

COALITION CONSOLIDATED LOUDOUN 2040 INPUT SUMMARY

**COALITION, TOWN & COMMUNITY
PLAN REVIEW / DIRECT INPUT**
~ 80,000 Residents Countywide

Loudoun County
Preservation and Conservation Coalition

Loudoun Preservation Society

Piedmont Environmental Council

Loudoun Wildlife Conservancy
Established 1996

FRIENDS OF THE BLUE RIDGE MOUNTAINS

Mosby Heritage Area

LH VA LOUDOUN HISTORIC VILLAGE ALLIANCE

Aldie Heritage Association

LINCOLN PRESERVATION FOUNDATION

Bluemont Citizens Association

Taylorstown Community Association

UNISON PRESERVATION SOCIETY

Waterford FOUNDATION, INC.

Save Rural Loudoun

Loudoun Walking & Volkssport Club
...in step with Loudoun's nature

Loudoun Equine Alliance

COLT
Coalition of Loudoun Towns:
Leesburg *Parcelville*

FARM BUREAU VIRGINIA
LOUDOUN COUNTY

PHTA
potomac heritage trail association

350 LOUDOUN
SHARE UP TO CLIMATE RESILIENT

BIKE LOUDOUN

Catoclin Creek
Scenic River Advisory Committee

HAMILTON

HILLSBORO

Town of Round Hill

Wade Capital Consulting LLC

**Discussion Aide for
Board of Supervisor
Work Sessions**

April 18, 2019



VISION STATEMENTS AND RECOMMENDED CHANGES

As described in the March 6, 2017 Stakeholder Committee Meeting summary², and discussed throughout the Envision Loudoun/Loudoun 2040 process, the definition and importance of Vision statements were stated as:

- The highest level—and therefore most general—expression of a community’s future;
- Reflects the community’s values, especially with the physical and quality of life conditions;
- Sets the tone for more specific recommendations.

Therefore, to confirm the March 13, 2019 draft remains on target, review of the chapter Vision statements is warranted to ensure they “reflect the community’s values,” and “set the tone for more specific recommendations.”

VISION STATEMENTS – MARCH 13, 2019	RECOMMENDED / REQUIRED CHANGES
<p>CHAPTER 1 - INTRODUCTION</p> <p>Loudoun County continues to flourish as a prosperous and inclusive community with a well- deserved reputation for great places – natural and built, as well as, historic and new – in a variety of settings. The County will foster economic innovation, fiscal strength, and sustainability.</p>	<p>RECOMMENDED SUBSTITUTE LANGUAGE</p> <p>Loudoun County will be an inclusive community with great places – natural and built, historic and new – with a vibrant economy, fiscal strength, and sustainability to provide a high quality of life to its residents.</p>
<p>CHAPTER 2 - QUALITY DEVELOPMENT</p> <p>Quality Development VISION Loudoun will carry forth our successful land use and growth management policy while promoting the well-planned development of unique and appealing places providing a full spectrum of housing and employment options that are linked to supporting commercial, entertainment, educational, agricultural, and recreational activity.</p>	<p>RECOMMENDED SUBSTITUTE LANGUAGE</p> <p>Loudoun will successfully utilize land use and growth management policy to develop sustainable, well-planned, unique and appealing places with a full spectrum of housing and employment options linked to supporting commercial, entertainment, educational, agricultural, recreational activity, and residents' needs and desires multi-modal transportation options.</p>
<p>Infill and Redevelopment - VISION A community where careful public investment in services, facilities, and growth management can maintain neighborhood vitality, revitalize underused areas, and facilitate complete, connected, and distinct communities.</p>	<p>Loudoun County will utilize infill, revitalization, and redevelopment policies to maintain vibrant communities, revitalize underused areas, with planned public investment in services and facilities, through public/private partnerships.</p>
<p>Urban Policy Areas - VISION The Urban Policy Areas (UPA) will be complete communities that accommodate living, working, shopping, learning, and playing in dense urban environments of walkable mixed-use and transit oriented development. These areas will possess high-quality public environments with accessible and connected spaces, and a rich mix of uses that establish a distinctive sense of place. UPA communities are envisioned to support development types, patterns, and densities that will create jobs, grow the tax base, and be fiscally sustainable.</p>	<p>The Urban Policy Areas (UPA) will be the target area for most of Loudoun’s future growth through 2040, with complete communities that accommodate living, working, shopping, learning, and playing in dense urban environments of walkable/bikeable mixed-use and transit-oriented development. These areas will possess high-quality public environments with accessible and connected spaces, and a rich mix of uses that establish a distinctive sense of place. UPA communities are envisioned to support a range of residential options for all income levels, development types, patterns, and densities that will create jobs, grow the tax base, reduce additional traffic and be fiscally sustainable.</p>

² https://www.loudoun.gov/DocumentCenter/View/127323/LC_March-6-Stakeholders-Committee_JG?bidId=



CHAPTER 4 - HOUSING	RECOMMENDED SUBSTITUTE LANGUAGE
<p>Provide housing options that can accommodate a variety of lifestyles, households, ages, cultures, market preferences, incomes, and needs.</p>	<p>Maintain and increase the County's commitment to existing housing programs while requiring the private and non-profit housing providers to diversify the range of housing options to include: workforce housing; "unmet housing needs" for present and future residents in areas selected for planned growth; where adequate infrastructure, schools and public facilities are in place.</p>
CHAPTER 5 - ECONOMIC DEVELOPMENT	RECOMMENDED SUBSTITUTE LANGUAGE
<p>A diverse and globally competitive Loudoun Economy.</p>	<p>A diverse and globally competitive economy that creates high value employment opportunities, is fiscally sustainable, is sensitive to protecting clean water, air and the environment and maintains a high quality of life for residents.</p>
CHAPTER 6 - FISCAL MANAGEMENT & PUBLIC INFRASTRUCTURE	RECOMMENDED SUBSTITUTE LANGUAGE
<p>Provide high quality, efficient, and environmentally sensitive infrastructure systems supporting growth management goals and delivering innovative services to the community.</p>	<p>Employ a sustainable fiscal revenue strategy to provide high quality, efficient, and environmentally sensitive infrastructure systems supporting growth management goals and delivering balanced growth of housing, commercial sites, parkland, open space, utilities and social and community services to benefit our current and future citizens.</p>
COUNTYWIDE TRANSPORTATION PLAN	
<p>Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.</p>	<p>Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.</p>



CHAPTER 1: Introduction

A. SUMMARY / GENERAL OBSERVATIONS

The Chapter provides introductory information as an overview to the Plan. It also summarizes the legal aspects of the Plan.

B. CURRENT DRAFT ISSUES

1. The discussion of public input is about the process of obtaining it and not about the actual desires and priorities of the citizens (and the opposing views of the business community).
2. It also includes a section on Housing that needs review.

C. RECOMMENDATIONS / ACTIONS REQUIRED

1. It has been made clear through Public Input and Coalition Member input that citizens do not support the scale of development proposed in the Plan; the volume reflects the views of the Business Community, not the 30+ content providers for this report and public input summaries.
2. The Housing section in Chapter 1 will have to be revised if Housing Chapter 4 is revised to reflect the real constraints and citizens wishes.

D. VISION

CHAPTER 1 - INTRODUCTION	RECOMMENDED SUBSTITUTE LANGUAGE
Loudoun County continues to flourish as a prosperous and inclusive community with a well- deserved reputation for great places – natural and built, as well as, historic and new – in a variety of settings. The County will foster economic innovation, fiscal strength, and sustainability.	Loudoun County will be an inclusive community with great places – natural and built, historic and new – with a vibrant economy, fiscal strength, and sustainability to provide a high quality of life to its residents.

E. POLICIES, STRATEGIES, ACTIONS COMMENTS

1. A number of contributing organizations, including the Loudoun County Equine Alliance (LCEA), dispute the concept that it is the goal of a Comprehensive Plan to fulfill market demand for housing, stating:
 - a. Accommodating high demands for housing does NOT support Loudoun's economic development goals and has the potential for negative economic impacts.
 - b. Increased density in the Transition Policy Area (TPA) will drive away remaining agricultural businesses from the area (including equine) and damage the rural activities in the areas of the Rural Policy Area along the border of the TPA, the Rt. 15 corridor south of Leesburg in particular.

“This is an area where horse businesses still thrive but are threatened by encroaching development, traffic, noise and the incompatibility of suburban density with rural agribusiness.” (LCEA)



CHAPTER 2: Quality Development – Urban Policy Area

A. SUMMARY / GENERAL OBSERVATIONS

Loudoun County opted into the Metro Silver Line in 2012. However, the County still does not have an overall Plan for the Urban Policy Area (UPA). The present draft Plan covers many design ideas and policies, but leaves unaddressed key questions.

B. CURRENT DRAFT ISSUES

1. Insufficient attention on urban growth in plan (lack of timelines and design details).
2. Insufficient walking/biking plans create a disconnect with goals.
3. Negative financial impacts if not properly designed and implemented.
4. County lacks experts on urban areas and necessary expertise is not addressed in plan.
5. Interim development (i.e., before Plan and new zoning) is not tied directly to ultimate vision.

C. RECOMMENDATIONS / ACTIONS REQUIRED

1. Recognize that the future of the Metro Tax District and the Urban Policy Area are the most important development challenge in Loudoun for the next 20 years and should be viewed as a sustained development issue and not merely a “planning issue.”
 - a. Add specific detailed small area plans for each Metro Area.
2. Establish a Task Force with representatives from Economic Development, Transportation, Planning, and Finance under an Assistant Administrator to guide the work over time.
 - a. Add outside experts in urban planning to effort.
 - b. Retain on an “as needed” basis architect/design expertise with urban design experience and a real estate specialist with major experience in marketing and coordinating urban development at this scale.
3. CTP must ensure separate lanes for Bikes, Pedestrians & cars on all streets near stations, not just shared car lanes.

D. VISION

Loudoun needs to clearly articulate that the majority of future growth is expected to happen at the Metro Station area. This is more sustainable, manageable, and matches where the public has indicated that it wants the County to grow.

CHAPTER 2 - QUALITY DEVELOPMENT	RECOMMENDED SUBSTITUTE LANGUAGE
<p>Urban Policy Areas - VISION The Urban Policy Areas (UPA) will be complete communities that accommodate living, working, shopping, learning, and playing in dense urban environments of walkable mixed-use and transit oriented development. These areas will possess high-quality public environments with accessible and connected spaces, and a rich mix of uses that establish a distinctive sense of place. UPA communities are envisioned to support development types, patterns, and densities that will create jobs, grow the tax base, and be fiscally sustainable.</p>	<p>The Urban Policy Areas (UPA) will be the target area for most of Loudoun’s future growth through 2040, with complete communities that accommodate living, working, shopping, learning, and playing in dense urban environments of walkable/bikeable mixed-use and transit-oriented development. These areas will possess high-quality public environments with accessible and connected spaces, and a rich mix of uses that establish a distinctive sense of place. UPA communities are envisioned to support a range of residential options for all income levels, development types, patterns, and densities that will create jobs, grow the tax base, reduce additional traffic and be fiscally sustainable.</p>



E. POLICIES, STRATEGIES, ACTIONS COMMENTS

1. The policies, strategies and actions in the UPA do not adequately provide detailed direction and outcomes the County wants to achieve in the three station areas.
 - a. There should be overall policies with the next step to develop even more detail through specific area plans that are included in the Comprehensive Plan.
2. Loudoun should study the examples set in neighboring jurisdictions on the Metro lines to consider the types of detail that should be in the UPA overall plan, and in the specific area plans for each station.
 - a. Some of the many details to include: consideration of orientation and placement of public spaces; site design principles to maximize solar access; placement and mix of residential units to minimize walking distances to the stations with availability for all ages and incomes; higher percentages of affordable and workforce housing; guidelines for grid of tree-lined streets to improve pedestrian experience, and trails and bike access throughout the area both near and further from the stations; guidelines for green buildings and plan for district energy to partner with nearby data centers and reduce overall energy impacts; protection of wetlands and headwater streams, preservation of natural resources and stormwater management using LID and natural systems.

F. QUESTIONS FOR WORK SESSIONS:

1. What is the comparative advantage of Loudoun’s Metro locations and land area over the stations that are in Fairfax and Arlington? How will Loudoun maximize its advantages? How are the different roles between the Ashburn and Gateway Stations being defined, and how will Loudoun best take advantage of its land area within a half mile of the Innovation Station in Fairfax?
2. Should the top priority to obtain the largest amount of tax revenues with build out in the shortest time that ultimately will cost the county more in services? Or should it be to seek longer term, higher value build-out as the market matures which may better serve the long-term interests of Loudoun citizens? What are the benefits achieved through a detailed plan that meets multiple objectives?
3. What will be the effect of the Urban Policy Area build-out on similar land use projects elsewhere or will development outside the tax districts hold back the growth of the Urban Policy Area?
4. As other counties have discovered, Loudoun may have to prioritize public capital investment to make the Urban Policy Area attractive for investment. Can the County afford to do that if it does not reduce growth and associated needs created by new residential growth elsewhere?



8. Preserve 70% open space in the Lower Bull Run, Middle Goose and Lower Sycolin subareas.
9. Keep Northstar Blvd to 4 lanes south of Rt 50 and delete reference to Bi-County Parkway.

D. VISION

CHAPTER 2 - QUALITY DEVELOPMENT	RECOMMENDED SUBSTITUTE LANGUAGE: Options
<p>Transition Policy Area - VISION The Transition Policy Area (TPA) is visually distinct from adjoining policy areas, providing expansive open space with recreational opportunities while accommodating a development pattern that promotes environmental protection, housing diversity, quality design, and economic growth.</p>	<p>The Transition Policy Area (TPA) is enduring, visually and spatially distinct from adjoining policy areas, utilizing green infrastructure policies to provide 50% or more open space that supports and protects public drinking water source watersheds, natural and historic assets. The TPA ensures abundant trails, parks, and recreational space while accommodating limited residential development with housing diversity, quality design and economic growth.</p>

E. POLICIES, STRATEGIES, ACTIONS COMMENTS

1. The PSA for the Transition Policy Area ***assumes that proffer policies will be extended to cover the area.*** But if there is a court challenge or other reason proffers are not available will the same proposed 14,000 Single Family Detached (SFD) and Single Family Attached (SFA) be proposed. ***Should the PSA reflect this situation?***
2. Prior to the establishment of higher density residential units to create affordable and diverse housing opportunities, the opening up of the TPA should only be done under highly controlled policies which will actually achieve the housing policies of the County as opposed to more suburban style housing. Note “mixed use” projects should not be introduced to the TPA.

F. QUESTIONS FOR WORK SESSIONS:

1. Should the proffer issue be resolved legally before the County commits to adding 17,640 homes?
2. Will any transfer of RPA property to the TPA set a precedent which will require future Boards of Supervisors to approve additional transfers as property owners seek the land value windfall?
3. Should the massive amount of data center development be cut back and away from existing residential developments?
4. Presently the residential Place Types all include pictures of standard suburban housing and have no specific performance standards for the provision of workforce housing and responding for “unmet needs.” Shouldn’t any additional housing be required to meet specific performance standards that will result in workforce housing and respond to “unmet needs?”
5. The Plan calls for a large “mixed use community center” on Route 50 across from Lenah. This will evolve into “highway commercial” and add to congestion on Route 50 as well as undermine the historic character of the highway less than 2 miles from Mt Zion Church. Should the Plan require all commercial development to be solely to serve neighborhoods and be internal to the TPA area?
 - a. The surrounding community has embraced a “mixed use” proposal for the southwest corner of Gum Spring and Braddock in order to dramatically reduce trip counts that a retail-only development would generate. Given the unique challenges posed by developing this parcel and it is currently zoned as residential, should this type of unique solution be examined?



4. Strengthen the Policies for identifying appropriate and controlling inappropriate land uses being located in the RPA to preserve rural tourism and agricultural investments.
5. Land set aside for the rural economy or open space lot must contain a minimum of 80% Class I and Class II agricultural soils.

D. VISION

CHAPTER 2 - QUALITY DEVELOPMENT	RECOMMENDED SUBSTITUTE LANGUAGE
<p>Rural Policy Area - VISION The Rural Policy Area (RPA) is an enduring rural landscape that is characterized by a unique composite of natural and man-made environments, rural economy uses, working agricultural lands, open space, and a limited residential base.</p>	<p>The Rural Policy Area (RPA) will continue to be a permanent Countywide asset, with an enduring rural landscape characterized by limited residential development, a unique composite of natural and historic assets, rural economy and equine uses supporting tourism, working agricultural lands and open space. Its continued success requires a range of land management tools and performance standards to maintain long-term economic, environmental and social sustainability.</p>

E. POLICIES, STRATEGIES, ACTIONS COMMENTS

1. Although indicating support for the RPA as a whole, the Plan does not include policies, strategies and actions necessary and sufficient to maintain
 - a. prime agricultural soils and secondary cropland;
 - b. support for long-term farm leasing;
 - c. sufficient ag education and vocational training programs;
 - d. efforts to promote new farm infrastructure (e.g., water systems, barns, handling and processing facilities);
 - e. efforts to preserve older farm structures directly used for crops and livestock for food production; and
 - f. rural economy lots and open spaces appropriate and reserved for farming or for parks, trails, equine uses, and other outdoor recreation.
2. Linear parks are a critical component of all policy areas. They could link all policy areas together, including rural economy and agrarian land uses, and open spaces in the RPA. Such a system would contribute to and enhance the unique character of Loudoun County and integrate Loudoun County into an organic whole.

F. QUESTIONS FOR WORK SESSIONS:

1. The land management tools for the rural area should be comprehensive in scope, but flexible in implementation. PDRs and TDRs as land management tools have been requested by almost every group participating in this consolidated report. Why have they been dropped from the Plan when their use should be an option for consideration for future Boards of Supervisors?
2. Why are there no Place Types for Rural Tourism Facilities and/or Clustered Housing? Both are mentioned in the text but not illustrated as Place Types.
3. Development easements are created through the zoning and subdivision process and are different from Conservation Easements. Why are there no policies for Development Easements in the RPA?



CHAPTER 3: Natural and Heritage Resources

A. SUMMARY / GENERAL OBSERVATIONS

1. The Chapter provides broad support for Natural and Heritage Resources, but at the same time substantially weakens the overall importance of the role of these assets in the future development of the County.
2. By deleting the name “Green Infrastructure” from the title of the Chapter and deleting many of the stronger policies from the RGP it leaves protection of these elements more vulnerable from development pressure.
3. The March draft does a good job of describing the importance of Loudoun’s Historic, Archaeologic and Scenic Resources, however, it introduces new threats to those resources and weakens the existing RGP protections.

B. CURRENT DRAFT ISSUES

1. Green Infrastructure
 - a. Responsibility for environmental planning, monitoring and enforcement is spread throughout the county government, which can result in fragmented and inconsistent environmental protection. Natural resources are interconnected through complex systems, so their management should be interconnected and coordinated between county departments, as well as with regional and state agencies, partnerships, regional alliances and non-profits.
 - b. The entire premise of the RGP’s natural asset chapter has been discarded, which is that the framework of the Green Infrastructure, (a.k.a., a watershed-based approach to land use planning), will guide where and how development and redevelopment occurs. Resources are interdependent. Strategies, policies and actions should protect integrated systems, rather than individual resources.
 - c. The Introduction confuses conservation design with green infrastructure as a planning tool. The statement that the protection of resources is interrelated, creating a network of natural and heritage resources, is misleading. It is the assets themselves that are interrelated, so that protection should also be interrelated.
 - d. Descriptive and explanatory paragraphs are inadequate to explain the importance and function of resources.
2. Historic and Heritage Resources
 - a. Open-ended policies in the chapter introducing flexibility and reduced regulation for developers and builders could be used as a wedge to destroy Loudoun’s historic and natural heritage.
 - b. No commitment to establish land uses compatible with historic, open space, and scenic view areas.
 - c. Removes the Historic Preservation Plan’s role as the primary planning tool for the protection and preservation of the County’s vast cultural resources.
 - d. Limits tools available for conservation by removing policies supporting TDRs and PDRs.



- 3. Historic and Heritage Resources
 - a. Strengthen protections of historic assets and resources by restoring the RGP policies supporting historic and heritage resource preservation.
 - b. Restore commitment to maintain Certified Local Government status providing access to grants.
 - c. Restore the Historic Preservation Plan and land conservation tools for protection of the County’s cultural resources.
- 4. Parks & Trails
 - a. Reference Parks & Trails in Chapter 3, Natural & Historic Assets / Green Infrastructure Chapter.
 - b. Include a section on “Open Space Assets” by transferring discussion of Parks and Trails from Chapter 6 to Chapter 3.
 - c. Expand to include spatial role of School sites, Parks, and open space easements as integrated parts of the Green Infrastructure network.
 - d. Move/Incorporate Parks & Trails Policies, Strategies and Actions in Quality Development/Land Use Chapter 2.

D. VISION

The current language lacks a comprehensive view of the importance and functionality of the county’s natural assets. It doesn’t protect resources as the interrelated system that they are.

CHAPTER 3 - NATURAL & HERITAGE RESOURCES	RECOMMENDED SUBSTITUTE LANGUAGE
<p>Protect and enhance the County’s natural and heritage resources, which are fundamental to the health, safety, welfare, sustainability, and enjoyment of current and future generations.</p>	<p>Protect and enhance a connected network of irreplaceable natural and heritage assets by partnering with organizations, towns, state and federal agencies to provide health, safety, economic and social well-being, biodiversity, sustainability, and enjoyment for current and future generations. The County will enhance the Green Infrastructure role in providing a network of parks, trails, and passive recreation opportunities for all residents while it provides for clean water, biodiversity, and clean air for all to enjoy.</p>

Reasons for proposed text change: Add language that acknowledges natural assets as an irreplaceable unified system, to help protect assets throughout the County, rather than solely by site (conservation design), or by select policy areas. Expand the vision to acknowledge additional quality-of-life factors that the policies should protect, and who will contribute to their protection.

E. POLICIES, STRATEGIES, ACTIONS COMMENTS

- 1. The lack of goals and objectives affects the effectiveness of the policies, strategies and actions.
- 2. Policies, strategies and actions would be more comprehensible if they were paired with relevant descriptive text.
- 3. Strategies and actions refer to non-existent objectives.
- 4. Measurable goals, benchmarks for success, and timelines for carrying out actions are absent.
- 5. Many policies, strategies and actions are weak, or not up to 21st century standards.



CHAPTER 5: Economic Development

A. SUMMARY / GENERAL OBSERVATIONS

The policies, strategies, and actions focus on the processes and methods by which the County hopes to continue its robust economic growth. It does not set priorities or projections for specific economic development and is nearly silent on the implications to the County of the massive development of the Data Center industry over the last 10 years.

1. The Chapter cites the success of the County in economic development over the last five years (344 deals, representing \$13.5 billion investment, and 16,280 jobs). It notes that 123,000 persons commute out of County to work.

B. CURRENT DRAFT ISSUES

1. Comparing to the Economic chapter of the 2000 RGP, the only new Loudoun 2040 material are slight mentions of the Metro System, workforce housing, the changing desires of millennials in the workplace. However, no detail plans on how to handle these critical elements are offered.
 - a. The Metro System is the top priority from an economic standpoint and a robust plan needs to be presented in the comprehensive plan to make sure the Metro areas are developed from a business perspective in the right manner.
 - b. A proper mix of commercial, entertainment and residential needs to be met in order for the Metro area to be financially viable.
2. The Economic Development chapter is presented as a standalone silo piece on economics without regard to the other factors contained in the comprehensive plan.
 - a. The chapter needs to describe how economic development will work within the housing/land use, transportation, environmental, quality of life and other areas of the plan. Clear defining statements or parameters need to be set to avoid negative impact on the other factors.
3. Data Centers are described as the key factor in economic development with not enough thought given to diversification and sustainability over a 20 year *planning* period. The chapter leaves one to believe that the “target business cluster” approach will work when it has not worked up to this point in time.
 - a. A much more detailed plan for diversification needs to be presented. Clearly, one of the reasons few companies have considered moving into Loudoun is the high cost of commercial real estate driven by data centers. Identifying certain commercial land areas for non-data center development would lower the cost of those lands and make them available to office or other types of commercial development.
 - b. The sustainability aspects of continuing to depend on data centers needs to be explored given their huge electrical usage, impact on communities and impact on our ability to attract different business types because land cost are driven up by data centers.



5. Submitted separately is a study which analyzes the present financial situation and concludes the County is on a high-risk strategy of being “hooked on growth” (see the white paper in section six). The report makes recommendations to return to the financial policies and conditions of our neighboring jurisdictions in the Washington Metropolitan Area. It is submitted for consideration prior to finalizing the current 2040 Plan.

D. VISION

CHAPTER 6 – FISCAL MANAGEMENT & PUBLIC INFRASTRUCTURE	RECOMMENDED SUBSTITUTE LANGUAGE
Provide high quality, efficient, and environmentally sensitive infrastructure systems supporting growth management goals and delivering innovative services to the community.	Employ a sustainable fiscal revenue strategy to provide high quality, efficient, and environmentally sensitive infrastructure systems supporting growth management goals and delivering balanced growth of housing, commercial sites, parkland, open space, utilities and social and community services to benefit our current and future citizens.

E. POLICIES, STRATEGIES, ACTIONS COMMENTS

1. Metrics need to be defined and referred to instead of vague language that do not quantify “effective levels of public open space in all residential and mixed-use communities,” (Policy 1, Strategy 1.3, Action H).
2. In keeping with the majority public input requests for parks, Fiscal Policy 3 should specifically reference parks and parkland.
3. The recommendation to monitor groundwater and surface water in the Limestone Overlay District and report negative changes to the Board for action was removed from the October 23, 2018 to the March 13, 2019 draft. This action should be restored (Policy 4, Strategy 4.5).

F. QUESTIONS FOR WORK SESSIONS

1. Should the excellent material developed by the TischlerBise Studies about costs of housing and requirements for Capital Facilities to support new development be included with proposals of how the County plans to meet these challenges?
2. What would be the impact on fiscal revenues and expenditures of a lower rate of housing development over FY2020-FY2040?
3. What is the past record and expected future growth rate under the Plan of total budget appropriations? How does it compare to other counties in the DC Metro area?
4. Is the BOS “equalized tax rate policy,” (a practice over the past 10 years in which real property tax rates are regularly reduced and are now at the 1996 level) the revenue approach to be continued for the 2040 Plan? Does this policy create a dependence on new residential and commercial development? Does it influence homeowner equity rates of growth?
5. What is the expected concentration of fiscal revenues in the next 10 years from data centers? Is there a policy to safeguard the County from over-reliance on them?



D. VISION

COUNTYWIDE TRANSPORTATION PLAN	RECOMMENDED SUBSTITUTE LANGUAGE
Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.	Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.

E. POLICIES, STRATEGIES, ACTIONS COMMENTS

1. The Transportation Plan needs to provide more innovative and future looking solutions plus it needs to be clearer in regards to what future traffic in the County will be like with the forecasted units, as well as the associated costs not included in the TischlerBise fiscal analysis.
2. Policy Concern: Rural Roads.
 - a. Loudoun County Equine Alliance (LCEA) Concerns:
 - i. LCEA strongly supports the material in Chapter 4 of the Draft CTP regarding the preservation of Loudoun's unpaved roads. These roads perform essential functions for the horse industry as places to ride horses, provide natural traffic calming (also important for safely driving farm vehicles) and contribute to the important rural ambiance that supports the County's rural economy. The unpaved roads can easily be shared by equestrians, cyclists and pedestrians.
 - ii. LCEA urges the Board to maintain verbatim the language protecting these roads and discouraging paving that exists in the current Draft CTP. LCEA recognizes that the CTP will be reviewed by VDOT; they urge the Board to encourage VDOT to continue its work to develop innovative road surfacing solutions for Loudoun County that will meet the need for roadways that are affordable to maintain yet rural in character.



LCPCC Analysis of Envision Loudoun Public Input

Analysis of Total Comments By Major Category

- **Built Environment = 15%**
- **Transportation = 14.2%**
- **Environment/Agriculture = 11.6**
- Life Style/Art/Ent. = 8.6%
- Government Planning = 8%
- Green Infrastructure = 7.2%
- Economy = 7%
- Community Infrastructure = 7%
- Housing = 6.8%
- Schools = 3.9%
- People = 3.2%
- Fiscal Mgmt. = 2.6%
- Aesthetics = 1.2%
- Historic Preservation = 1.2%
- Energy = 0.7%
- Internet = 0.6%
- Seniors = 0.6%
- Data Centers = 0.4%
- Dulles Airport = 0.2%

Analysis of Built Environment Comments

- **546 comments (43.5% of total comments) about growth.**
- **48.2% wanted less growth,**
- **30.5% wanted to retain current suburban, transition and rural areas with smart/controlled growth and**
- **21.3% wanted more growth (vast majority wanted this held to the Silverline area).**
- 117 comments (9.3% of total comments) calling for more affordable housing (Affordable housing not limited to low wage earner housing. Many middleclass people wanted less expensive housing also)
- 46 comments (3.7% of total comments) calling for more revitalization efforts
- 24 comments (1.9% of total comments) on need for more senior housing
- 19 comments (1.5% of total comments) on need for mixed use development
- 7 comments (0.5% of total comments) on a need for taller buildings (especially in Silverline area)

Analysis of Silver Line Comments

- **Desire urban center/mix development around Silverline = 31%**
- **Higher density around Silverline = 23%**
- Better access to Silverline = 18%
- Extend Silverline to Leesburg = 10%
- Remainder of comments were minor (less than 5% per area of comment)



GENERAL COMMENTS ON HOUSING

- 117 comments on a need for more affordable housing
- 46 comments on a need for utilization of in-fill or revitalization
- 24 comments on a need for more senior housing
- 7 comments on a need for allowing taller buildings (especially in the Silverline area.
- 19 comments on a need for mixed use development

BUILT ENVIRONMENT ANALYSIS

Growth/Density by Major Area of the County*

- Rural More Growth/Density = 0 (100% of comments were for less or the same growth/density)
- Rural Less Growth/Density = 55
- Rural Same Growth/Density = 87
-
- Suburban More Growth/Density = 14 (61% of comments were for more growth/density and 39% were for less or same growth/density)
- Suburban Less Growth/Density = 4
- Suburban Same Growth/Density = 5
-
- Transition More Growth/Density = 14 (89% of comments were for less growth/density and 11% were for more growth/density)
- Transition Less Growth/Density = 59
- Transition Same Growth/Density = 57
-
- Towns More Growth/Density = 35 (78% of comments were for more growth/density and 22% were less or same growth/density)
- Towns Less Growth/Density = 7
- Towns Same Growth/Density = 3
-
- Silverline More Growth/Density = 35 (95% of comments were for more growth/density and 5% were for the same level of growth/density)
- Silverline Less Growth/Density = 0
- Silverline Same As Suburban = 2
-
- Overall County More Growth/Density = 18 (89% of comments were for less or same growth/density)
- Overall County Less Growth/Density = 138
- Overall County Same Growth/Density = 12 and 11% for more growth/density

*Notes: Overall County numbers were derived from comments where growth/density were mentioned specifically with no indication of a specific area. When the term ‘Western’ was used and the comment implied both rural and transition areas, the comment was counted in both areas. Comments that mentioned rural or transition specifically were counted in the appropriate area. Comments carried in a specific area were not counted in the overall County count.

General data on area analysis: In total there were 545 specific statements in the comments under Built Environment that dealt with housing by area. Of these 545, 48% called for less growth/density, 31% called for the same level of growth/density that currently exists and 21% wanted more growth/density (note most of the more growth/density numbers called for it in the Silverline area).