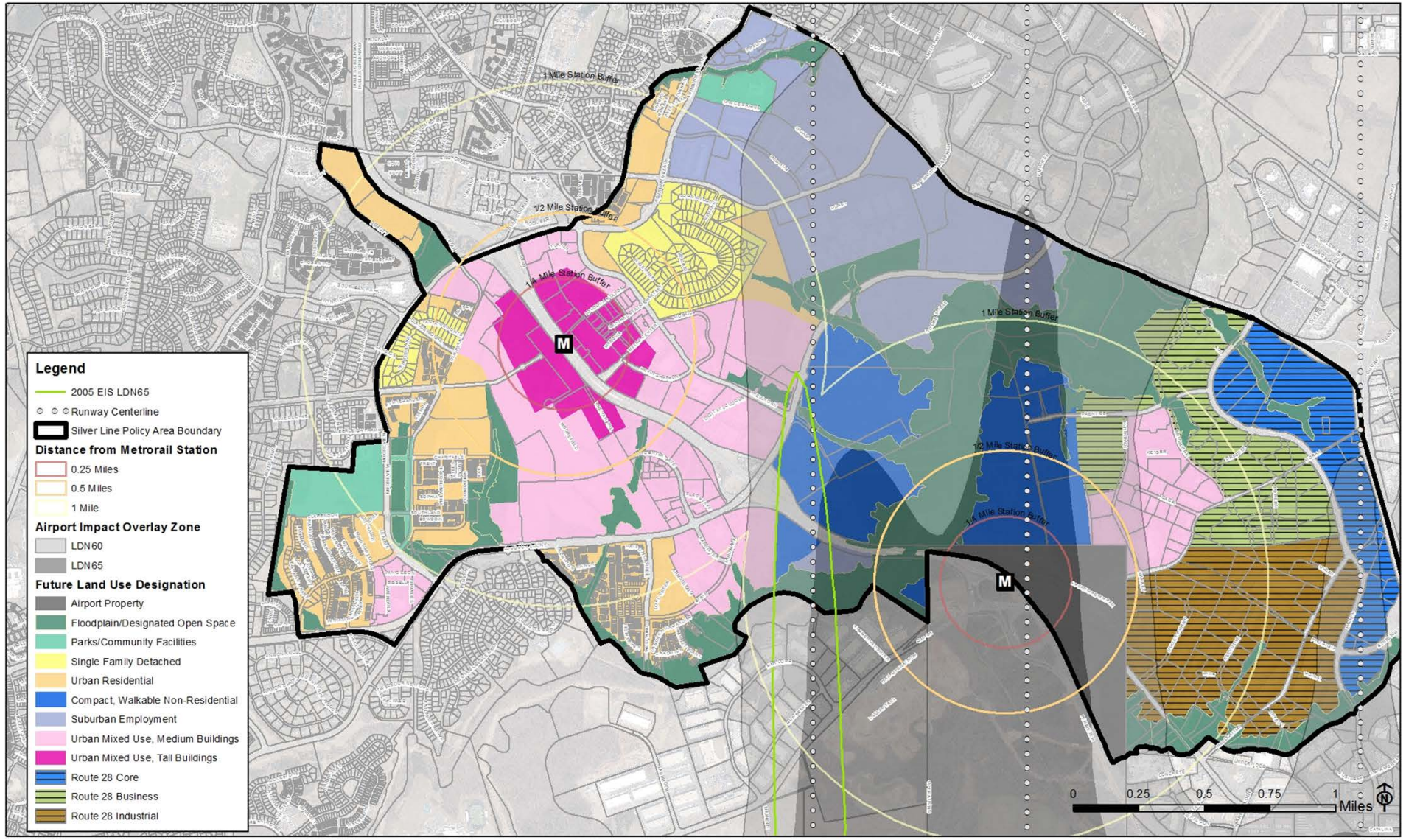
Desirable Land Use Patterns

Maximize Employment Opportunities

Maximize Tax Revenue to support Metrorail operations

Minimize Impacts on the Transportation System

Planning Commission Recommendation



April 19, 2017

SILVER LINE AREA
Comprehensive Plan Amendment

Proposed Land Use Map (Iteration 8)

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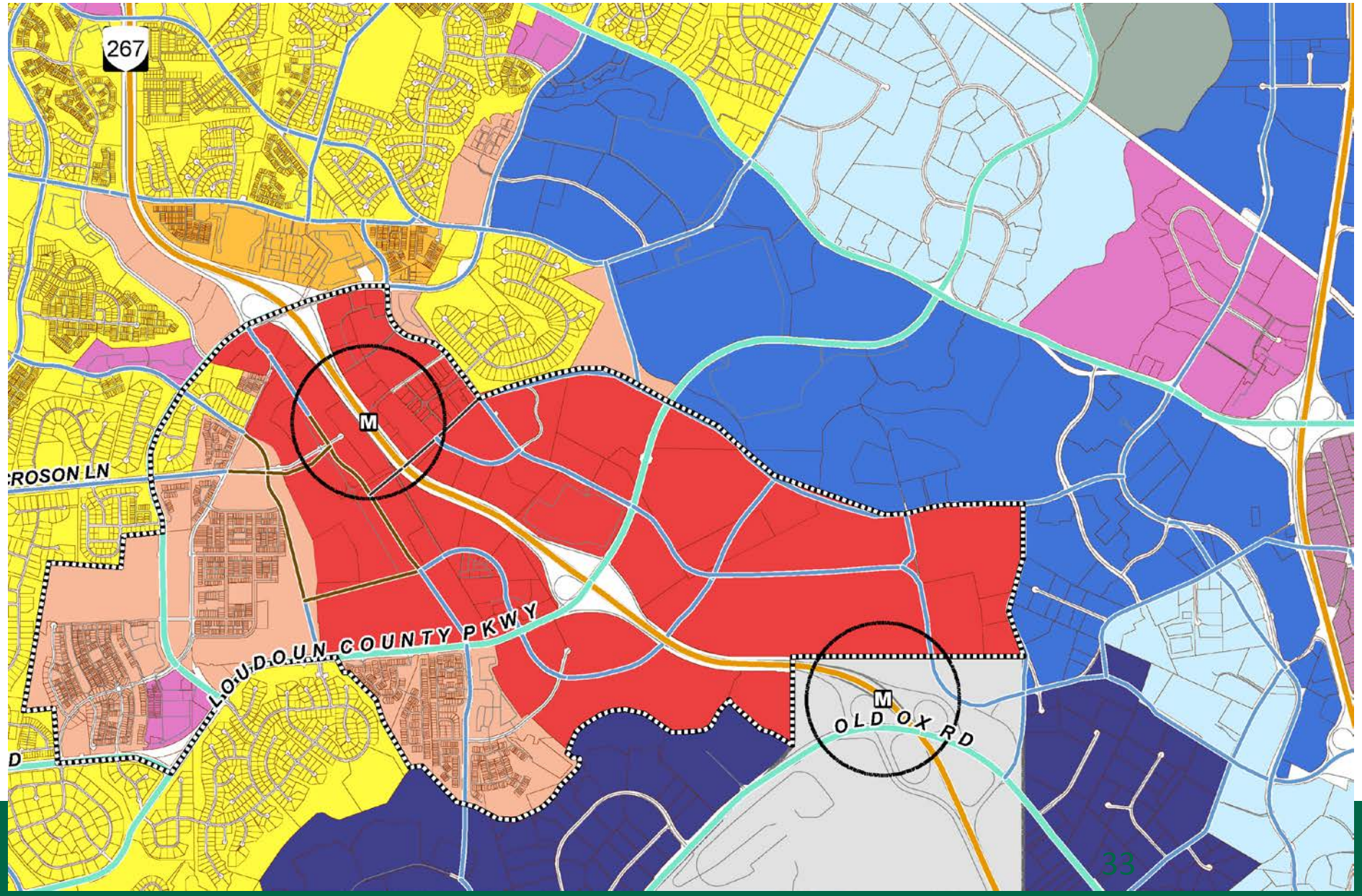
Envision Loudoun Recommendation



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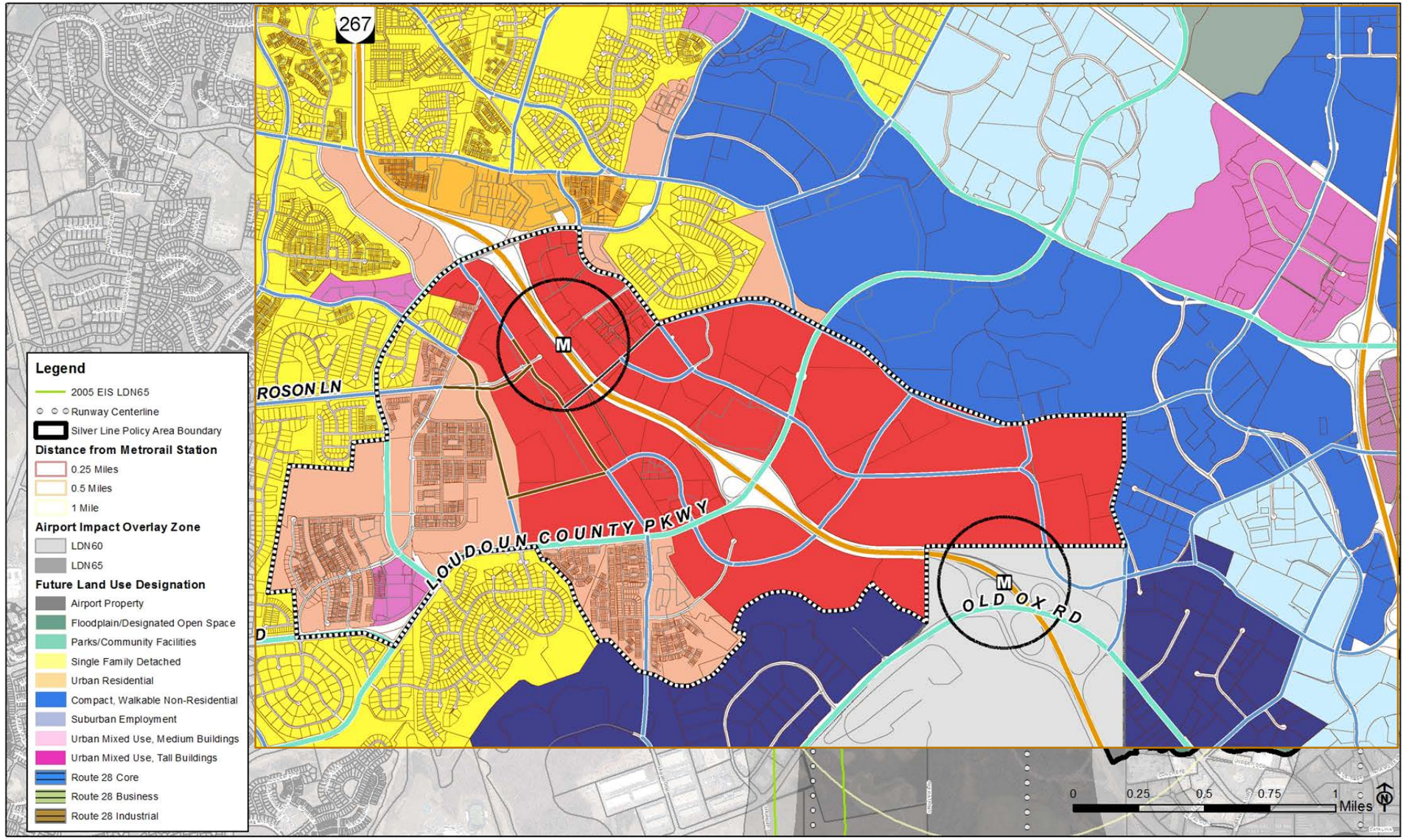
Map Comparison



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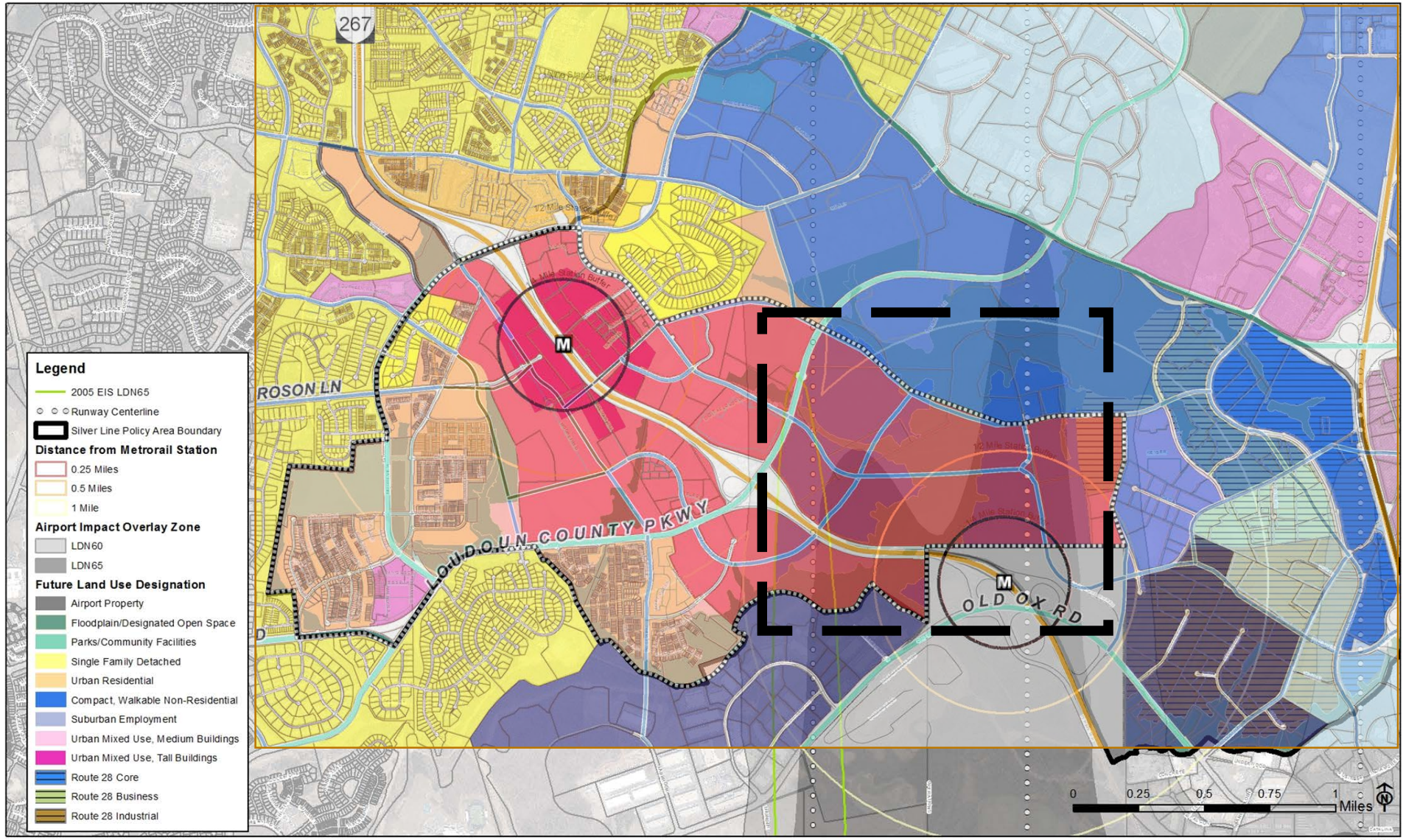

April 19, 2017

SILVER LINE AREA
Comprehensive Plan Amendment

Proposed Land Use Map (Iteration 8)

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Place Types Updates

- Added Transit Station Mixed Use
- Converted:
  - *Parks/Community Facilities ⟶ Neighborhood C & Mixed Employment*
  - *Single-Family Detached ⟶ Neighborhood A*
  - *Urban Residential ⟶ Neighborhood C & Neighborhood A*
  - *Compact, Walkable Non-Residential ⟶ Transit Station Mixed Use & Mixed Employment*
  - *Suburban Employment ⟶ Mixed Employment*
  - *Medium Urban Mixed-Use ⟶ Transit Station Mixed Use & Community Commercial Center*
  - *Route 28 Core, Business & Industrial ⟶ Mixed Employment, Light Industrial & Heavy Industrial*

Transit Station Mixed Use

Transit Station Mixed Use

General Description:
Transit Station Mixed Use areas take advantage of proximity to transit to provide opportunities for urban scale development and a host of economic, entertainment, and community activities. Buildings are located on small blocks with streets designed to encourage pedestrian activity. Storefronts line many streets with residences and offices up above. Roofs may hold resident or public amenities. Buildings typically extend to the lot line or have shallow setbacks. Parking is satisfied using on-street, structured, or shared parking.

Uses:
- Multifamily
- Office
- Small-large format retail and services
- Entertainment establishments
- Institutional
- Cultural facilities
- Open space and civic uses

Local Examples:
- None

Form and Character Guidelines:

Location	Within 1/4 mile of a transit station	Outside a 1/4 mile from a transit station
Use Pattern	Vertically Mixed Uses	Vertically Mixed Uses
Target Res. Density	32-125 du / acre	24-48 du / acre
Total FAR	Up to 6.0 FAR	Up to 4.0 FAR
FAR Mix (R: Residential, NR: Nonres, PC: Public/Civic)	R: 0-80% NR: 15-95% PC: 5%+	R: 0-80% NR: 15-95% PC: 5%+
Bldg. Height	Up to 15 stories	Up to 8 stories
Minimum Open Space	10% of site	10% of site

Intent:
- Provide a mix of uses in an urban environment on the highly accessible land near transit opportunities- particularly the Silver Line extension. The area serves as gateway to the county from the region and a major destination in its own right.
- Provide opportunities for commercial, entertainment, cultural, civic, and recreational amenities to support denser urban living.

Working Draft

General Description:

Transit Station Mixed Use areas take advantage of proximity to transit to provide opportunities for urban scale development and a host of economic, entertainment, and community activities. Buildings are located on small blocks with streets designed to encourage pedestrian activity. Storefronts line many streets with residences and offices up above. Roofs may hold resident or public amenities. Buildings typically extend to the lot line or have shallow setbacks. Parking is satisfied using on-street, structured, or shared parking.

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- Provide opportunities for commercial, entertainment, cultural, civic, and recreational amenities to support denser urban living.

Working Draft

Transit Station Mixed Use

- Supports the overall concepts of the Silver Line CPAM, but can achieve similar results while being less specific.
- A policy of the New Plan will state that the 65 LDN boundary will be respected, as stated in the Board's CPAM motion.
  - *The Place Type itself will not designate where residential is appropriate or inappropriate.*
  - *The New Plan will not have to be amended should the boundaries be changed as a result of the new airport noise study.*

Transit Station Mixed Use

Decision Point:

Should there be more flexibility regarding residential density, FAR, and building height within ¼ mile of a transit station?

Form and Character Guidelines:

Location	Within 1/4 mile of a transit station	Outside a 1/4 mile from a transit station
Use Pattern	Vertically Mixed Uses	Vertically Mixed Uses
Target Res. Density	32-125 du / acre	24-48 du / acre
Total FAR	Up to 6.0 FAR	Up to 4.0 FAR
FAR Mix (R: Residential, NR: Nonres, PC: Public/Civic)	R: 0-80% NR: 15-95% PC: 5%+	R: 0-80% NR: 15-95% PC: 5%+
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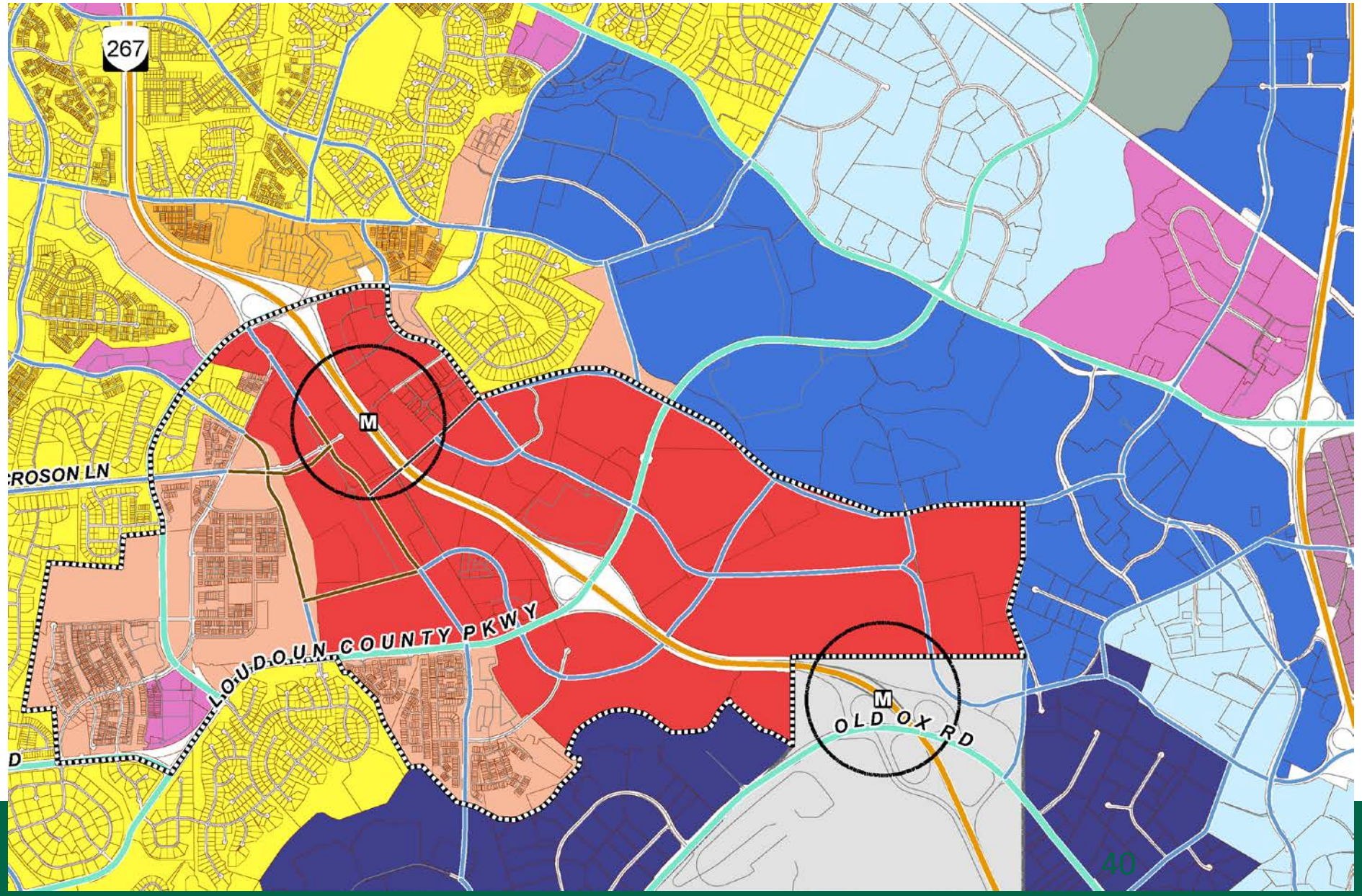
Envision Loudoun Recommendation



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Preliminary Policy Recommendations

Key Assumptions:

- Retain flexibility in the land use framework
- Include design guidelines to ensure urban design is achieved

Preliminary Policy Recommendations

- Urban areas are to support a high level of pedestrian connectivity:
  - *connected street grid patterns with sidewalks,*
  - *short block lengths, connected trails and pathways providing connections to surrounding neighborhoods*
  - *safe pedestrian and bicycle connectivity*
- Create walkable urban places that are attainable and desirable to all levels of the workforce, transit options, walkable shopping and entertainment near jobs to attract businesses to the area

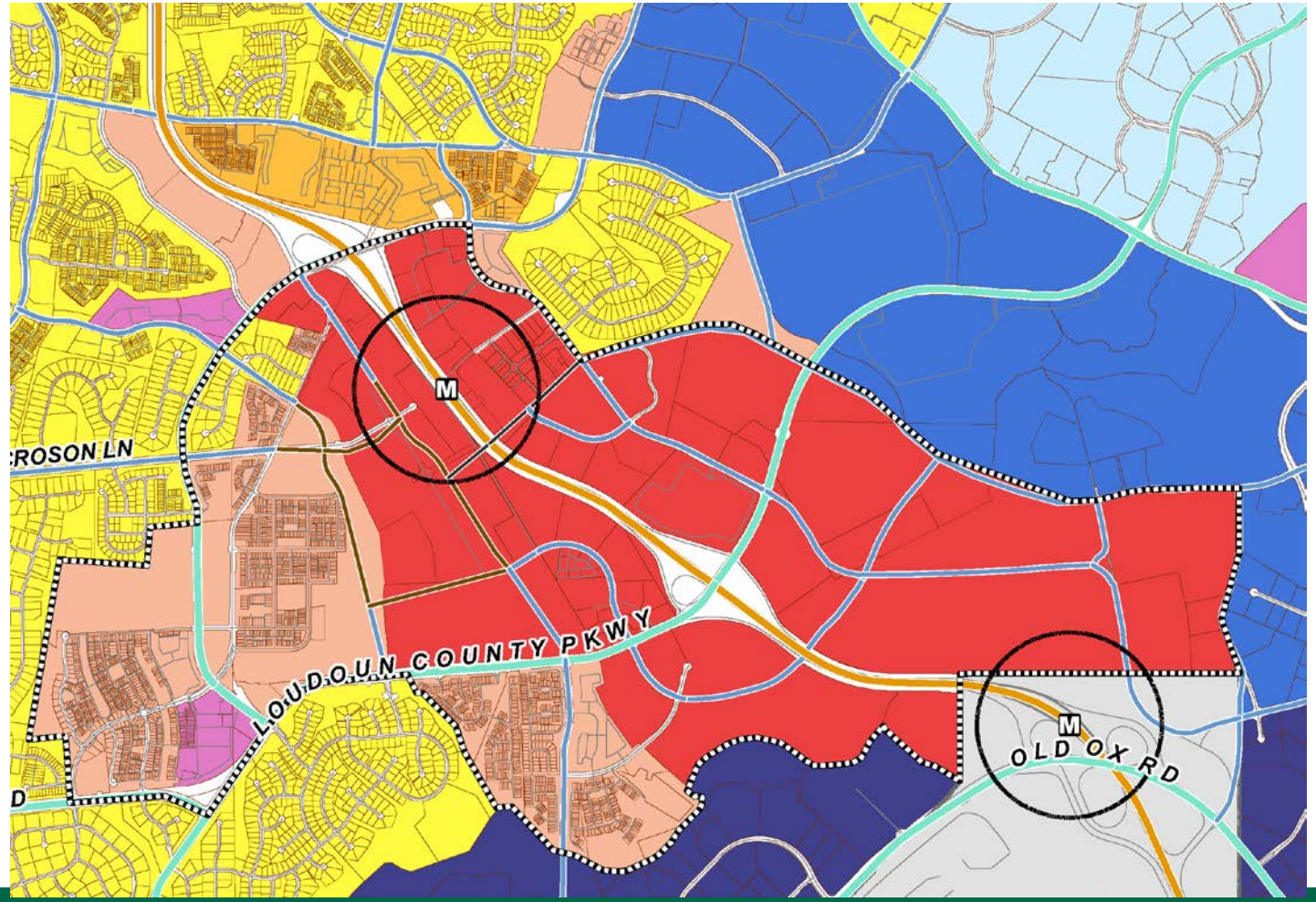
Preliminary Policy Recommendations

- Allow existing uses to continue and attract interim uses to generate prompt realization of tax revenue
- Natural features should be integrated into new developments in the planning area, including park spaces or on-site open space amenities
  - *The Broad Run is to be included as a linear park*

Urban Framework Areas

Decision Point:

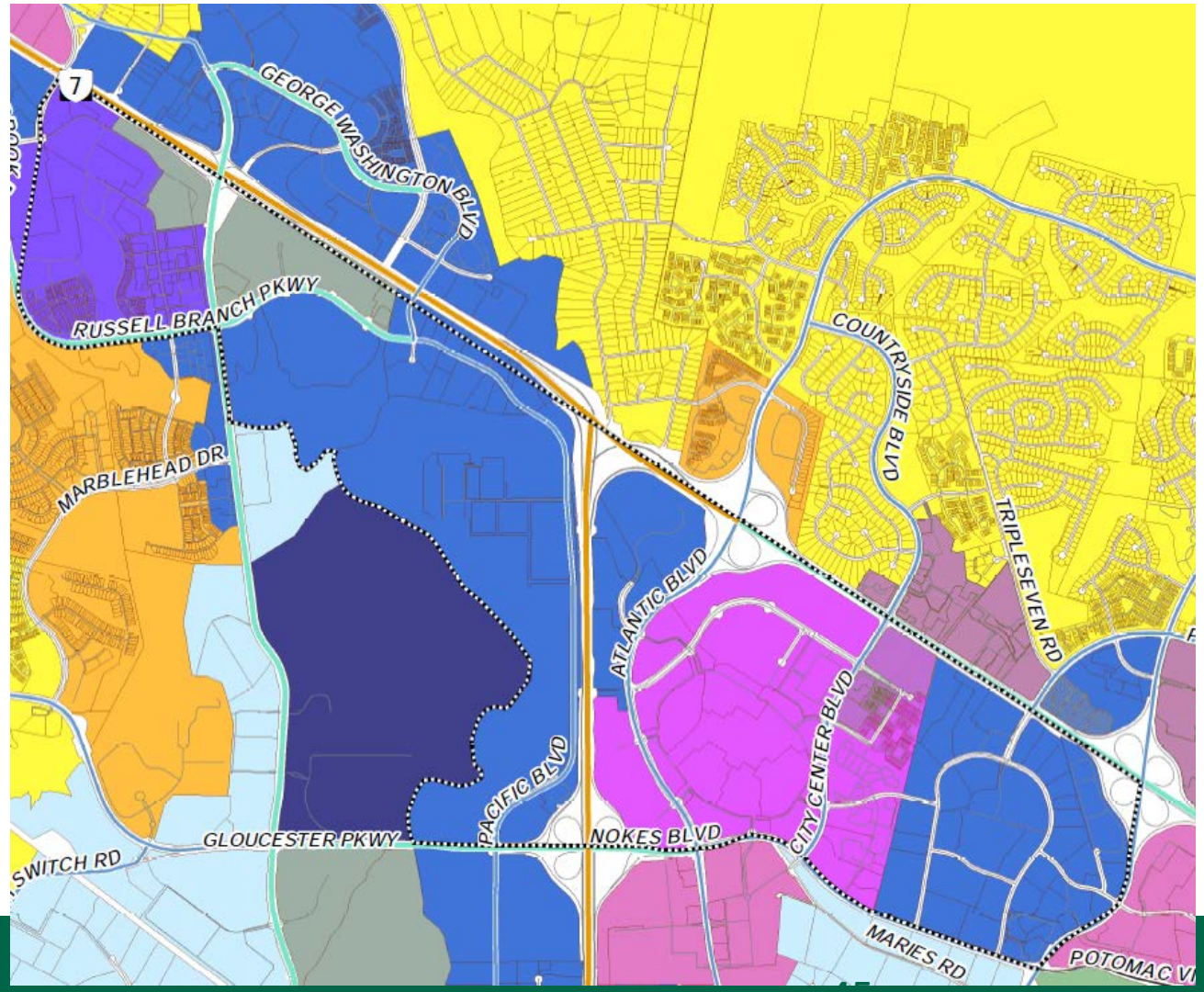
Should the Urban Area boundary north of the Ashburn station be expanded?



Urban Framework Areas

Decision Point:

Should the Urban Area boundary be expanded north of Route 7?



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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*

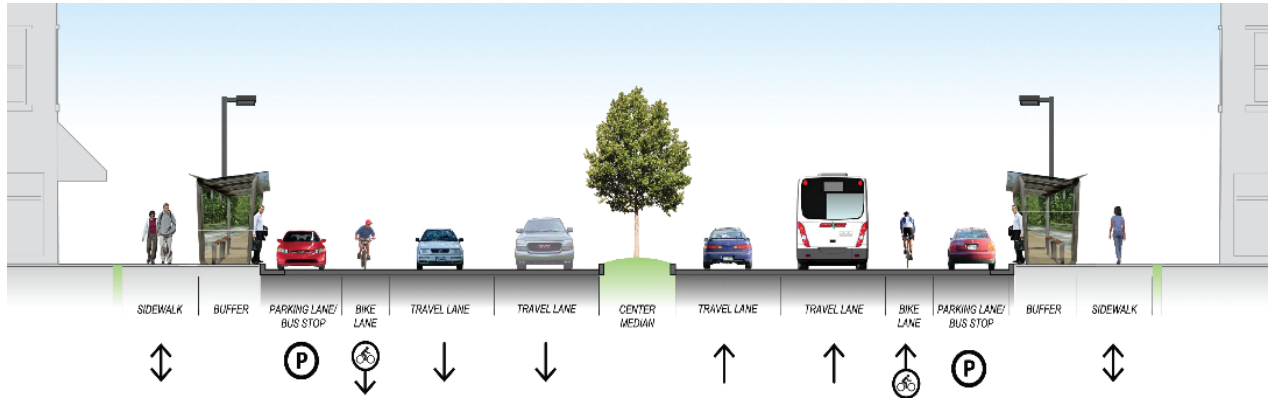
Transportation Mission Statement:

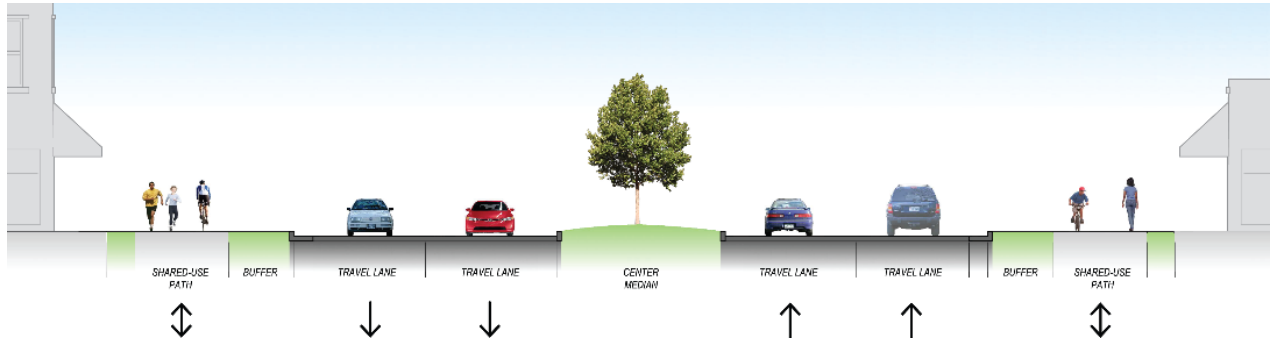
"The Silver Line Policy Area seeks to create high levels of mobility and access. This can be achieved through density that supports retail and office development, as well as a fully-connected and integrated transportation network where developments flow seamlessly into one another and pedestrian crossings 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

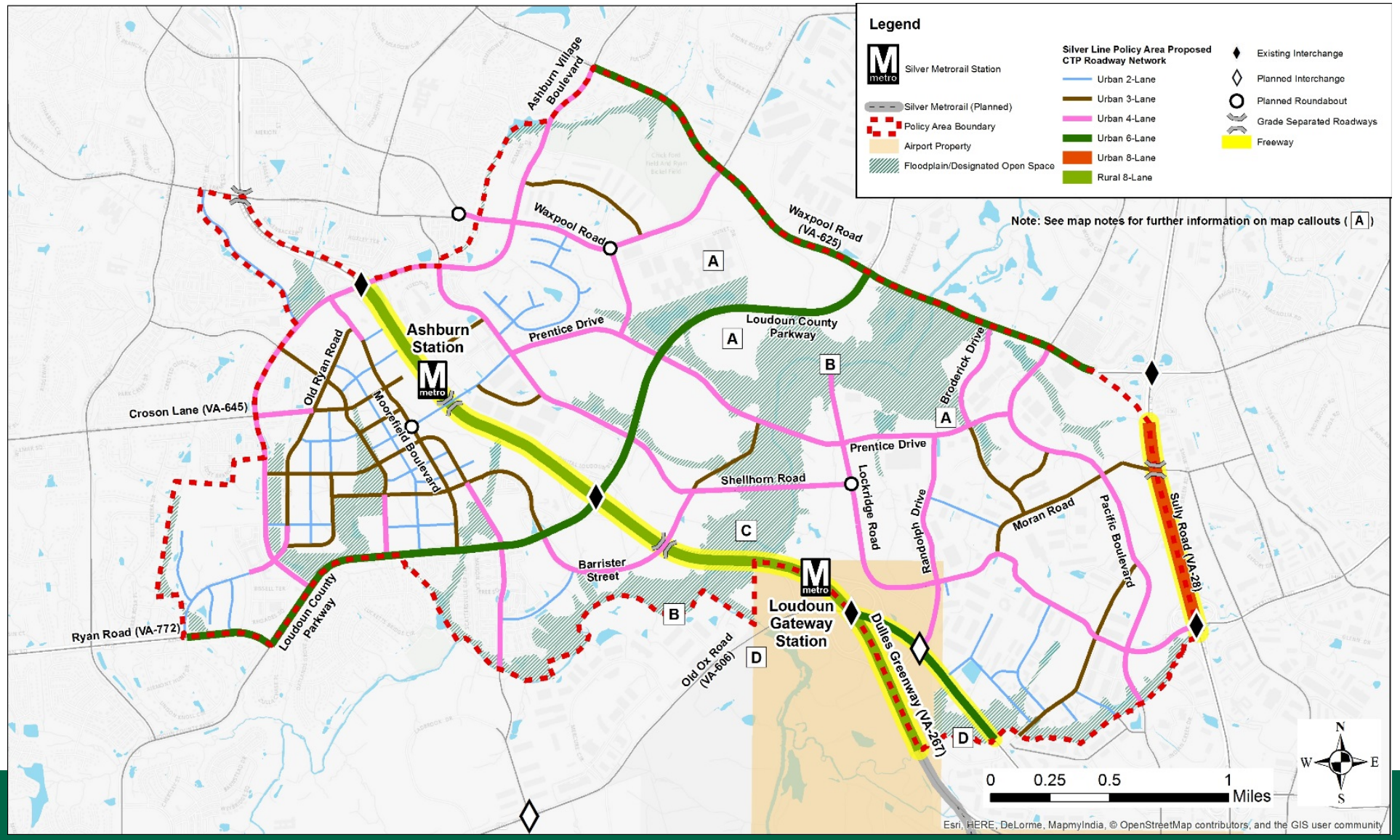




In denser areas, streets feature multimodal elements, such as:

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

Streets Plan



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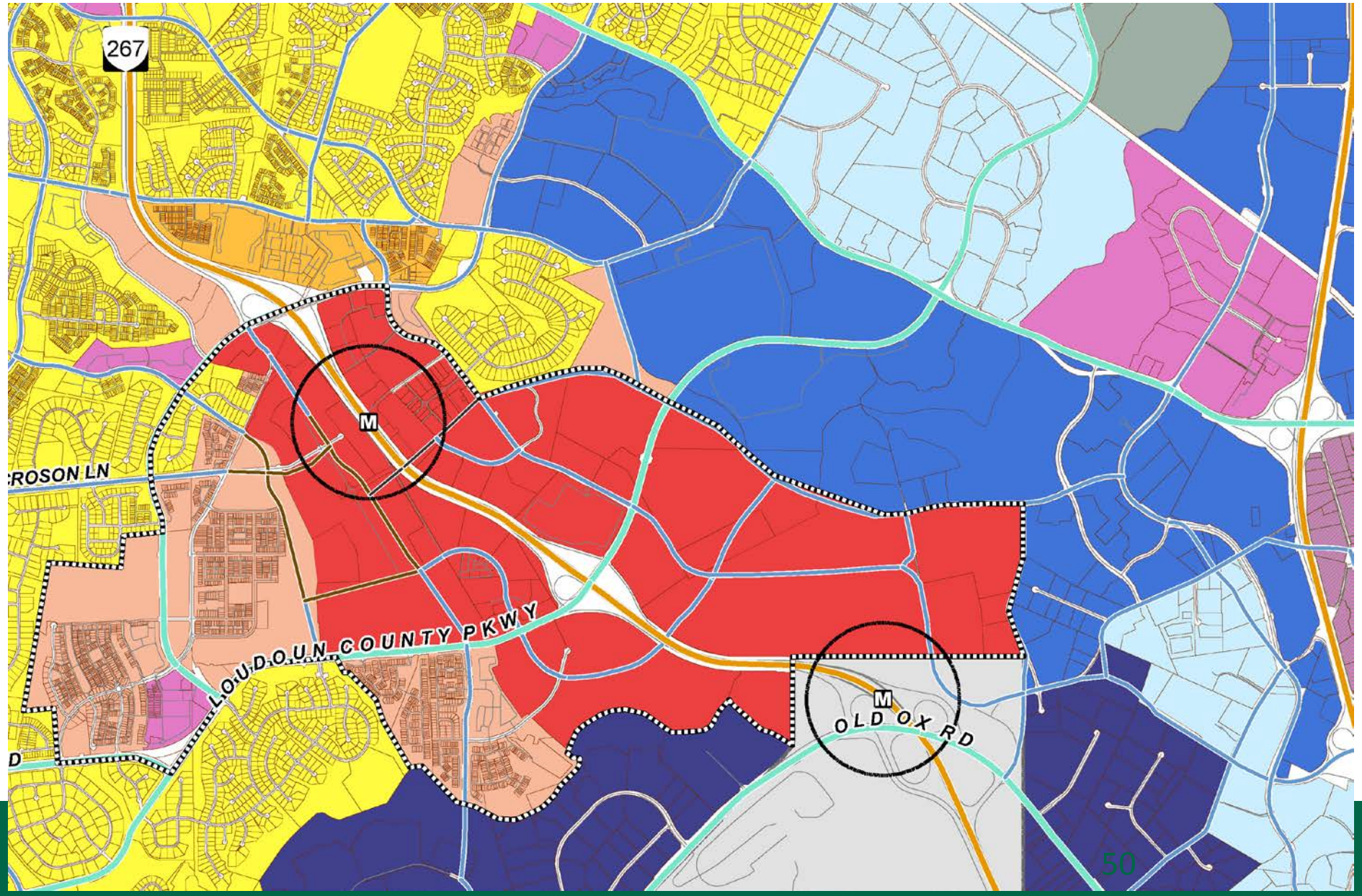
Envision Loudoun Recommendation



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