TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION PUBLIC HEARING AGENDA
JUNE 24, 2019
HERNDON COUNCIL CHAMBERS BUILDING
765 LYNN STREET
7:00 P.M.

CALL TO ORDER

1. Roll Call

APPROVAL OF AGENDA

APPROVAL OF MINUTES

2. May 13, 2019, Planning Commission Work Session Draft Minutes

3. May 20, 2019, Planning Commission Public Hearing Draft Minutes

COMMENTS

4. Comments from the Staff Members

5. Comments from the Commissioners

6. Comments from the Audience

PUBLIC HEARING

7. **ZONING ORDINANCE TEXT AMENDMENT – ZOTA #19-01,** to consider amending Chapter 78 (ZONING), Article V (Planned Development Districts), by adding Section 78-51.1, entitled PD-UR (Planned Development – Urban Residential), and amending Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), Article VIII (Accessory Uses), Section 78-80.2 (Table of Permitted and Allowed Accessory Uses and Structures), Article X (Parking, Loading, and Circulation), Section 78-100.2 (Minimum Off-Street Parking and Loading Standards), Article XI (Development Standards), Section 78-110.4 (Perimeter Buffer Strip Landscaping Requirements), Article XIV (Signs), adding a new Section 78-141.7 (Sign Standards for Planned Development – Urban Residential District) to create a new residential zoning district to implement the recommendations and standards of the "Adaptive Areas – Residential" land use category as identified in the Herndon 2030 Comprehensive Plan. **(Continued from May 20, 2019 Planning Commission public hearing.)**

GENERAL

8. **Herndon Bicycle Network Master Plan –** to consider the Pedestrian & Bicycle Advisory Committee's recommended draft which includes a long-term plan for bicycle route locations and facility types, bicycle planning and facility design principles and objectives, and a summary of the town's bicycle network planning program.

ADJOURNMENT

Future Planning Commission Meetings:

July 8, 2019	Planning Commission work session	7:00 p.m.
July 22, 2019	Planning Commission public hearing	7:00 p.m.

TOWN OF Herndon VIRGINIA

MEMORANDUM

To: **Chairman Jonas and Members of the Planning Commission**

From: **David Stromberg, AICP, Zoning Administrator** DS

Date: **June 21, 2019**

Subject: **ZOTA #19-01 – PD-UR (Planned Development – Urban Residential) Update**

The staff revisions to the proposed language based on feedback from the Commission were discussed at the June 10, 2019 work session. No changes have been made to the language since the work session.

Staff is recommending the Commission approve the language with or without retail as an optional use.

If the Planning Commission wants to recommend approval of ZOTA #19-01 they will need to specify which version is being recommended during the motion. Sample motions are provided in Attachment 1.

Attachments:

1. Sample Motions
2. Draft Ordinance with Retail Option
3. Draft Ordinance without Retail Option

TOWN OF HERNDON, VIRGINIA

PLANNING COMMISSION

Sample Motions

June 24, 2019

Motion – To recommend **APPROVAL** of **ZOTA #19-01 WITH THE RETAIL OPTION**

I move to recommend **approval** of Zoning Ordinance Text Amendment ZOTA #19-01, in accordance with **ATTACHMENT 2** to establish a new residential zoning district, Planned Development-Urban Residential, to implement the policies of the Herndon 2030 Comprehensive Plan.

Motion – To recommend **APPROVAL** of **ZOTA #19-01 WITHOUT THE RETAIL OPTION**

I move to recommend **approval** of Zoning Ordinance Text Amendment ZOTA #19-01, in accordance with **ATTACHMENT 3** to establish a new residential zoning district, Planned Development-Urban Residential, to implement the policies of the Herndon 2030 Comprehensive Plan.

Motion – To recommend **CONTINUANCE** of **ZOTA #19-01**

I move to recommend **continuance** of Zoning Ordinance Text Amendment ZOTA #19-01, to establish a new residential zoning district, Planned Development-Urban Residential, to implement the policies of the Herndon 2030 Comprehensive Plan to the July 24, 2019 meeting of the Herndon Planning Commission.

Motion – To recommend **DENIAL** of **ZOTA #19-01**

I move to recommend **denial** of Zoning Ordinance Text Amendment ZOTA #19-01, to establish a new residential zoning district, Planned Development-Urban Residential, because it does **NOT** implement the policies of the Herndon 2030 Comprehensive Plan.

TOWN OF HERNDON, VIRGINIA

ORDINANCE

_____, 2019

Ordinance - to amend Chapter 78 (ZONING), Article V (Planned Development Districts), by adding Section 78-51.1, entitled PD-UR (Planned Development – Urban Residential), and amending Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), Article VIII (Accessory Uses), Section 78-80.2 (Table of Permitted and Allowed Accessory Uses and Structures), Article X (Parking, Loading, and Circulation), Section 78-100.2 (Minimum Off-Street Parking and Loading Standards), Article XI (Development Standards), Section 78-110.4 (Perimeter Buffer Strip Landscaping Requirements), Article XIV (Signs), adding a new Section 78-141.7 (Sign Standards for Planned Development – Urban Residential District) to create a new residential zoning district to implement the recommendations and standards of the "Adaptive Areas – Residential" land use category as identified in the Herndon 2030 Comprehensive Plan.

BE IT ORDAINED by the Council for the Town of Herndon that:

1. Chapter 78, (ZONING) of the Herndon Town Code is amended and reenacted as follows.

Section 78-51.1. - PD-UR - Planned development urban residential district.

(a) Purpose and intent. The intent of the PD-UR district is to encourage harmonious and creative new residential development that allows for a mix of housing types and create attractive and appropriate transitions between commercial, commercial mixed-use, and existing adjacent residential districts. PD-UR districts provide buffers to existing adjacent residential development while creating thoughtful interfaces with potential commercial redevelopment and mixed-use. The district regulations are designed to ensure cohesive residential developments that provide a diversity of housing types at different price points ~~and to encourage generational housing within a neighborhood~~. PD-UR districts provide multimodal options and connections allowing residents to benefit from non-motorized vehicle connections to adjacent commercial areas and access to transit. PD-UR development will provide safe, well-integrated parking, circulation patterns, building massing, and appropriately located open spaces and site amenities. Applications for Zoning Map Amendments and Generalized Development Plans ~~shall~~ implement the policies of the Comprehensive Plan and adopted Small Area Plans. The following concepts should be addressed in applications in addition to the adopted policies.

(1) Housing Mix. Provisions in PD-UR are designed to encourage a variety of housing types. Density may be increased depending on the number of housing types provided in a proposed development. For the purposes of this Section, stacked townhouses and multi-family dwellings shall be considered different housing types. No single housing type shall comprise less than 10 percent of the total number of units of the development.

(2) Universal Design. Universal design is design for the whole population, for people with or without disabilities. Features of universal design should be incorporated into projects where feasible.

DRAFT

(3) *Green Building and Site Design. Buildings should be designed and constructed to be energy-efficient. For the purposes of this section, an energy efficient building is any building that meets the qualifications as described in Section 58.1-3321.2 of the Code of Virginia. Urban bio-retention solutions should be employed to reuse, infiltrate, and retain stormwater on-site.*

(b) A PD-UR district may only be established in areas designated as "Adaptive Area – Residential" in the Town of Herndon 2030 Comprehensive Plan (2008).

(c) Principal uses. Table 78-51.1 (c)(4) lists uses permitted and allowed in the PD-UR district as principal uses. There may be additional regulations in this chapter and in the Herndon Town Code that apply to specific principal uses in the PD-UR district. It is the applicant's responsibility to ensure that all published rules, regulations, and standards have been addressed in any application submitted for development approval. Definitions for uses and terms in this section may be found in Article XVIII. Other uses not listed on the following table are not allowed in the PD-UR district unless determined by the zoning administrator to be similar to a permitted use in accordance with provisions for unlisted uses, section 78-70.1(f).

(1) "P" permitted uses. A "P" in a cell indicates that a use category or use type is permitted by right in the respective zoning district, subject to compliance with the use-specific standards set forth in the final column of the table of principal permitted and allowed uses in PD-UR district, if any. Permitted uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VII, Use Regulations.

(2) "S" special exception uses. An "S" in a cell indicates that a use type is permitted by special exception in the respective zoning district, subject to compliance with the use-specific standards listed in the final column, of the table of principal permitted and allowed uses in PD-UR district, if any. Allowed uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VII, Use Regulations.

(3) "Z" allowed uses. A "Z" in a cell indicates that a use type is an allowed use in the respective planned development district, subject to approval as a planned development district Article V.

(4) Table of principal permitted and allowed uses in the PD-UR district.

Table 78-51.1(c)(4): Principal Permitted and Allowed Uses PD-UR
KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval
Uses may be subject to use specific standards as noted in the last column

USE CATEGORY	USE TYPE	PD-UR	See Supplemental Regulations
Residential	Single-family-Detached Dwelling	Z	§78-71.1
	Duplex Dwelling	Z	§78-71.1
	Townhouse Dwelling	Z	§78-71.1
	Quadruplex Dwelling	Z	§78-71.1
	Stacked Townhouse	Z	§78-71.1

DRAFT

	Multi-Family Dwelling	*Z*	*§78-71.1*
	Housing for the Elderly	*Z*	*§78-71.1*
Education	*Childcare Center, Daycare Center or Preschool*	*Z*	*§78-71.2*
Government Facilities	*Government Buildings, Facilities and Uses not Otherwise Categorized*	*Z*	*§78-71.3*
Personal Services and Retail Sales	*Retail Sales*	*Z*	*§78-71.10*
Commercial Utilities	*Commercial Communication Tower, Freestanding*	*Z*	*§78-71.13*

(d) Accessory uses and structures. Table 78-51.1(d)(4) lists uses permitted and allowed in the PD-UR district as accessory uses. There may be additional regulations in this chapter and in the Herndon Town Code that apply to specific accessory uses and structures in the PD-UR district. It is the applicant's responsibility to ensure that all published rules, regulations and standards have been addressed in any application submitted for development approval. Definitions for uses and terms in this section may be found in Article XVIII. Other accessory uses not listed on the following table are not allowed in the PD-UR district unless determined by the zoning administrator to be similar to a permitted use in accordance with provisions for unlisted uses, section 78-70.1(f).

(1) "P" permitted uses. A "P" in a cell indicates that an accessory use category or use type is permitted by right in the respective zoning district, subject to compliance with the use-specific standards set forth in the final column of the table of permitted and allowed accessory uses in PD-UR district, if any. Permitted accessory uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VIII, Accessory Use Regulations.

(2) "S" special exception uses. An "S" in a cell indicates that an accessory use type is permitted by special exception in the respective zoning district, subject to compliance with the use-specific standards listed in the final column of the table of permitted and allowed accessory uses in PD-UR district, if any. Allowed accessory uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VIII, Accessory Use Regulations.

(3) "Z" allowed uses. A "Z" in a cell indicates that an Accessory Use type is an allowed use in the respective planned development district, subject to approval as a zoning map amendment (section 78-155.1).

(4) Table of permitted and allowed accessory uses in the PD-UR district.

Table78-51.1(d)(4): Permitted and Allowed Accessory Uses PD-UR KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval *Uses may be subject to use specific standards as noted in the last column*		
ACCESSORY USE	***PD-UR***	***Supplemental Use Regulations***

DRAFT

Accessory Food Preparation Area – Secondary Kitchen	*S*	*§78-80.4(b)*
Accessory Food Preparation – Wet Bar	*P*	*§78-80.4(b)*
Antennae of all kinds (except commercial communication towers, freestanding)	*P*	*§78-80.4(c)*
Bed and Breakfast Establishment	*S*	*§78-80.4(d)*
~~Daycare Center, Childcare Center or Pre-School~~	*~~Z~~*	*~~§78-80.4(j)~~*
Home-Based Business, Including Daycare or Childcare	*P*	*§78-80.5*
Minor Utilities	*P*	*78-80.4(m)*
Features such as fences, walls, retaining walls, gate houses, trash enclosures, refuse containers, screening enclosures, storage sheds, and swimming pools	*P*	*§78-80.3(c) §78-21(f)*

(e) Dimensional Standards. Structures in the PD-UR zoning district are subject to the dimensional standards set forth in Table 51.1(e).

TABLE 78-51.1(e): PD-UR DIMENSIONAL STANDARDS	
STANDARD	***ALL USES***
Density, Maximum	
1 housing type	*15 dwelling units per acre*
2 housing types	*20 ~~18~~ dwelling units per acre*
~~3 or more housing types~~	*~~20 dwelling units per acre~~*
Minimum District Size	*2.5 5 acres*
Minimum Open Space[1]	*20% of site*
Minimum Space for Recreation	*8% of site*
Maximum Building Coverage	*60% of site*
Maximum Building Height	*40' when located within 50' of a property zoned R-15, R-10, PD-R, or RTC ~~containing single-family detached or single-family attached~~; otherwise 50'*
Required ~~Front~~ Minimum Setback	*10' from public right-of-way; 5' from private right-of-way*

DRAFT

Maximum Distance from Public Right-of-way	*15'; may be increased to 40' to accommodate a landscaped park for no more than 30% of the linear frontage*
Minimum Distance Between Buildings	*18'*
~~*Minimum Rear Yard*~~	~~*5' from property line or back of curb*~~
~~*Distance between paved surfaces and any property line, Minimum (feet)*~~ *Minimum distance (feet) between paved surfaces and the boundaries of the development*	*Subject to buffer requirements in Article XI, development standards*
[1]Recreational areas may used to meet the minimum open space requirement up to a maximum of 10% of the site.	

(f) Open space in PD-UR. Open space shall be provided as an asset to the development and not consist primarily of remnant sections of the development where buildings are unable to be located. Open space should be concentrated into functional areas to allow for pocket parks or common areas in the fronts of multiple buildings.

(1) Open space for recreation shall consist of physical improvements to enable recreation and programmable spaces and may include, but is not limited to, playgrounds, fenced pet areas, swimming pools, bocce ball or volleyball courts, picnic shelters, lawn areas for activities, or common areas for the viewing of movies/films.

(g) Site planning and building design in PD-UR. The following standards apply to sites ~~*Sites*~~ *and buildings within the PD-UR district* ~~*shall meet the following standards*~~*:*

(1) Utilities. All mechanical equipment shall be located on the roof or incorporated into the façade of each unit. Gas and electric meters and other similar devices normally attached to the outside wall of the premises which they serve may continue to be installed.

(2) Driveways. When provided, driveways must be a minimum of 18 feet in length exclusive of the apron or sidewalk. When no driveway is provided, aprons shall not exceed 3 feet. ~~*Vehicle parking shall not be permitted on driveways less than 18 feet in length and shall not count towards the minimum off street parking requirement. Pedestrian sidewalks shall not be used to meet the minimum 18 feet requirement.*~~ *Parking on sidewalks is prohibited.*

(3) Mailboxes. Mailboxes, singular and collective shall not encroach into pedestrian sidewalks. Resident access to mailboxes shall not be from the street.

DRAFT

(4) *Streetscape Design. Public and Private ~~Private~~ streets within the development shall be designed and constructed in accordance with the Town of Herndon Streetscape Manual, unless as stated below.*

a. *For any private street ~~type~~, ~~4 foot by 9 foot~~ tree grates with planting pits and spaced no more than 35 feet apart on-center may be used in lieu of a 5-foot vegetated verge.*

b. *For any public street, a minimum 6-foot wide tree verge with canopy street trees no more than 35 feet apart on-center along back of curb and a minimum 6-foot sidewalk is required unless greater streetscape dimensional standards are required in the Town of Herndon Streetscape Manual.*

(5) *Sidewalks. Sidewalks shall be provided along front building facades as well as along side facades abutting private or public streets. No portion of the sidewalk shall be used to meet the minimum dimensional requirements for off-street parking.*

(6) *Inter-parcel and ~~Inter-~~neighborhood connectivity ~~Access~~. Site design shall accommodate for vehicle and pedestrian inter-parcel ~~and inter-neighborhood~~ access. Publicly-accessible sidewalks and trails may be required to establish inter-parcel access and ~~inter-neighborhood access.~~ connectivity between neighborhoods.*

(7) *Screening of Parking. Surface parking and structured parking shall not be visible from a public right-of-way, with the exception of on-street parallel parking, which may be visible from a public right-of-way.*

(8) *Building Orientation. Buildings shall be oriented to directly face public rights-of-way and internal private streets.*

(9) *Multi-modal Accommodations. Bicycle parking shall be provided on site. In addition, any public right-of-way streetscape shall include at least two bicycle racks per block. If any public right-of-way includes a transit stop, the stop shall be improved with a decorative pocket park to accommodate transit stop amenities which shall include at least two bicycle racks, a recycling receptacle, a trash receptacle, at least one bench, and a bus shelter, in accordance with the Town of Herndon Streetscape Manual.*

(10) *Bicycle Route Facilities. Bicycle route facilities shall be provided on-site in accordance with the Town's bicycle plan.*

~~*(10) Green Building and Site Practices. Buildings should be designed and constructed to employ best practices for green building to a level to achieve LEED certification or equal. Urban bio-retention best practices should be employed to manage stormwater on site.*~~

***

DRAFT

Section 78-70.2 – Principal permitted and allowed uses.

Table 78-70.2(d): TABLE OF PERMITTED AND ALLOWED USES
KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval

General Notes:

1. A blank cell means the use is prohibited in the district.
2. Uses may be subject to use specific standards as noted in the last column.
3. Any principal use allowed or permitted by right in this table is permitted by special exception in the Floodplain Overlay District, subject to section 78-60.2.

District Specific Notes:

* Uses in the PD-TD and PD-D districts are subject to specific comprehensive plan policies, design objectives and/or site standards. See additional regulations in section 78-50.5 for the PD-D District and section 78-50.6 for the PD-TD District.

** For Permitted Uses in PD-TOC see section 78-50.7; For Permitted and Allowed Uses in PD-W see section 78-50.8.

		Residential Districts				Business Districts						Planned Development District			Supp'l Reqs.
USE CATEGORY	USE TYPE	R15	R10	R TC	RM	CC	CS	CO	O& LI	PD-R	PD-B	PD-TD PD-D	*PD-UR*	PD-TOC PD-W	See Section
	Single-Family Detached Dwelling	P	P							Z		Z*	*Z*	**	§78-30.6, R-15. R-10, PD-R Only
	Duplex Dwelling			P						Z		Z*	*Z*	**	§78-30.6, R-15. R-10, PD-R Only
	Stacked Townhouse												*Z*	**	

DRAFT

	Townhouse Dwelling			P	P					Z		Z*	*Z*	**	§78-30.6, R-15, R-10, PD-R Only
Residential	Townhouse Rental Residential Development			P	P					Z				**	§78-30.6, R-15, R-10, PD-R Only
	Quadruplex Dwelling				P					Z		Z*	*Z*	**	§78-30.6, R-15, R-10, PD-R Only
	Multi-Family Dwelling within a Mixed-Use Building					P						P*		**	In CC, above 1set floor only, limit 2 per building
	Multi-Family Dwelling (including residential rental townhouses)				P					Z		Z*	*Z*	**	§78-30.6, R-15, R-10, PD-R Only
	Housing for the Elderly				P	P				Z		Z*	*Z*	**	§78-71.1
	Assisted Living for the Elderly				P					Z		Z*	*Z*	**	§78-71.1

DRAFT

	and Persons with Disabilities														
	Group Home	P	P	P	P					Z		Z*		**	§78-71.1
	Childcare Center, Daycare Center or Preschool	S	S			S		S	S	Z	Z	Z*	*Z*	**	§78-71.2
Education	Post-Secondary Education and Career Schools							S	S		Z	Z*		**	§78-71.2
	School, Public or Private (K-12)	S	S					S		Z	Z	Z*		**	§78-71.2
Government Facilities	Government Buildings, Facilities and Uses not Otherwise Categorized	S	S	S	S	S	S	S	S	Z	Z	Z*	*Z*	**	§78-71.3
	Police Substation													**	§78-71.3
	Cemetery	S	S											**	§78-71.4
	Community Centers	S	S	S	S	S		S		Z	Z	Z*		**	§78-71.4
	Convalescent Home							S			Z			**	§78-71.4

***

Personal Services and Retail Sales	Health Care Laboratory						P	P	P	P		Z			**	§78-71.10

DRAFT

	Mailing and Packing Service					S	P	S	P		Z	Z*		**	§78-71.10
	Personal Services, General					P	P	S		Z	Z	Z*		**	§78-71.10
	Pharmacy					P	P	P			Z	Z*		**	§78-71.10
	Product Repair and Services					P	P	S	P		Z	Z*		**	§78-71.10
	Retail Sales					P	P	S			Z	Z*	*Z*	**	§78-71.10
	School of Special Instruction					S	P	S	P	Z	Z	Z*		**	§78-71.10
	Other Personal Services and Retail Sales Uses					P	P	S			Z	Z*		**	§78-71.10

154

155 ***

Commercial Utilities	Commercial Communication Tower, Freestanding	S	S	S	S	S	S	S	S	Z	Z	Z*	*Z*	**	§78-71.13
	Electrical Substation						S		S		Z			**	§78-71.13
	Telecommunication Switching Station						S		S		Z			**	§78-71.13
	Utility-Related Maintenance and Storage Yards						S		S					**	§78-71.13

156

157 ***

158 **Section 78-80.2 – Table of permitted and allowed accessory uses and structures.**

	Table 78-80.2(~~d~~c): TABLE OF PERMITTED AND ALLOWED ACCESSORY USES & STRUCTURES **KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval**

DRAFT

	Notes: 1. A blank cell means the use is prohibited in the district; 2. Uses may be subject to use specific standards noted in the last column. ** For Permitted Accessory Uses in PD-TOC see section 78-50.7; For Accessory Uses Permitted and Allowed in PD-W see section 78-50.8													
	Residential Districts				Business Districts						Planned Development District			Supp'l Reqs.
ACCESSORY USE	R 15	R 10	R TC	RM	CC	CS	CO	O& LI	PD-R	PD-B	PD-TD PD-D	*PD-UR*	PD-TOC PD-W	See Section
Accessory Dwelling Unit	S	S	S						Z				**	§78-80.4(a)
Accessory Food Preparation Area - Secondary Kitchen	S	S	S		S				S		S	*S*	**	§78-80.4(b)
Accessory Food Preparation - Wet Bar	P	P	P	P	P	P	P	P	P	P	P	*P*	**	§78-80.4(b)
Antennae of all kinds (except commercial communication towers, freestanding)	P	P	P	P	P	P	P	P	Z	Z	Z	*Z*	**	§78-80.4(c)
Bed and Breakfast Establishment	S	S									S	*S*	**	§78-80.4(d)
Car/Vehicle Rental						S		S		S	S		**	§78-80.4(e)
Car/Vehicle Used Sales								S					**	§78-80.4(g)

DRAFT

Car/Vehicle Wash (accessory to other automotive uses)						P		S					**	§78-80.4(f)
Caretaker or Security Guard's Residence						P		P					**	§78-80.4(h)
Commercial Communication Towers, Freestanding	S	S	S	S	S	S	S	S	Z	Z	Z		**	§78-71.13 (d)(2)
Daycare Center, Childcare Center or Pre-School					S	S	S	S	Z	Z	Z	*Z*	**	§78-80.4(i)
Drive-Through Service						S		S		Z			**	§78-80.4(j)
Financial Institutions, Accessory					P	P	P	P		Z	Z		**	§78-80.4(k)
Home-Based Business, Including Daycare or Childcare	P	P	P	P					Z		Z	*Z*	**	§78-80.5
Keeping of Livestock													**	§78-80.4(l)
Minor Utilities	P	P	P	P	P	P	P	P	Z	Z	Z	*P*	**	§78-80.4(m)

DRAFT

Mobile Food Unit Preparer, Full Service					P	P	P	P		P	P		**	§78-80.4(t)
Mobile Food Unit Dispenser, Limited Service													**	Chap. 14, Art. III, Town Code
Outdoor Restaurant Seating					P	P	P	P	Z	Z	Z		**	§78-80.4(n)
Outdoor Storage (as an accessory use)						P		P					**	§78-80.4(o)
Outdoor Display of Products for Sale					P	P					Z		**	§78-80.4(p)
Parapets, Penthouses for Equipment and Other Roof Structures				P	P	P	P	P		Z	Z		**	§78-80.3(d)
Recreational Vehicle Parking and Storage of Individually-Owned Vehicles	P	P	P	P					Z				**	§78-80.4(q)
School Uses in Conjunction with, and on the same site as, Religious Institution	S	S			S			S	Z	Z	Z		**	§78-80.4(r)

DRAFT

Social Service and Similar Community Service Uses	S	S	S	S	S	S							**	§78-80.4(s)
Features such as Fences, Walls, Retaining Walls, Gate Houses, Trash Enclosures, Refuse Containers, Screening Enclosures, Storage Sheds, and Swimming Pools	P	P	P	P	P	P	P	P	P	P	P	*P*	**	§78-80.3(c) §78-21(f)

***

Section 78-100.2 – Minimum off-street parking and loading standards.

(a) *Minimum number of parking spaces required in R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, PD-UR zoning districts*. Unless otherwise expressly stated in this chapter, off-street parking spaces in the R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, *PD-UR* zoning districts shall be provided in accordance with Table 78-100.2(a): Minimum Off-Street Parking Standards, below:

TABLE 78-100.2(a): MINIMUM OFF-STREET PARKING STANDARDS FOR R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, *PD-UR* ZONING DISTRICTS

USE TYPE	REQUIRED NUMBER OF SPACES
RESIDENTIAL USE CATEGORY	
Single-Family Detached Dwelling	Public Street Frontage: 2 spaces per dwelling unit with frontage on a public street;
	Private Street Frontage: 3 spaces per dwelling unit with frontage on a private street.

DRAFT

Duplex and Townhouse Dwellings and Stacked Townhouse	2.33 spaces per dwelling unit
Multi-Family Dwellings	Efficiency/Studio Unit: 1 space per unit
	One Bedroom Unit: 1.5 spaces per unit
	Two Bedrooms or more: 2 spaces per unit
Housing for the Elderly	1.5 spaces per dwelling unit, plus .25 per dwelling unit for visitors.
Assisted Living for the Elderly and Persons with Disabilities and Convalescent Homes for Long and Short-Term Care	1 space per 4 beds, plus 1 space for each 2 employees, plus 1 space for each doctor assigned to the facility per shift.
Group Home	1 space per four beds, plus 1 space for each 2 employees.
Bed and Breakfast Establishment	1 space per guestroom, in addition to the dwelling's required parking spaces.

***

Section 78-110.4 – Perimeter buffer strip landscaping requirements.

***

(e) *Perimeter buffer strip requirements not adjacent to public-right-of-way*. The following buffer requirements and buffer classifications shall apply to property boundaries that are not adjacent to public rights-of-way.

(3) Buffer types, widths and materials. Buffer types and landscape materials are prescribed in Table 78-110.4(3)(a). The width of the buffer strip and type of buffer required between zoning districts are prescribed in Table 78-110(e)(3)(b), landscape buffer classifications. ~~In developments where land is subdivided for lots other than those parcels to be developed for single-family detached or duplex dwelling units, the required buffer shall include land contained within lots for individual dwelling units.~~

	TABLE 78-110.4(e)(3)b.: TYPE AND AMOUNT OF LANDSCAPE BUFFER MATERIAL REQUIRED WHEN NOT ADJACENT TO PUBLIC RIGHTS-OF-WAY (KEY: Letter = Buffer Type per Table 78-110.4(e)(3)a.; Number = Minimum Buffer Width, in feet; n/a=No Buffer)

DRAFT

ZONING DISTRICTS		ZONING OF ADJOINING PROPERTY												
		R-15	R-10	RTC	RM	CC	CS	CO	O&LI	PDR	PD-B	PD-D	*PD-UR*	PD-W
ZONING OF PROPERTY SUBJECT TO DEVELOPMENT APPROVAL	R-15	n/a	n/a	A-10	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	R-10	n/a	n/a	A-10	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	RTC	A-15	A-15	A-10	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	RM	A-15	A-15	A-15	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	CC	C-25	C-25	C-25	C-25	n/a	n/a	n/a	n/a	C-25	n/a	n/a	*A-10*	n/a
	CS	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	D-7.5	*C-15*	D-7.5
	CO	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	D-7.5	*C-15*	D-7.5
	O&LI	C-20	C-20	C-20	C-20	D-7.5	D-7.5	D-7.5	D-7.5	C-20	D-7.5	D-7.5	*C-15*	D-7.5
	PD-R	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	*B-15*	B-15
	PD-B	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	D-7.5	*C-15*	D-7.5
	PD-D	C-15	C-15	C-15	C-15	n/a	n/a	n/a	n/a	C-15	n/a	n/a	*n/a*	n/a
	PD-UR	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*n/a*	*A-10*	*A-10*

DRAFT

	PD-W	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	D-7.5	C-15	D-7.5
	Examples for Selecting the Correct Landscape Buffer: 1. A property owner wants to locate a convenience store in the CS zoning district, adjacent to land that zoned R-10. The convenience store property would be required to include a Landscape Buffer Class "C" of 15 feet in width along the boundary shared with the R-10 property. Within the Buffer Class "C", the property owner would be required to place one canopy tree every 25 linear feet, plus one evergreen tree every 25 feet, plus one ornamental or understory tree every 50 linear feet, and to construct a masonry wall of six feet in height. 2. A developer wants to locate an office building in the O&LI district, adjacent to land zoned PD-B. The office building property would be required to include a Landscape Buffer Class "D" of 7.5 feet in width along the boundary shared with the PD-B property. Within the Buffer Class "D", the developer would be required to place one canopy tree every 30 linear feet, and evergreen tree every 30 linear feet, one ornamental or understory tree every 50 feet. If the developer chooses to provide a fence, it must permit maximum visibility between the O&LI property and the PD-B property.												

***

Section 78-141.7. – Sign standards for planned development – urban residential (PD-UR) district.

Type	***Freestanding***	***Temporary***
Number	*1 per street frontage*	*1 per street frontage*
Size	*24 SF Max.*	*12 SF Max.*
Height	*6' Max.*	*If freestanding: 6' Max*
Location	*5' Min. from ROW*	*If freestanding: 5' from ROW; if wall: No more than 10' high on building*
Illumination	*Halo-lit or Indirect Lit*	*None*
Duration	*Unlimited*	*60 Days*

***

DRAFT

2. This ordinance shall be effective on and after the date of its adoption.

DRAFT

TOWN OF HERNDON, VIRGINIA

ORDINANCE

_____, 2019

Ordinance - to amend Chapter 78 (ZONING), Article V (Planned Development Districts), by adding Section 78-51.1, entitled PD-UR (Planned Development – Urban Residential), and amending Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), Article VIII (Accessory Uses), Section 78-80.2 (Table of Permitted and Allowed Accessory Uses and Structures), Article X (Parking, Loading, and Circulation), Section 78-100.2 (Minimum Off-Street Parking and Loading Standards), Article XI (Development Standards), Section 78-110.4 (Perimeter Buffer Strip Landscaping Requirements), Article XIV (Signs), adding a new Section 78-141.7 (Sign Standards for Planned Development – Urban Residential District) to create a new residential zoning district to implement the recommendations and standards of the "Adaptive Areas – Residential" land use category as identified in the Herndon 2030 Comprehensive Plan.

BE IT ORDAINED by the Council for the Town of Herndon that:

1. Chapter 78, (ZONING) of the Herndon Town Code is amended and reenacted as follows.

Section 78-51.1. - PD-UR - Planned development urban residential district.

(a) Purpose and intent. The intent of the PD-UR district is to encourage harmonious and creative new residential development that allows for a mix of housing types and create attractive and appropriate transitions between commercial, commercial mixed-use, and existing adjacent residential districts. PD-UR districts provide buffers to existing adjacent residential development while creating thoughtful interfaces with potential commercial redevelopment and mixed-use. The district regulations are designed to ensure cohesive residential developments that provide a diversity of housing types at different price points ~~and to encourage generational housing within a neighborhood~~. PD-UR districts provide multimodal options and connections allowing residents to benefit from non-motorized vehicle connections to adjacent commercial areas and access to transit. PD-UR development will provide safe, well-integrated parking, circulation patterns, building massing, and appropriately located open spaces and site amenities. Applications for Zoning Map Amendments and Generalized Development Plans ~~shall~~ implement the policies of the Comprehensive Plan and adopted Small Area Plans. The following concepts should be addressed in applications in addition to the adopted policies.

(1) Housing Mix. Provisions in PD-UR are designed to encourage a variety of housing types. Density may be increased depending on the number of housing types provided in a proposed development. For the purposes of this Section, stacked townhouses and multi-family dwellings shall be considered different housing types. No single housing type shall comprise less than 10 percent of the total number of units of the development.

(2) Universal Design. Universal design is design for the whole population, for people with or without disabilities. Features of universal design should be incorporated into projects where feasible.

DRAFT

(3) *Green Building and Site Design. Buildings should be designed and constructed to be energy-efficient. For the purposes of this section, an energy efficient building is any building that meets the qualifications as described in Section 58.1-3321.2 of the Code of Virginia. Urban bio-retention solutions should be employed to reuse, infiltrate, and retain stormwater on-site.*

(4) *Bicycle Route Facilities. Bicycle route facilities shall be provided on-site in accordance with the Town's bicycle plan.*

(b) *A PD-UR district may only be established in areas designated as "Adaptive Area – Residential" in the Town of Herndon 2030 Comprehensive Plan (2008).*

(c) *Principal uses. Table 78-51.1 (c)(4) lists uses permitted and allowed in the PD-UR district as principal uses. There may be additional regulations in this chapter and in the Herndon Town Code that apply to specific principal uses in the PD-UR district. It is the applicant's responsibility to ensure that all published rules, regulations, and standards have been addressed in any application submitted for development approval. Definitions for uses and terms in this section may be found in Article XVIII. Other uses not listed on the following table are not allowed in the PD-UR district unless determined by the zoning administrator to be similar to a permitted use in accordance with provisions for unlisted uses, section 78-70.1(f).*

(1) *"P" permitted uses. A "P" in a cell indicates that a use category or use type is permitted by right in the respective zoning district, subject to compliance with the use-specific standards set forth in the final column of the table of principal permitted and allowed uses in PD-UR district, if any. Permitted uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VII, Use Regulations.*

(2) *"S" special exception uses. An "S" in a cell indicates that a use type is permitted by special exception in the respective zoning district, subject to compliance with the use-specific standards listed in the final column, of the table of principal permitted and allowed uses in PD-UR district, if any. Allowed uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VII, Use Regulations.*

(3) *"Z" allowed uses. A "Z" in a cell indicates that a use type is an allowed use in the respective planned development district, subject to approval as a planned development district Article V.*

(4) *Table of principal permitted and allowed uses in the PD-UR district.*

Table 78-51.1(c)(4): Principal Permitted and Allowed Uses PD-UR
KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval
Uses may be subject to use specific standards as noted in the last column

USE CATEGORY	USE TYPE	PD-UR	See Supplemental Regulations
Residential	Single-family-Detached Dwelling	Z	§78-71.1
	Duplex Dwelling	Z	§78-71.1
	Townhouse Dwelling	Z	§78-71.1

DRAFT

	Quadruplex Dwelling	*Z*	*§78-71.1*
	Stacked Townhouse	*Z*	*§78-71.1*
	Multi-Family Dwelling	*Z*	*§78-71.1*
	Housing for the Elderly	*Z*	*§78-71.1*
Education	*Childcare Center, Daycare Center or Preschool*	*Z*	*§78-71.2*
Government Facilities	*Government Buildings, Facilities and Uses not Otherwise Categorized*	*Z*	*§78-71.3*
Commercial Utilities	*Commercial Communication Tower, Freestanding*	*Z*	*§78-71.13*

(d) Accessory uses and structures. Table 78-51.1(d)(4) lists uses permitted and allowed in the PD-UR district as accessory uses. There may be additional regulations in this chapter and in the Herndon Town Code that apply to specific accessory uses and structures in the PD-UR district. It is the applicant's responsibility to ensure that all published rules, regulations and standards have been addressed in any application submitted for development approval. Definitions for uses and terms in this section may be found in Article XVIII. Other accessory uses not listed on the following table are not allowed in the PD-UR district unless determined by the zoning administrator to be similar to a permitted use in accordance with provisions for unlisted uses, section 78-70.1(f).

(1) "P" permitted uses. A "P" in a cell indicates that an accessory use category or use type is permitted by right in the respective zoning district, subject to compliance with the use-specific standards set forth in the final column of the table of permitted and allowed accessory uses in PD-UR district, if any. Permitted accessory uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VIII, Accessory Use Regulations.

(2) "S" special exception uses. An "S" in a cell indicates that an accessory use type is permitted by special exception in the respective zoning district, subject to compliance with the use-specific standards listed in the final column of the table of permitted and allowed accessory uses in PD-UR district, if any. Allowed accessory uses are subject to all other applicable regulations of this chapter, including those set forth in Article XI, Development Standards, and Article VIII, Accessory Use Regulations.

(3) "Z" allowed uses. A "Z" in a cell indicates that an Accessory Use type is an allowed use in the respective planned development district, subject to approval as a zoning map amendment (section 78-155.1).

(4) Table of permitted and allowed accessory uses in the PD-UR district.

Table78-51.1(d)(4): Permitted and Allowed Accessory Uses PD-UR
KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval
Uses may be subject to use specific standards as noted in the last column

DRAFT

ACCESSORY USE	PD-UR	Supplemental Use Regulations
Accessory Food Preparation Area – Secondary Kitchen	S	§78-80.4(b)
Accessory Food Preparation – Wet Bar	P	§78-80.4(b)
Antennae of all kinds (except commercial communication towers, freestanding)	P	§78-80.4(c)
Bed and Breakfast Establishment	S	§78-80.4(d)
~~Daycare Center, Childcare Center or Pre-School~~	~~Z~~	~~§78-80.4(j)~~
Home-Based Business, Including Daycare or Childcare	P	§78-80.5
Minor Utilities	P	78-80.4(m)
Features such as fences, walls, retaining walls, gate houses, trash enclosures, refuse containers, screening enclosures, storage sheds, and swimming pools	P	§78-80.3(c) §78-21(f)

(e) Dimensional Standards. Structures in the PD-UR zoning district are subject to the dimensional standards set forth in Table 51.1(e).

TABLE 78-51.1(e): PD-UR DIMENSIONAL STANDARDS	
STANDARD	ALL USES
Density, Maximum	
1 housing type	15 dwelling units per acre
2 housing types	20 ~~18~~ dwelling units per acre
~~3 or more housing types~~	~~20 dwelling units per acre~~
Minimum District Size	2.5 5 acres
Minimum Open Space[1]	20% of site
Minimum Space for Recreation	8% of site
Maximum Building Coverage	60% of site
Maximum Building Height	40' when located within 50' of a property zoned R-15, R-10, PD-R, or RTC ~~containing single-family detached or single-family attached~~; otherwise 50'
Required Minimum Front Setback	10' from public right-of-way; 5' from private right-of-way

DRAFT

Maximum Distance from Public Right-of-way	*15'; may be increased to 40' to accommodate a landscaped park for no more than 30% of the linear frontage*
Minimum Distance Between Buildings	*18'*
~~*Minimum Rear Yard*~~	~~*5' from property line or back of curb*~~
~~*Distance between paved surfaces and any property line, Minimum (feet)*~~ *Minimum distance (feet) between paved surfaces and the boundaries of the development*	*Subject to buffer requirements in Article XI, development standards*
[1]*Recreational areas may used to meet the minimum open space requirement up to a maximum of 10% of the site.*	

(f) Open space in PD-UR. Open space shall be provided as an asset to the development and not consist primarily of remnant sections of the development where buildings are unable to be located. Open space should be concentrated into functional areas to allow for pocket parks or common areas in the fronts of multiple buildings.

(1) Open space for recreation shall consist of physical improvements to enable recreation and programmable spaces and may include, but is not limited to, playgrounds, fenced pet areas, swimming pools, bocce ball or volleyball courts, picnic shelters, lawn areas for activities, or common areas for the viewing of movies/films.

(g) Site planning and building design in PD-UR. The following standards apply to sites ~~*Sites*~~ *and buildings within the PD-UR district* ~~*shall meet the following standards*~~*:*

(1) Utilities. All mechanical equipment shall be located on the roof or incorporated into the façade of each unit. Gas and electric meters and other similar devices normally attached to the outside wall of the premises which they serve may continue to be installed.

(2) Driveways. When provided, driveways must be a minimum of 18 feet in length exclusive of the apron or sidewalk. When no driveway is provided, aprons shall not exceed 3 feet and additional paved area between the garage and street or alley is prohibited. ~~*Vehicle parking shall not be permitted on driveways less than 18 feet in length and shall not count towards the minimum off street parking requirement. Pedestrian sidewalks shall not be used to meet the minimum 18 feet requirement.*~~ *Parking on sidewalks is prohibited.*

DRAFT

(3) *Mailboxes. Mailboxes, singular and collective shall not encroach into pedestrian sidewalks. Resident access to mailboxes shall not be from the street.*

(4) *Streetscape Design. Public and Private ~~Private~~ streets within the development shall be designed and constructed in accordance with the Town of Herndon Streetscape Manual, unless as stated below.*

a. *For any private street ~~type~~, ~~4 foot by 9 foot~~ tree grates with planting pits and spaced no more than 35 feet apart on-center may be used in lieu of a 5-foot vegetated verge.*

b. *For any public street, a minimum 6-foot wide tree verge with canopy street trees no more than 35 feet apart on-center along back of curb and a minimum 6-foot sidewalk is required unless greater streetscape dimensional standards are required in the Town of Herndon Streetscape Manual.*

(5) *Sidewalks. Sidewalks shall be provided along front building facades as well as along side facades abutting private or public streets. No portion of the sidewalk shall be used to meet the minimum dimensional requirements for off-street parking.*

(6) *Inter-parcel and ~~Inter-~~neighborhood connectivity ~~Access~~. Site design shall accommodate for vehicle and pedestrian inter-parcel ~~and inter-neighborhood~~ access. Publicly-accessible sidewalks and trails may be required to establish inter-parcel access and ~~inter-neighborhood access.~~ connectivity between neighborhoods.*

(7) *Screening of Parking. Surface parking and structured parking shall not be visible from a public right-of-way, with the exception of on-street parallel parking, which may be visible from a public right-of-way.*

(8) *Building Orientation. Buildings shall be oriented to directly face public rights-of-way and internal private streets.*

(9) *Multi-modal Accommodations. Bicycle parking shall be provided on site. In addition, any public right-of-way streetscape shall include at least two bicycle racks per block. If any public right-of-way includes a transit stop, the stop shall be improved with a decorative pocket park to accommodate transit stop amenities which shall include at least two bicycle racks, a recycling receptacle, a trash receptacle, at least one bench, and a bus shelter, in accordance with the Town of Herndon Streetscape Manual.*

~~*(10) Green Building and Site Practices. Buildings should be designed and constructed to employ best practices for green building to a level to achieve LEED certification or equal. Urban bio-retention best practices should be employed to manage stormwater on site.*~~

***

DRAFT

Section 78-70.2 – Principal permitted and allowed uses.

Table 78-70.2(d): TABLE OF PERMITTED AND ALLOWED USES
KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval

General Notes:

1. A blank cell means the use is prohibited in the district.
2. Uses may be subject to use specific standards as noted in the last column.
3. Any principal use allowed or permitted by right in this table is permitted by special exception in the Floodplain Overlay District, subject to section 78-60.2.

District Specific Notes:

* Uses in the PD-TD and PD-D districts are subject to specific comprehensive plan policies, design objectives and/or site standards. See additional regulations in section 78-50.5 for the PD-D District and section 78-50.6 for the PD-TD District.

** For Permitted Uses in PD-TOC see section 78-50.7; For Permitted and Allowed Uses in PD-W see section 78-50.8.

		Residential Districts				Business Districts						Planned Development District			Supp'l Reqs.
USE CATEGORY	USE TYPE	R15	R10	R TC	RM	CC	CS	CO	O& LI	PD-R	PD-B	PD-TD PD-D	*PD-UR*	PD-TOC PD-W	See Section
	Single-Family Detached Dwelling	P	P							Z		Z*	*Z*	**	§78-30.6, R-15. R-10, PD-R Only
	Duplex Dwelling			P						Z		Z*	*Z*	**	§78-30.6, R-15. R-10, PD-R Only
	Stacked Townhouse												*Z*	**	

	Townhouse Dwelling			P	P					Z		Z*	*Z*	**	§78-30.6, R-15, R-10, PD-R Only
Residential	Townhouse Rental Residential Development			P	P					Z				**	§78-30.6, R-15, R-10, PD-R Only
	Quadruplex Dwelling				P					Z		Z*	*Z*	**	§78-30.6, R-15, R-10, PD-R Only
	Multi-Family Dwelling within a Mixed-Use Building					P						P*		**	In CC, above 1set floor only, limit 2 per building
	Multi-Family Dwelling (including residential rental townhouses)				P					Z		Z*	*Z*	**	§78-30.6, R-15, R-10, PD-R Only
	Housing for the Elderly				P	P				Z		Z*	*Z*	**	§78-71.1
	Assisted Living for the Elderly				P					Z		Z*	*Z*	**	§78-71.1

DRAFT

	and Persons with Disabilities														
	Group Home	P	P	P	P					Z		Z*		**	§78-71.1
	Childcare Center, Daycare Center or Preschool	S	S			S		S	S	Z	Z	Z*	*Z*	**	§78-71.2
Education	Post-Secondary Education and Career Schools							S	S		Z	Z*		**	§78-71.2
	School, Public or Private (K-12)	S	S					S		Z	Z	Z*		**	§78-71.2
Government Facilities	Government Buildings, Facilities and Uses not Otherwise Categorized	S	S	S	S	S	S	S	S	Z	Z	Z*	*Z*	**	§78-71.3
	Police Substation													**	§78-71.3
	Cemetery	S	S											**	§78-71.4
	Community Centers	S	S	S	S	S		S		Z	Z	Z*		**	§78-71.4
	Convalescent Home							S			Z			**	§78-71.4

153

154 ***

Commercial Utilities	Commercial Communication Tower, Freestanding	S	S	S	S	S	S	S	S	Z	Z	Z*	*Z*	**	§78-71.13

DRAFT

	Electrical Substation						S		S		Z			**	§78-71.13
	Telecommunication Switching Station						S		S		Z			**	§78-71.13
	Utility-Related Maintenance and Storage Yards						S		S					**	§78-71.13

155

156 ***

157 **Section 78-80.2 – Table of permitted and allowed accessory uses and structures.**

Table 78-80.2(d~~c~~): TABLE OF PERMITTED AND ALLOWED ACCESSORY USES & STRUCTURES
KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval; Z=Use Allowed Subject to Zoning Map Amendment Approval

Notes: 1. A blank cell means the use is prohibited in the district; 2. Uses may be subject to use specific standards noted in the last column.
** For Permitted Accessory Uses in PD-TOC see section 78-50.7; For Accessory Uses Permitted and Allowed in PD-W see section 78-50.8

	Residential Districts				Business Districts					Planned Development District				Supp'l Reqs.
ACCESSORY USE	R 15	R 10	R TC	RM	CC	CS	CO	O& LI	PD-R	PD-B	PD-TD PD-D	*PD-UR*	PD-TOC PD-W	See Section
Accessory Dwelling Unit	S	S	S						Z				**	§78-80.4(a)
Accessory Food Preparation Area - Secondary Kitchen	S	S	S		S				S		S	*S*	**	§78-80.4(b)

DRAFT

Accessory Food Preparation - Wet Bar	P	P	P	P	P	P	P	P	P	P	P	*P*	**	§78-80.4(b)
Antennae of all kinds (except commercial communication towers, freestanding)	P	P	P	P	P	P	P	P	Z	Z	Z	*Z*	**	§78-80.4(c)
Bed and Breakfast Establishment	S	S									S	*S*	**	§78-80.4(d)
Car/Vehicle Rental						S		S		S	S		**	§78-80.4(e)
Car/Vehicle Used Sales								S					**	§78-80.4(g)
Car/Vehicle Wash (accessory to other automotive uses)						P		S					**	§78-80.4(f)
Caretaker or Security Guard's Residence						P		P					**	§78-80.4(h)
Commercial Communication Towers, Freestanding	S	S	S	S	S	S	S	S	Z	Z	Z		**	§78-71.13 (d)(2)
Daycare Center, Childcare Center or Pre-School					S	S	S	S	Z	Z	Z	*Z*	**	§78-80.4(i)

DRAFT

Drive-Through Service						S		S		Z			**	§78-80.4(j)
Financial Institutions, Accessory					P	P	P	P		Z	Z		**	§78-80.4(k)
Home-Based Business, Including Daycare or Childcare	P	P	P	P					Z		Z	*Z*	**	§78-80.5
Keeping of Livestock													**	§78-80.4(l)
Minor Utilities	P	P	P	P	P	P	P	P	Z	Z	Z	*P*	**	§78-80.4(m)
Mobile Food Unit Preparer, Full Service					P	P	P	P		P	P		**	§78-80.4(t)
Mobile Food Unit Dispenser, Limited Service													**	Chap. 14, Art. III, Town Code
Outdoor Restaurant Seating					P	P	P	P	Z	Z	Z		**	§78-80.4(n)
Outdoor Storage (as an accessory use)						P		P					**	§78-80.4(o)
Outdoor Display of Products for Sale					P	P					Z		**	§78-80.4(p)

DRAFT

Parapets, Penthouses for Equipment and Other Roof Structures				P	P	P	P	P		Z	Z		**	§78-80.3(d)
Recreational Vehicle Parking and Storage of Individually-Owned Vehicles	P	P	P	P					Z				**	§78-80.4(q)
School Uses in Conjunction with, and on the same site as, Religious Institution	S	S			S			S	Z	Z	Z		**	§78-80.4(r)
Social Service and Similar Community Service Uses	S	S	S	S	S	S							**	§78-80.4(s)
Features such as Fences, Walls, Retaining Walls, Gate Houses, Trash Enclosures, Refuse Containers, Screening Enclosures, Storage Sheds, and Swimming Pools	P	P	P	P	P	P	P	P	P	P	P	*P*	**	§78-80.3(c) §78-21(f)

158

159 ***

160 **Section 78-100.2 – Minimum off-street parking and loading standards.**

DRAFT

(a) *Minimum number of parking spaces required in R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, PD-UR zoning districts*. Unless otherwise expressly stated in this chapter, off-street parking spaces in the R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, *PD-UR* zoning districts shall be provided in accordance with Table 78-100.2(a): Minimum Off-Street Parking Standards, below:

TABLE 78-100.2(a): MINIMUM OFF-STREET PARKING STANDARDS FOR R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, *PD-UR* ZONING DISTRICTS

USE TYPE	REQUIRED NUMBER OF SPACES
RESIDENTIAL USE CATEGORY	
Single-Family Detached Dwelling	Public Street Frontage: 2 spaces per dwelling unit with frontage on a public street;
	Private Street Frontage: 3 spaces per dwelling unit with frontage on a private street.
Duplex and Townhouse Dwellings and Stacked Townhouse	2.33 spaces per dwelling unit
Multi-Family Dwellings	Efficiency/Studio Unit: 1 space per unit
	One Bedroom Unit: 1.5 spaces per unit
	Two Bedrooms or more: 2 spaces per unit
Housing for the Elderly	1.5 spaces per dwelling unit, plus .25 per dwelling unit for visitors.
Assisted Living for the Elderly and Persons with Disabilities and Convalescent Homes for Long and Short-Term Care	1 space per 4 beds, plus 1 space for each 2 employees, plus 1 space for each doctor assigned to the facility per shift.
Group Home	1 space per four beds, plus 1 space for each 2 employees.
Bed and Breakfast Establishment	1 space per guestroom, in addition to the dwelling's required parking spaces.

***

DRAFT

Section 78-110.4 – Perimeter buffer strip landscaping requirements.

***

(e) *Perimeter buffer strip requirements not adjacent to public-right-of-way*. The following buffer requirements and buffer classifications shall apply to property boundaries that are not adjacent to public rights-of-way.

(3) Buffer types, widths and materials. Buffer types and landscape materials are prescribed in Table 78-110.4(3)(a). The width of the buffer strip and type of buffer required between zoning districts are prescribed in Table 78-110(e)(3)(b), landscape buffer classifications. ~~In developments where land is subdivided for lots other than those parcels to be developed for single-family detached or duplex dwelling units, the required buffer shall include land contained within lots for individual dwelling units.~~

TABLE 78-110.4(e)(3)b.: TYPE AND AMOUNT OF LANDSCAPE BUFFER MATERIAL REQUIRED WHEN NOT ADJACENT TO PUBLIC RIGHTS-OF-WAY
(KEY: Letter = Buffer Type per Table 78-110.4(e)(3)a.; Number = Minimum Buffer Width, in feet; n/a=No Buffer)

ZONING DISTRICTS		**ZONING OF ADJOINING PROPERTY**												
		R-15	R-10	RTC	RM	CC	CS	CO	O&LI	PDR	PD-B	PD-D	*PD-UR*	PD-W
ZONING OF PROPERTY SUBJECT TO DEVELOPMENT APPROVAL	R-15	n/a	n/a	A-10	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	R-10	n/a	n/a	A-10	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	RTC	A-15	A-15	A-10	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	RM	A-15	A-15	A-15	A-10	B-10	B-10	B-10	B-10	A-10	B-10	B-10	*A-10*	B-10
	CC	C-25	C-25	C-25	C-25	n/a	n/a	n/a	n/a	C-25	n/a	n/a	*A-10*	n/a
	CS	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	D-7.5	*C-15*	D-7.5
	CO	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	D-7.5	*C-15*	D-7.5

DRAFT

	O&LI	C-20	C-20	C-20	C-20	D-7.5	D-7.5	D-7.5	D-7.5	C-20	D-7.5	*C-15*	D-7.5
	PD-R	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	B-15	*B-15*	B-15
	PD-B	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	*C-15*	D-7.5
	PD-D	C-15	C-15	C-15	C-15	n/a	n/a	n/a	n/a	C-15	n/a	*n/a*	n/a
	PD-UR	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*A-10*	*n/a*	*A-10*	*A-10*
	PD-W	C-15	C-15	C-15	C-15	D-7.5	D-7.5	D-7.5	D-7.5	C-15	D-7.5	*C-15*	D-7.5
	Examples for Selecting the Correct Landscape Buffer: 1. A property owner wants to locate a convenience store in the CS zoning district, adjacent to land that zoned R-10. The convenience store property would be required to include a Landscape Buffer Class "C" of 15 feet in width along the boundary shared with the R-10 property. Within the Buffer Class "C", the property owner would be required to place one canopy tree every 25 linear feet, plus one evergreen tree every 25 feet, plus one ornamental or understory tree every 50 linear feet, and to construct a masonry wall of six feet in height. 2. A developer wants to locate an office building in the O&LI district, adjacent to land zoned PD-B. The office building property would be required to include a Landscape Buffer Class "D" of 7.5 feet in width along the boundary shared with the PD-B property. Within the Buffer Class "D", the developer would be required to place one canopy tree every 30 linear feet, and evergreen tree every 30 linear feet, one ornamental or understory tree every 50 feet. If the developer chooses to provide a fence, it must permit maximum visibility between the O&LI property and the PD-B property.												

***

Section 78-141.7. – Sign standards for planned development – urban residential (PD-UR) district.

Type	***Freestanding***	***Temporary***

DRAFT

Number	*1 per street frontage*	*1 per street frontage*
Size	*24 SF Max.*	*12 SF Max.*
Height	*6' Max.*	*If freestanding: 6' Max*
Location	*5' Min. from ROW*	*If freestanding: 5' from ROW; if wall: No more than 10' high on building*
Illumination	*Halo-lit or Indirect Lit*	*None*
Duration	*Unlimited*	*60 Days*

***

2. This ordinance shall be effective on and after the date of its adoption.

DRAFT

TOWN OF Herndon VIRGINIA

MEMORANDUM

To: Chair Jonas & Members of the Planning Commission

From: Bryce A. Perry, Deputy Director of Community Development

Date: June 21, 2019

Subject: Herndon Bicycle Network Master Plan

This memo serves as an addendum to the Planning Commission staff report, dated June 10, 2019. A few minor adjustments have been made to the draft bicycle plan since the Planning Commission work session on June 10, 2019. The revised plan is attached (Attachment #1).

The revisions include moving the section summarizing the existing bicycle network to Chapter 3 (bottom of page 9), to consolidate the information for both existing and proposed network infrastructure into one chapter. Within that chapter the *Active Projects* table has been modified slightly with some updated notes, clarified statuses, and indication of whether it is a town project or dependent on private development. Also in this chapter, the network map has been revised in three locations. First, the existing shared use trail along Herndon Parkway between Elden Street to the south and Dranesville Road to the north has been removed. This facility is currently limited to an approximately 5' wide sidewalk and at that width does not meet the minimum dimensional standards for a shared-use trail. Second, the cycle track along Herndon Parkway between Elden Street to the east and Sterling Road to the north has been reduced in length. As now shown, its western terminus is located at April Way. The removal of the cycle track north of April Way is meant to minimize the impacts of an off-street bicycle facility to the single family detached properties along Herndon Parkway. Ending it at April Way would still provide eventual bicycle route access to the Innovation Metrorail Station from the Four Seasons neighborhood via April Way. Third, sharrows have been added along Summerfield Drive. This bicycle route would provide an on-street option along a road with lower vehicle volumes and slower vehicle speeds. The final adjustments in this chapter included adding indicator symbols for the Metrorail station locations on the maps and adding a proximity ring around the Reston West Metrorail Station on page 11 which was mistakenly omitted previously.

The only other change was the inclusion of the bicycle facility selection criteria matrix that was used as the base model for the types of infrastructure proposed for each route shown on the network map.

PBAC reviewed this updated iteration of the bicycle plan at its meeting on June 20, 2019 and expressed its support for the document as updated.

The development of the bicycle plan has been an iterative process that began in 2008 when the Town first considered a separate bicycle plan as part of Fairfax County's Bicycle Master Plan public process. As the Herndon Bicycle Network Master Plan moves on to

Town Council Review, staff believes additional public input should be sought. To that end, staff has modified the previously proposed draft resolution to include a Planning Commission endorsement of the plan and recommendation to hold a Town Council public hearing for the plan. The revised resolution is attached.

Staff Recommendation:
Staff recommends approval of the revised draft resolution, offering the Planning Commission's endorsement of the Herndon Bicycle Network Master Plan.

Attachments:
1. Revised draft Herndon Bicycle Network Master Plan
2. Planning Commission draft Resolution, Dated June 24, 2019

TOWN OF Herndon VIRGINIA

Bicycle Network Master Plan

June 2019 DRAFT

Prepared By:

Town of Herndon Department of Community Development

Herndon Pedestrian & Bicycle Advisory Committee:

Council Member Cesar del Aguilar, Chair
Marcia Bouchard, Planning Commission Liaison
Eric Boll, HPRB-ARB Liaison
Martha "Jo" Adams
Sherry Blanton
Matthew Dykstra
Dua'a Elbarasse
Janis Linkov-Johnson
Ian MacDonald
Nancy Myers
Richard Smith
Michael Wallick
Bobby Galpin
Cindy Roeder
Bryce Perry

Table of Contents:

1. **Introduction**
   a) Plan Purpose & Overview 3
   b) Plan Background & Methodology 3
   c) Policy Guidance 4
   d) Plan Implementation & Management 4
2. **Plan Principles & Objectives**
   a) Principles 6
   b) Objectives 7
3. **Network Plan & Map**
   a) Map 8
   b) Network Projects 9
   c) Existing Network 9
4. **Program**
   a) Existing Program 13
   b) Program Projects 13

Appendix 16

1

INTRODUCTION

Plan Purpose & Overview

This document serves as the Town of Herndon's first official plan dedicated principally to the development and maintenance of a safe, accessible, well-designed, and connected bicycle route network that serves the entire town. This plan also profiles the Town's existing bicycle program, guides further development of the program, and provides bicycle policy principles for consideration by land use decision makers. Accommodating active and non-motorized means of travel has been an important goal of town planning for decades and this plan serves to advance that effort.

This plan has been developed as a long-range planning document to guide the town's multi-modal approach to transportation planning and design, and maximize access to transit stations, schools, employment centers, and local goods and services providers.

Herndon has a relatively high population density compared to other suburban communities and with expected redevelopment around the Metrorail stations, downtown, and in Herndon's commercial, office, and industrial areas, additional growth is assured. Where density increases and mass transit becomes available or improves, bicycle trips increase substantially. This plan means to meet that trend and encourage cycling by creating the necessary programmatic and physical infrastructure to ensure safety and viability of cycling as a travel mode for commuting, for local trips to goods and services, and for recreation. If enhanced cycling service levels are achieved thus encouraging more trips by bicycle, reliance on motor vehicle transport may be reduced. Vehicle trip reduction could provide some relief of the land use and fiscal demands of moving and parking cars.

Plan Background & Methodology

Previously, bicycle network planning and design decisions were guided by the Town of Herndon Pedestrian and Bicycle Advisory (PBAC) and Town Council endorsed Fairfax County Bicycle Master Plan, which was developed by County staff in 2012 in consultation with Herndon staff and the PBAC. Prior to the 2012 initiative, such decisions were guided by the Town's Master Trails Plan. The Master Trails Plan called for a mixed use trail network with facilities that required combining the various alternative transportation options into a single facility. With the endorsement of the Fairfax County plan, and to reflect current best practice, the Town's policy has transitioned to dedicated bicycle facilities and a separation of cyclists from pedestrians to maximize the safety and encourage the use of both travel modes. This document implements the Town's revised policy.

Town staff worked closely with the PBAC in development of this plan. Each principle, objective, network route and type, and recommended program element was evaluated based on best practices, industry standard models, and local conditions and considerations.

The route locations and facility types were determined using the Peter Furth model for cycling infrastructure and his Bicycle Facility Selection Matrix (see Appendix) as the baseline. This model focuses on cyclist stress levels derived from roadway design and vehicle speed and volume. It should continue to be used in this manner for any revisions or updates to the network plan. In addition to the Furth model, local conditions were considered for each route location and facility type. It was important to identify how best to provide access to transit, schools and public facilities, as well as routes along commercial corridors for access to goods and services and employment.

This plan builds on the earlier Fairfax County plan by showing additional routes that more thoroughly respond to the Town Vision and Comprehensive Plan goals, and provide network access from all areas of Town. While the network routes and improvements proposed in this plan supersede the Fairfax County Bicycle Master Plan as it relates to areas within Town boundaries; continued coordination with the County plan is vital to ensuring regional connectivity.

Policy Guidance

Herndon has prioritized bicycle planning along with pedestrian planning to reduce reliance on motorized vehicles and the land use requirements to move and park motor vehicles, to encourage active living and a healthier public, and to move towards environmentally responsible land development. This policy is prevalent in the Town's 2030 Comprehensive Plan and the Town's 2035 Vision Statement. The vision statement expresses that:

> *Residents walk, cycle, drive, or use public transit to their jobs, restaurants, and cultural events.*
>
> *Through thoughtful planning, the town has a network of sidewalks, trails, streets and connections to public transportation that provides residents the opportunity for one-car or no-car living.*

The Transportation section of the Comprehensive Plan sets a goal to "Provide safe streets that are friendly to pedestrians and bicyclists". An objective for transportation states:

> *Continue to integrate pedestrian and bicycle facilities with the street and transit network through the Trail and Sidewalk Program and other project components of the Town's Capital Improvement Program involving transportation improvements.*

Plan Implementation & Management

This plan was developed by Town planning staff in close consultation with the Town's Pedestrian & Bicycle Advisory Committee. Adopted by the Town Council by resolution following review and recommendation by the Planning Commission, this plan sets forth the Town's official policy for future implementation and maintenance of cycling infrastructure.

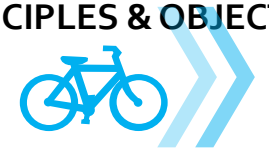
The Departments of Community Development and Public Works are largely responsible for implementation and maintenance. As initially devised, the plan does not set a specific schedule for implementation however that may be included as a plan addendum at a later date.

The PBAC will evaluate the plan annually and staff will report on the progress of its implementation.

Staff will consult with the PBAC for any minor changes to the network map. If any change is proposed for a significant portion of a route and/or facility, a map change and new resolution by the Town Council would be required.

2

PLAN PRINCIPLES & OBJECTIVES



Plan Principles

In implementing the Herndon Bicycle Network Master Plan the following principles shall be applied.

1. The network map should be followed to the greatest extent possible. Changes in route locations or facility type may be considered for modification in specific locations if overriding design and engineering challenges arise.

2. Designs for each route facility type should adhere to National Association of City Transportation Officials (NACTO) and American Association of State Highway and Transportation Officials (AASHTO) design guidelines. Signage shall adhere to the Manual for Traffic Control Devices (MUTCD) where applicable.

3. For routes that run within or along streets, cycle facilities should be separate from sidewalks. As an interim condition, extra wide sidewalks that serve a shared use function may be considered where better options are not available.

4. Dedicated bicycle facilities such as bicycle lanes and cycle tracks should be separated to the greatest extent possible from travel lanes. The use of striping on-street to create a buffered bike lane or the use of a raised tree zone off-street between the curb and facility is preferred where space allows.

5. Routes should coordinate with similar routes at the Town boundary as they continue into neighboring jurisdictions.

6. Route continuity is vital for route safety and usage however certain routes may be dependent on private development and completed in phases or segments. In those instances, the termini must provide safe connection to existing conditions.

7. Some routes may require land acquisition or access easement over private property. All route design must be sensitive to these instances and cognizant of impacts for property owners and costs to the Town.

8. Bicycle routes should provide access to Metrorail stations and Fairfax Connector stops. Transit stops benefit from bicycle amenities such as racks, shelters, lockers, and maintenance stations.

9. The safety of bicycle routes relies on appropriate maintenance. Routes should be kept clean and re-striped as part of a regular maintenance program.

10. Bicycle route design shall be sensitive to the service levels of other modes of travel and must coordinate with safe pedestrian and transit planning and design practices.

11. Provision of bicycle amenities such as racks, shelters, lockers, and maintenance stations should be coordinated with routes. Nonresidential property owners and business owners should be encouraged to provide bicycle accommodations outside the right-of-way for employees and customers.

12. Bicycle infrastructure planning, design, and construction should take into account all types of cyclists and the various reasons and personal preferences guiding the reasons people ride bicycles. Cycling is an activity that may be strictly recreational for some and it may be a necessary mode of travel for others. Cyclists may be commuting to work or just out for a family ride. Some cyclists may prefer to ride with vehicle traffic while some may opt to stay off-street. Bicycle facilities should be designed to recognize equity in this regard and maximize potential usage by ensuring the largest cross-section of cyclists are comfortable and safe using the provided facilities.

Plan Objectives

In implementing the Herndon Bicycle Network Master Plan the following objectives shall be achieved.

1. Establish baseline and seek to increase bicycle level of service townwide.

2. Establish baseline and seek to increase bicycle ridership throughout town.

3. Increase bicycle route network mileage annually until the network is completed in accordance with the plan.

4. Consider bicycle service levels and integrate bicycle facilities into all private development plans and public improvement plans.

5. Continue and expand bicycle use education and awareness programs and events.

6. Continue to develop partnerships with bicycle planning staff in other local jurisdictions, regional planning groups, and local advocacy groups.

7. Enhance bicycle safety and reduce opportunities for conflicts with other modes of travel.

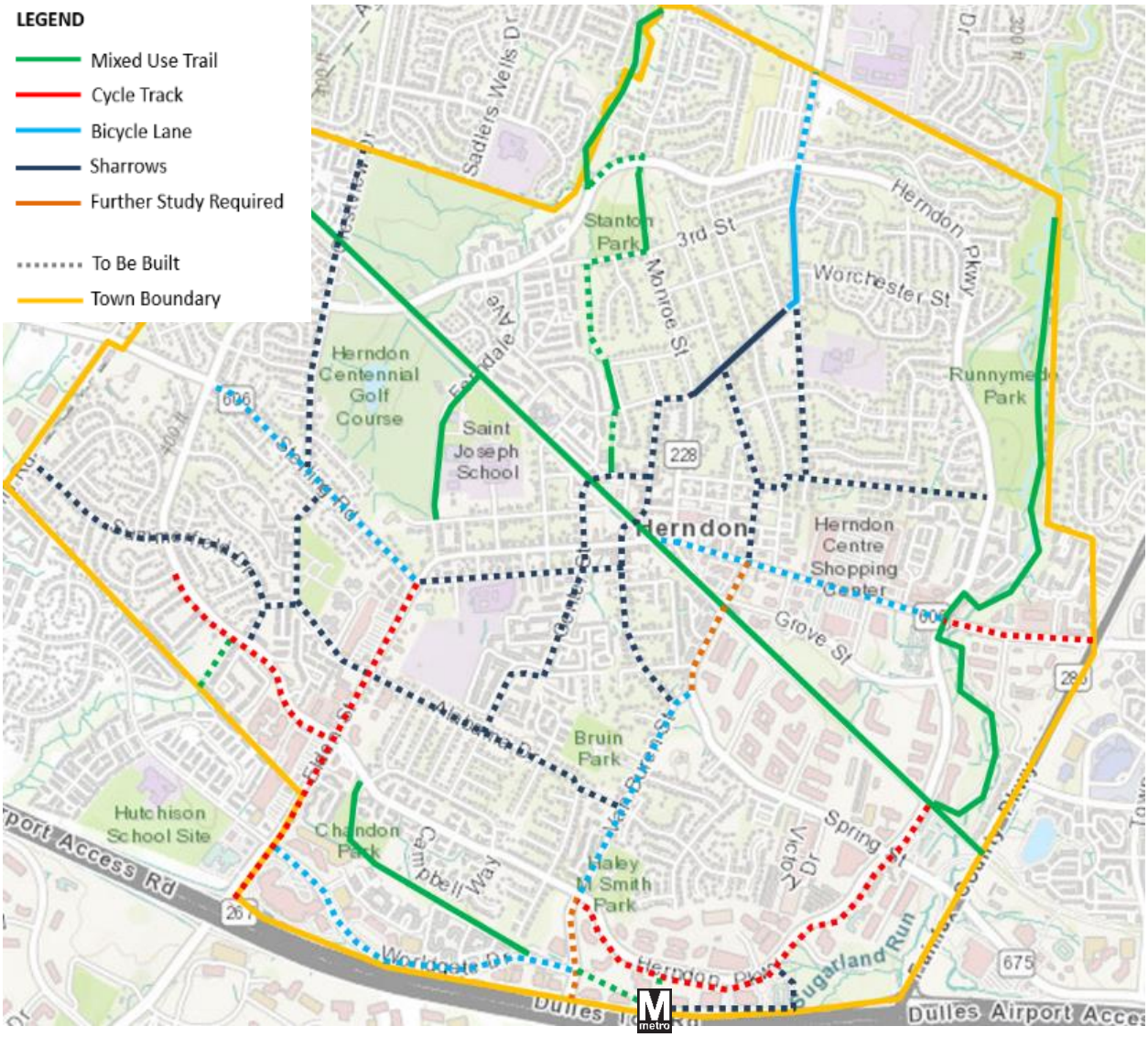
8. Increase the available bicycle parking and bicyclist amenities on both private and public property.

9. Continue to utilize the PBAC as stewards of the Town's bicycle plan and advocates for safe, convenient, and well connected bicycle facilities.

3
NETWORK PLAN & MAP

Bicycle Network Master Plan Map

The Bicycle Network Master Plan Map shows all existing and proposed bicycle network routes and facility types. It shows the eventual final condition of the Town's bicycle route network and functions as a planning tool for programming when and how certain routes are created. This map may be modified as part of its annual review. Town staff will maintain a larger version of this map that more clearly indicates the location of each route.



Bicycle Network Projects

The Town has numerous public improvement projects in construction, design, and planning phases that include significant upgrades to bicycle service level and facilities. The following table lists the current projects. This table will be updated as part of this plan's annual review.

ACTIVE PROJECTS
Last Updated: June 2019

Project Name	Project Location	Status	Notes
East Elden Street - Bicycle Lanes & Cycle Track	Between Fairfax County Parkway and Monroe Street	Design Completed.	Expected to be under construction in 2024. Town project.
Chandon Park - Mixed Use Trail	To connect with Worldgate Trail to Van Buren Street	Design Completed.	Expected to begin construction in 2019. Town Project.
Herndon Parkway - Cycle Track	From Spring Street to Van Buren Street	Fully planned and concept designed. Portions completed.	To be built in phases *dependent on private development*
Van Buren Street Phase I- Bicycle Lanes	From Spring Street to Herndon Parkway	Fully planned and designed.	Expected to begin construction in late 2019. Town project.
Van Buren Street Phase II – TDB Facility Type	From Herndon Parkway to south town line and Spring Street to W&OD	Planned and beginning concept design	May also be built in phases *dependent on private development*.
Sterling Road – Bicycle Lanes	From Elden Street to Herndon Parkway	Planned, not yet designed.	Expected concept design in FY20. Town project.
Trails to Metro – Mixed Use Trail	From Worldgate Drive to Herndon Metrorail Station	Fully planned and designed	Expected to begin construction in late 2019. Town project.
Folly Lick Regional Trail	From Herndon Parkway to Center Street	Fully planned and concept designed	Dependent on substantial land acquisition (as currently designed). Town project.
Station & Spring Streets - Sharrows	From Park Avenue to Van Buren Street	Fully planned and designed	Expected construction 2019. Within existing right-of-way. Town project.

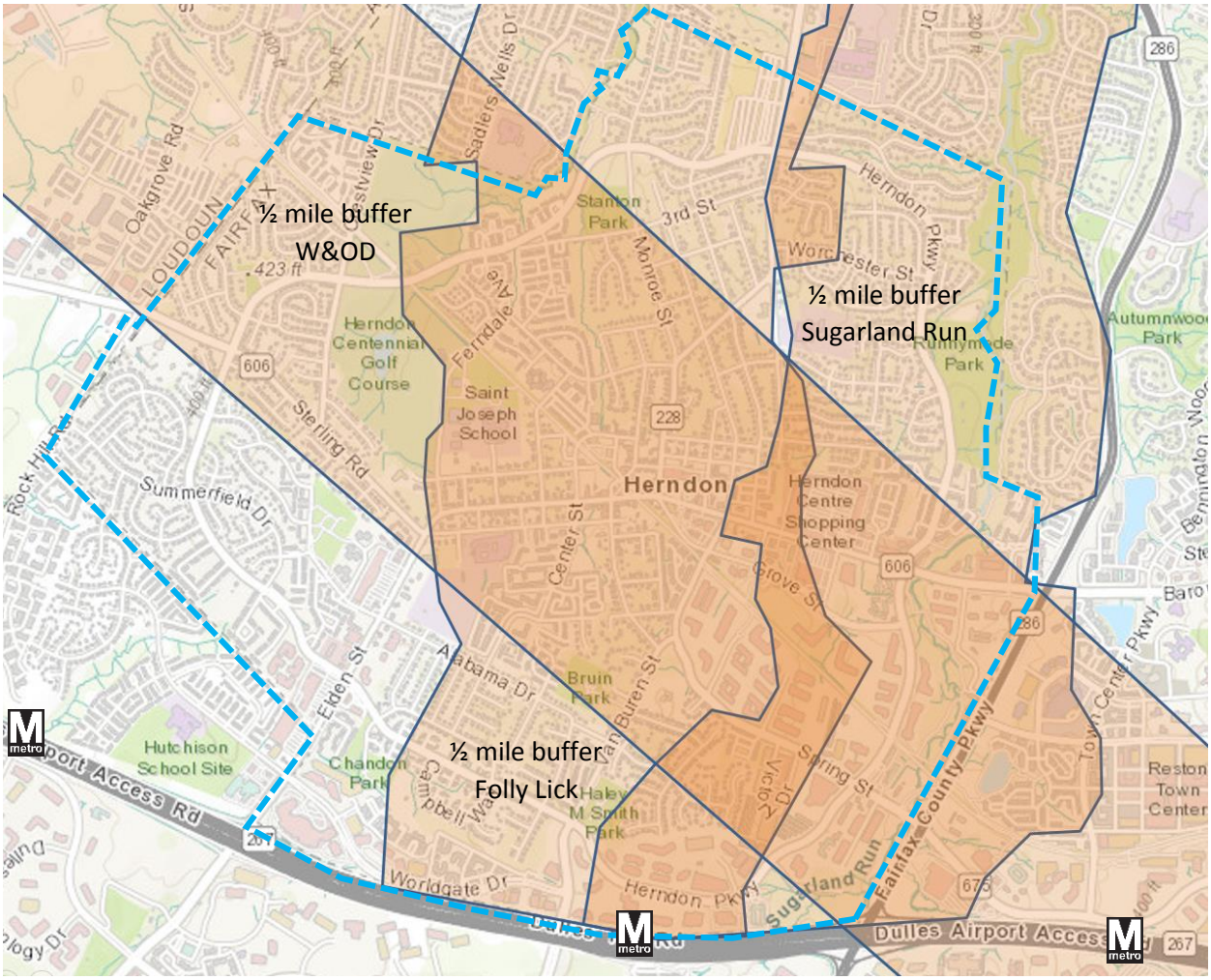
Existing Network

In recent years, Herndon has become a leader in the incorporation of bicycle facilities into public improvement plans. Many of the dedicated bicycle routes shown on the Network Map (Page 10), are

programmed to be constructed in the coming years. Those projects are listed in the Active Bicycle Network Projects table on Page 11 and will add approximately 6 miles of bicycle routes in town. Before completion of these new facilities, numerous routes are already available to cyclists in Herndon, and are heavily used. Three mixed use off-road regional trails either fully or partially pass through the town; the Sugarland Run Trail, Folly Lick Branch Trail, and the W&OD Trail. The W&OD Trail in particular has become a vital connection for cyclists commuting, training, and recreating. In addition to these regional off-road trails, Herndon has several wide sidewalks that were built as part of the Master Trails Plan to accommodate both cyclists and pedestrians. Many of these sidewalks provide local connectivity to residential neighborhoods in Town.

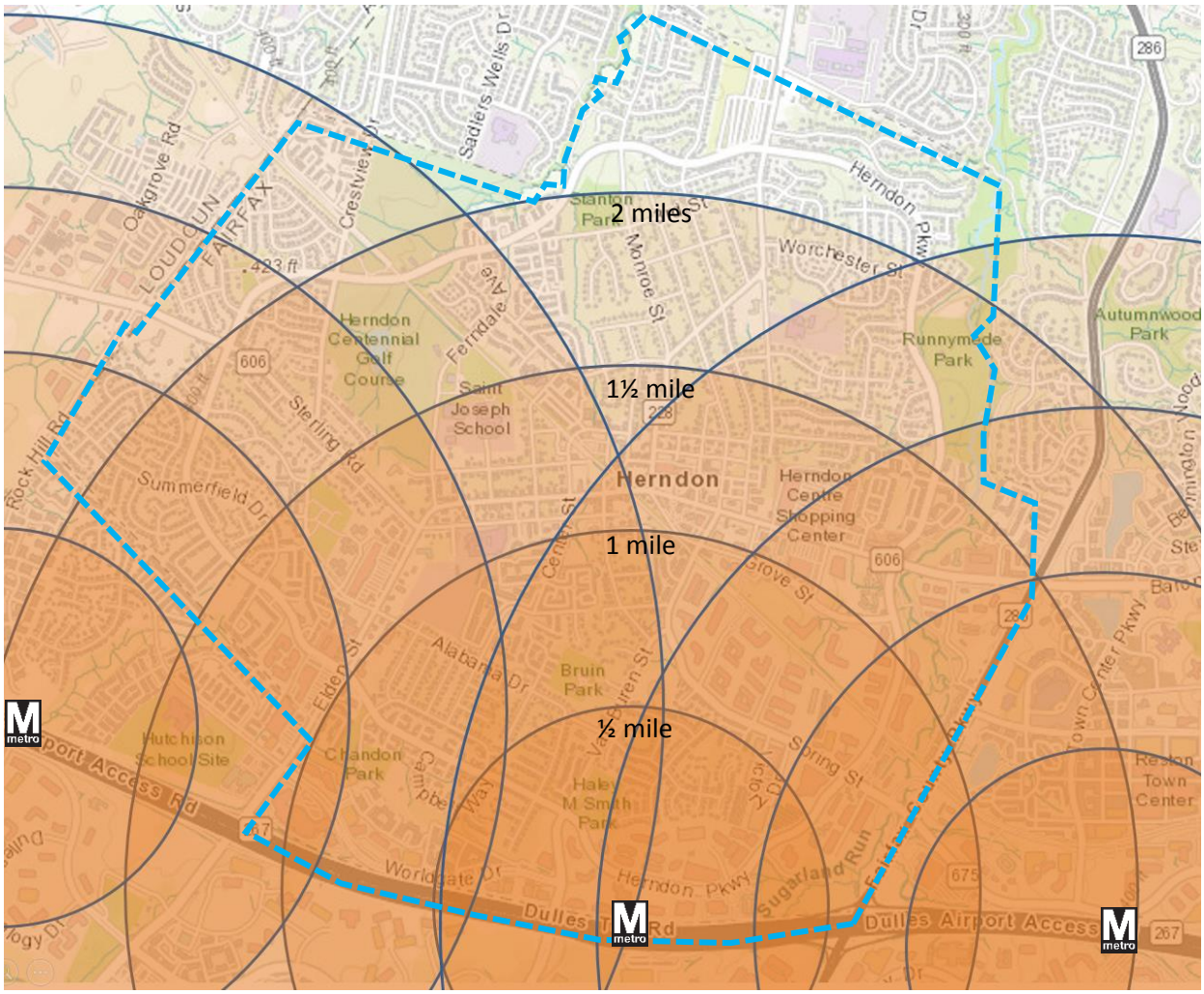
The following map shows the extent to which the Town is accessible by means of off-street trails. Most of the Town is within a half mile of a regional trail that provides off-street connectivity to neighboring jurisdictions, recreational areas, and Metrorail stations.

Herndon within ½ Mile of Regional Trail



In the future, the Town will have three Metrorail stations within cycling distance; Herndon Station, Innovation Center Station, and Reston Town Center Station. Access to these stations is of paramount consideration when implementing the bicycle plan and maintaining its planned network routes as they come to fruition. The following map shows the proximity of various Herndon neighborhoods to the Metrorail stations.

Distances from Metrorail Silver Line Stations



The Town seeks to improve and expand its bicycle network as guided by this plan. This will be primarily achieved through the Town's Capital Improvement Program (CIP). The CIP currently has 15 projects that include significant bicycle facility components and a project sheet solely dedicated to installing bicycle routes in compliance with the bicycle plan.

With the existing trails serving as the backbone to a well-connected bicycle route network, continued supportive planning foresight, and a commitment to implementing the principles and objectives

provided in this plan though the CIP Program and Bicycle Program, Herndon has great opportunity to become a model for creating and maintaining a connected bicycle network that integrates into the pedestrian environment and transit network and enhances multi-model levels of service. Herndon faces challenges though in effectuating a more balanced multi-modal transportation system in town is due to an increasingly competitive funding environment and the physical constraints of retrofitting its suburban land development pattern. Staying mindful of these challenges are important when evaluating and developing schedules for the bicycle program and bicycle project implementation.

4
BICYCLE PROGRAM

Existing Program

Bicycle-related activities are managed across multiple town departments including Parks and Recreation, Public Works, Herndon Police Department, and Community Development. Town initiatives principally focused on or partially inclusive of bicycle programs or infrastructure are typically an inter-departmental effort. The Pedestrian and Bicycle Advisory Committee functions as a Town Council appointed group tasked to advise the Council on projects, plans, programs, and policies with bicycle (or pedestrian) components.

Bicycle infrastructure projects are largely managed through the Capital Improvement Program (CIP) as either standalone CIP projects or part of larger public improvement projects. Funding originates from various local, regional, and federal sources. Bicycling planning staff reviews public improvement project designs as part of a formal internal review process.

Bicycle facility design is guided by NACTO, AASTHO, and MUTCD standards, the Herndon Streetscape Manual, the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core, and the Herndon Parkway Cycle Track Design Guidelines. The streetscape manual include design standards and material specifications for features such as bicycle racks, bicycle shelters, and bicycle repair stations. Both sets of guidelines set dimensional standards and material guidance for specific bicycle routes nearest to the Herndon Metrorail Station.

Program Projects

Transportation Demand Management Programs

The Town requires Transportation Demand Management (TDM) plans and practices for redevelopment that occurs nearest to the Herndon Metrorail Station. As part of TDM plans, the Town encourages the use of bicycle trips and the accommodation of cyclists to be integrated into building and site design. TDM plans should be established for developments and commercial enterprises throughout town to reduce the need for parking, reduce congestion, and provide alternative travel solutions to employees or customers.

Bicycle Parking

Herndon's zoning ordinance requires off-street bicycle parking within three planned development zoning districts. These three districts comprise the areas in town with the highest permitted densities. This

bicycle parking regulation is meant to ensure that residents, employees, and visitors on private property are provided appropriate facilities to park bicycles. Specific ratios are used to calculate the number of bicycle parking spaces per square footage of each specific land use category. A town-wide bicycle ordinance that expands required off-street bicycle parking to all zoning districts other than single family residential districts would ensure consistency in the types of bicycle facilities available throughout town.

The Town installs bicycle racks along public streets typically as part of larger public improvement projects and requires public bicycle racks as part of private development requiring a site plan. On-street public bicycle racks may be sponsored by a private entity and placed based on need determined by staff and preference of the sponsor. Expanding and formalizing a public bicycle rack program whereby citizens, organizations, or businesses may request a public bicycle rack and/or partnering with a private individual or group to sponsor public bicycle racks may encourage bicycle ridership by providing safe and convenient parking and possibly deter parking of bicycles in areas that obstruct sidewalks, damage landscaping, or pose a safety or security risk.

Design Manual

The Town relies on design guidance from the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* and the National Association of City Transportation Officials' (NACTO) *Urban Bikeway Design Guide* when planning and designing bicycle routes. Additionally, Herndon design guideline documents and the Herndon Streetscape Manual are used. The streetscape manual mostly focuses on the design of public right-of-ways behind the curb and pedestrian accommodations. The development of design standards and guidelines would be beneficial to ensure clear and consistent direction for designers working on a bicycle route project and articulate the expected level of design. Those standards may be developed as part of a standalone bike facility design manual, or better may be integrated into this bicycle plan or the streetscape manual or both.

Bicycle Sharing

Access to bicycle sharing has become an important component of urban transportation networks. The Town is pursuing the establishment of a bicycle sharing program in partnership with Fairfax County. The County currently uses Capital Bikeshare as its public bicycle sharing vendor. Capital Bikeshare operates stations immediately outside Herndon within Reston. The Town is undergoing a planning study to determine the preferred location and number of stations, and is evaluating potential funding sources. It is the Town's intent to provide bicycle sharing services throughout town, but its initial focus is to locate them within areas of higher density, mix of uses, and close proximity to mass transit, employment, retail centers, and access to the W&OD Regional Trail. The Town is also considering policy for dockless bicycle and scooter sharing companies that already operate in Fairfax County and other areas of metropolitan Washington DC. As the nearby Metrorail stations begin to operate and redevelopment continues in Herndon, availability of bicycle sharing programs that integrate with other nearby programs should encourage bicycle ridership, enhance access to bicycles, and improve the balance of the current transportation modal split.

Personal Transporters

The use of personal transporters both by bicycle and scooter sharing companies and by private individuals, have increased in recent years. That trend is expected to continue in Fairfax County and the

Town of Herndon. Personal transporters typically use small electric motors to fully power mobility or assist with manual power. These vehicles are now permitted on the W&OD Trail and Fairfax County trails and are beginning to be used on Herndon sidewalks and streets. While electric scooter, pedal-assist bicycles, Segways, and other similar transporters have become a viable transit option, ensuring that they can be used safely with other travel modes is a key consideration. Pursuing guidelines and policies to best manage their use with the primary goals of enhancing transportation options but avoiding potential conflict with pedestrians, cyclists, and motorists, would be an important early step to addressing integration of personal transporters into the bicycle network.

Complete Streets

Herndon has implemented Complete Streets planning and design principles for years if not decades. Using the Town's 2030 Comprehensive Plan as the source of guidance, the town's transportation-related ordinances, programs, and projects have consistently employed a balanced approach to transportation infrastructure network improvements that address not just motor vehicles but also pedestrian, bicycle, and transit-user mobility. The concept of Complete Streets is meant to create a public facility that is accessible, safe, convenient, and comfortable for all modes of travel where no single mode level of service is operated at the expense of another mode. The success of the Bicycle Network Master Plan hinges on the plan's ability to consider impacts to other modes and adaptability to effectively incorporate those consideration into plan implementation. To best articulate and reinforce the town's commitment to a balanced transportation infrastructure network, a Complete Street Policy should be established and formally adopted. This policy would be instrumental in aiding decisions through the planning and design phases of infrastructure projects and serve a promotional function that demonstrates an obligation to a better balanced and more sustainable transportation system in Herndon.

5
APPENDIX

Bicycle Facility Stress Level Matrix

Bicycle Facility Selection Matrix

LANE CONFIGURATION	DAILY VEHICLE TRIPS	STREET TYPE & SPEED LIMIT			
		Urban Local	*Urban Through*	*Rural Local*	*Fast Traffic*
		25MPH speed limit	30MPH speed limit	40MPH speed limit	45MPH speed limit or more
2 LANES (one-way each), no center-line	*< 2500*	sharrows	bike lane	buffered bike lane	cycle track
	2000 to 3000	sharrows	bike lane	buffered bike lane	cycle track
	3000 to 5000	sharrows	bike lane	cycle track	cycle track
	> 4000	bike lane	buffered bike lane	cycle track	cycle track
2 LANES (one-way each), with center-line	*any*	bike lane	buffered bike lane	cycle track	cycle track
4 LANES (two-way) or more	*any*	n/a (does not exist)	cycle track	cycle track	cycle track

Town Council Resolution

TOWN OF HERNDON, VIRGINIA

PLANNING COMMISSION

RESOLUTION

JUNE 24, 2019

Resolution- Town of Herndon Bicycle Master Plan.

WHEREAS, in 2008 the Town Council adopted the 2030 Comprehensive Plan which guides the town to *facilitate alternative modes of transportation within the town* and *provide safe streets that are friendly to pedestrians and bicyclists* and *continue to integrate pedestrian and bicycle facilities with the street and transit network*; and

WHEREAS, the Town Council's adopted 2035 Vision Statement expresses that *Residents walk, cycle, drive, or use public transit to their jobs, restaurants, and cultural events* and *Through thoughtful planning, the town has a network of sidewalks, trails, streets and connections to public transportation that provides residents the opportunity for one-car or no-car living*; and

WHEREAS, on August 14, 2012, the Town Council adopted a resolution endorsing specific bicycle route and facility improvements in coordination with the Fairfax County Bicycle Master Plan; and

WHEREAS, the Code of Virginia §15.2-2231 requires each locality to develop a transportation plan that designates a system of transportation infrastructure needs and recommendations that may include the designation of new and expanded transportation facilities and that support the planned development of the territory covered by the plan and shall include, as appropriate, bicycle accommodations; and

WHEREAS, the Town Council appointed Pedestrian & Bicycle Advisory Committee steered the development of the plan at several meetings and recommends its adoption; and

NEW THEREFORE, BE IT RESOLVED by the Planning Commission of the Town of Herndon, Virginia that the Planning Commission hereby endorses the Town of Herndon Bicycle Network Master Plan and recommends the Town Council hold a public hearing for the plan to maximize opportunity for public input.

BE IT FURTHER RESOLVED that, the Planning Commission recommends that the Town Council authorize staff to make certain revisions to the Bicycle Network Master Plan, without prior Town Council approval for correction of clerical and administrative errors, updates of an administrative nature, excluding substantive changes.

BE IT FURTHER RESOLVED that, the Planning Commission recommends the Bicycle Network Master Plan, upon adoption, is forwarded to Fairfax County transportation planning staff for integration into the County's Bicycle Master Plan.

BE IT FURTHER RESOLVED that, the Planning Commission will consider updates to the 2030 Comprehensive Plan transportation chapter to reference the Bicycle Network Master Plan and reinforce its content.