

Silver Line Small Area Plan CPAM

June 29, 2016 Public Meeting Comments

Land Use:

- Consider more interim uses to jump start development
- Categories are fine, although would like to see lower densities
- Less apartments and more townhouses
- Young people don't live this far from Washington, DC
- Loudoun County was not supposed to be urban; it is for families with kids who need open space.
- Coordinate land use boundaries with natural features
- Only 20% of the area in the Metrorail tax district is developable
- Land north of the Dulles Greenway within 1-mile of Metro should avoid single use zoning
- Mixed-use around the Ashburn Station is sufficient
- Provide more flexibility to create urban mixed-use areas within 1-mile buffer of Ashburn Station, especially on larger parcels
- Mixed-use, including residential should be located outside of the 65 ldn Airport Impact Overlay district boundary similar to what is proposed south of the Dulles Greenway
- Residential needs to be allowed in more areas to promote commercial development
- Want development similar to Reston
- Support overall proposed land use mix; however, concerned that Urban Mixed Use will not develop as intensely as envisioned as seen at other Metro Stations, specifically the Dunn Loring-Merrifield Station
- The Plan cannot be very rigid in terms of specific land uses and categories for each parcel; some level of flexibility is required. Can still have percentage of uses without dictating specific locations
- Greater flexibility with Suburban Employment and Compact, Walkable Employment areas
- Need gas stations south of the CPAM area
- Need to consider possible George Mason facility in the northwest corner of the CPAM area
- Explore air rights over roadways, specifically the Dulles Greenway (Look at creating performance standards)
- Standard office parks should not be encouraged, instead encourage walkable developments with a mix of uses.

- Route 28 area already has unsuccessful office parks. Since the CPAM area is close to Route 28 adding more office parks will compete with nearby, existing office parks.
- With more people teleworking, the demand for office space is declining.
- Propose moving the study area boundary farther south and east, along the Route 606 corridor to include the existing concrete plant. Propose designating this new area for mixed-use development.
- Support the urban environment the draft plan is proposing
- **Urban Mixed Use, Tall Buildings**
 - Generally approve of high density around the Ashburn Station, just not 10 to 15 stories
 - Less tall buildings. Why does Ashburn have to be so urban?
 - Population too dense
 - Will not blend in with the rest of the County, it will interfere with the airport
 - Necessary to stay competitive with areas like Reston and Ballston
 - Arlington has benefited significantly from similar growth around Metro Stations
 - Will provide a place for millennials and those looking to downsize
- **Urban Mixed Use, Medium Buildings**
 - Urban Mixed Use, Medium Buildings (4-6 stories) is typically 55 – 70 dwelling units per acre (du/acre) or even as high as 75 – 80 du/acre on an individual parcel
 - Add more Urban Mixed Use, Medium Buildings to allow the flexibility to truly create a walkable, vibrant mixed-use community, particularly within the 1-mile buffer
- **Compact, Walkable Non-Residential**
 - Land use should follow the Airport Impact Overlay district line, not the property line
 - Concerns with taller buildings farther away from the Loudoun Gateway Station due to flight patterns
 - Consider residential within 65 ldn Airport Impact Overlay district boundary
 - Designate the area proximate to the Loudoun Gateway Station as Urban Mixed Use, Tall Buildings similar to the Ashburn Station
 - No residential at Loudoun Gateway Station is a missed opportunity
 - Concerns that without a residential component it will not be mixed-use
 - Look into noise mitigation technology.
 - Airport noise study should be performed before decisions are made to not have residential at Loudoun Gateway Station
 - New aircraft engines will be 75 percent quieter than existing (NextGen). Redirect approach/departures from Dulles Airport

- Redo noise contours
- Look at noise contours from Dulles Airport Environmental Impact Statement to evaluate proposed residential uses (differs slightly from Airport Impact Overlay District)
- Will Compact, Walkable Non-Residential be economically viable, given that the uses will be competing with similar future uses on nearby northern airport land and will not have a residential component? If it is not economically viable, how will the County pay for Metro?
- Consider other uses than Compact, Walkable Non-Residential at Loudoun Gateway Station. Office users want to be in an urban center with residential development.
- Might not work without any mixed-use/retail
- There must be foot traffic for this area to work
- Note that the airport does not follow the County's Zoning Ordinance
- Opportunity for affordable housing
- Support the idea of a professional sports team/stadium
- **Urban Multifamily Attached**
 - This area is isolated. No integration or interconnectivity with the center of activity around the Metro Station. Suggest designating this area as Urban Mixed Use instead
 - If residential cannot be developed within the 65 ldn Airport Impact Overlay district consider a mixture of uses within the area designated as Urban Multifamily Attached with transportation options to the Metro Station.
 - Too far from the Loudoun Gateway Station
 - Need to consider orientation, presence of balconies, the amount of outdoor space, and building envelope requirements
- **Suburban Employment**
 - Suburban Employment at the Loudoun County Parkway/Waxpool Road intersection establishes the image for the area and should be designated as mixed-use, including residential. Data Center Overlay at this intersection is not pedestrian friendly
 - Extend Urban Mixed Use, Medium Buildings east of Loudoun County Parkway and along Waxpool Road
 - Suburban Employment and Compact, Walkable Non-Residential east of Loudoun County Parkway and west of the Broad Run floodplain should be designated as mixed-use – leverage the area within the 1-mile buffer to maximize benefits

- **Compact, Walkable Employment**
 - The area designated Compact, Walkable Employment west of Loudoun County Parkway does not correlate with Urban Mixed Use, Medium Buildings to the west, creates an inability to connect with the Urban Mixed Use, Medium Buildings. Designate this area as Urban Mixed Use, Medium Buildings to allow for mixed-use and shared parking
 - Why is the area west of Loudoun County Parkway designated as Compact, Walkable Employment? What will fit on this piece of land?
- **Urban Residential**
 - Increase “green” and single family usage in this area
 - The area designated as Urban Residential south of the floodplain and west of Loudoun County Parkway should be designated as Urban Mixed Use, Medium Buildings
 - Why is a portion of the Verizon Campus designated as Urban Residential? It would appear unfeasible to building residential at this site. Should be Suburban Employment with Data Center Overlay similar to the rest of the Verizon Campus.
- **Data Centers:**
 - Data Center Overlay within the Urban Mixed Use, Tall Buildings around the Ashburn Metro Station is not a good use for such valuable land
 - Data Center Overlay just outside of the 1-mile buffer for the Ashburn Station is too close to Metro. Should not mix data centers with the transit area.
 - Existing data centers are a good interim use that will retain large portions of land for redevelopment in the 20 to 30 year horizon as land values increase around the Metro stations.
 - Would like to see how data centers contribute to lowering the tax rate or contribute to government funded facilities. Seem so unfriendly to our communities.
 - Data centers are good for low service demands, but need to keep them out of mixed-use areas and need to make them look much nicer
 - Existing data centers are hurting the density and future mixed-use
 - No more data centers, they are not visually appealing
 - Very concerned with the spread of data centers in the area
 - Will not generate employment
 - Will there be design guidelines for data centers? Look like prisons, too close to the road
 - Concerns with data centers needing tall water towers near Metro

Public and Civic Uses:

- Concerns regarding adequate schools to serve new units in light of existing capacity issues
- Schools should be addressed at the “front end” of the planning process
- Where and how will the County get land for schools? Concerned that once the area begins to develop the land will be unaffordable for schools.
- Designate areas for schools
- Mixed-use will minimize housing and transportation issues but can cause challenges for schools.
- Recommend changing forecast methodology to estimate student generation
- Support public spaces in urban areas, such as farmers markets and art spaces (art theater similar to Cinema Arts in Fairfax – the County could offer tax incentives to encourage this type of use over typical entertainment venues)
- Support senior center in urban area – seniors should be accounted for, not just millennials
- Place for concert performances
- Post offices
- Keep boy scout campground north of Shellhorn Road and west of Loudoun County Parkway

Parks and Open Space:

- Incorporate meaningful parks and open space beyond floodplain areas (more substantial than pocket parks and some ability to host team sports such as little league or soccer)
- There should be more areas designated as parks and open space
- Active spaces in urban core
- Need schools, playgrounds, and dog parks within Moorefield Station development
- Designated dog parks and places to walk dogs
- Soccer, baseball, and football fields for school aged kids
- Basketball courts
- Support active recreation areas over movie theaters – already a lot in the area. Incentive other types of activities, such as indoor climbing and bowling
- Community gardens
- Preserve existing environmental features like trees and wildlife habitats when developing. Don't just clear cut and grade everything
- Miss trees south of Dulles Greenway. Bring back shade

- Need trees south of Croson Lane, east of Old Ryan Road within the Moorefield Station development
- Need green space north of Croson Lane, east of Old Ryan Road within the Moorefield Station development
- Why are the Regency open space parcels across Ashburn Village Boulevard designated as Urban Residential?
- The open space area on Loudoun County Parkway on the Verizon campus needs to be reanalyzed.

Transportation:

- Add the floodplain to the transportation map to show constraints
- Concerns regarding existing traffic conditions and whether it will be addressed in the interim versus new development under the new plan (i.e. longer period)
- Connect existing residential to the mixed-use areas
- Concerns that more people will have cars than we think
- Note that there will be more transportation options
- Commuters should use the Loudoun Gateway Station rather than the Ashburn Station
- Better access at the Loudoun Gateway Station
- Make it possible to get out of Denton Terrace onto Old Ryan Road
- Encourage car sharing locations
- Reduce reliance on automobiles
- FSM standards, especially for vehicle level of service should be “relaxed”, so there is a balance between vehicular and pedestrian/transit traffic
- Travel Demand Management strategies should be considered for areas beyond 1-mile buffer to allow for a higher density
- Bike share; zip cars; carpooling; park-and-ride; streetscape; holiday celebrations; pedestrian crossings; stop lights, especially in Urban Mixed Use area; street furniture; wide sidewalks; street lighting; plants; art sculptures; shade; one way urban streets
- **Roadway:**
 - Once the Plan is adopted the County should post online with projected dates for the completion of roadway projects
 - Need a traffic light at:
 - Claude Moore Avenue/Loudoun County Parkway
 - Mooreview Parkway/Croson Lane
 - Old Ryan Road/Vantage Pointe Place
 - Old Ryan Road/Allisons Ridge Terrace

- Need alternative routes to Loudoun County Parkway
- Concerned that road network does not provide adequate through traffic on Loudoun County Parkway
- Concerns with additional vehicles on area roadways that are already at capacity
- Clarify which roads would be through routes and which would be urban, slower routes
- Overall need to consider the impact of the anticipated development on the transportation network outside of, but near the CPAM area
- Concerned about traffic cutting through existing neighborhoods (Loudoun Valley Estates, Regency)
- Be mindful of existing residential bordering the CPAM area, development is going to lock residents into communities with only one way in. Work with existing communities to protect their space from being overrun with traffic
- Maintain right-of-way along streets for future widening
- Concerned with the flow of traffic from Route 7 into the CPAM area
- Need barrier walls along the Dulles Greenway as it passes through the CPAM area
- Reduce lane sizes for future transportation modeling
- Concerned about the Florida T at Hartley Place and Shellhorn Road
- Too many roundabouts proposed for Shellhorn Road
- How will right-of-way for Barrister Street Extended be acquired? Not sure the road can be built without eminent domain
- Keep Shellhorn Road away from Loudoun Gateway Station
- Make roads less suburban in nature
- **Parking:**
 - Consider parking policies with a reduction in the required parking minimums. Fairfax penalizes applicants for providing parking above and beyond what is required.
 - Concern about sufficient parking at the station
 - Recommend more parking at the Loudoun Gateway Station, perhaps on Dulles Airport land
 - Avoid on street parking near the residential part of Urban Mixed Use and Urban Residential, on street parking should only be outside businesses
- **Transit:**
 - Recommend early planning of shuttle service within the CPAM area and direct transit service to metro
 - Connect the rest of the suburban area to the Metro Stations by bike and transit, not just vehicular connections.

- Need transit connections from other activity and population centers (Leesburg, Dulles Community) to the CPAM area
- Encourage transit and discourage vehicular traffic. People will take the best transportation options available.
- Provide education regarding transit options
- Support transit services such as shuttles or circulators to serve new development
- Consider light rail or bus to provide connectivity between Urban Multifamily Attached and Compact, Walkable Non-Residential
- Neighborhood buses to Metro
- Encourage shuttle between the rail stations through mixed-use areas
- **Bike/Ped:**
 - Too many bikes are within the vehicular travel lanes. Support street sections with bike lanes as shown during the presentation.
 - Why on-road bike lanes instead of off-road 10-foot shared use paths?
 - Keep bike lanes as separate from vehicular lanes as possible
 - Consider raised bike lanes and bridges over roads and intersections
 - Need bike lanes, an overall bike lane plan, and continuous connecting bike lanes (not piecemeal)
 - Bike lanes for school children/youth
 - Clearer picture needed of bike networks (in addition to W&OD Trail)
 - Need pedestrian connections and bike trails from the suburban area/W&OD Trail to metro
 - Need bicycle and pedestrian connections to Metro from different uses and neighborhoods around the CPAM area
 - Urban Mixed Use, Tall Buildings needs walkable trails to Ashburn Station
 - Suburban Employment area needs bicycle and pedestrian nodes
 - Sidewalks or other pedestrian connections linking neighborhoods immediately outside of the CPAM area to the higher intensity areas should be constructed prior to the anticipated development
 - European “auto-free pockets” with no streets like the Ballston Station
 - Need greater emphasis on pedestrian only areas
 - How will safe pedestrian connections be provided across Shellhorn and Waxpool Roads? Suggest tunnels and bridges
 - Add more sidewalks and trails

Employment:

- Concern with the residential density increasing by 15,000 units with only an increase in 9,000 jobs
- What kind of jobs will be created? Will there be a wide range of different types of employment?

Design:

- Prohibit front loaded townhouses
- Reduce setbacks along Prentice Drive Extended and Loudoun County Parkway within 1-mile buffer
- Truly urban school designs
- Look at AMA's recent recommendations on lighting in urban environments
- Support a grid network over curvilinear

Existing Development:

- Concerns from existing residents that the intensity of new development will negatively impact the suburban environment they bought into (i.e. noise, traffic, etc.)
- Not sure if the Airport Overlay Contours are correct. A newer runway is further west than previously planned. There might be multifamily development in the actual (not zoning overlay) 65 ldn noise contours right now