DRAFT Loudoun 2040 Comprehensive Plan
RESOLUTION OF THE LOUDOUN COUNTY PLANNING COMMISSION
APPROVING AND RECOMMENDING THE DRAFT LOUDOUN 2040
COMPREHENSIVE PLAN DATED MARCH 13, 2019

WHEREAS, the Board of Supervisors of Loudoun County ("Board"), on March 1, 2016, initiated the process for a new comprehensive plan and directed County staff to prepare a proposed plan charter that would serve as a roadmap for developing the new plan; and

WHEREAS, on April 21, 2016, the Board endorsed the Loudoun County Comprehensive Plan Charter and directed staff to execute the process as prescribed therein, including the formation of a Stakeholders Committee and a Staff Technical Advisory Committee; and

WHEREAS, from June 2016 through July 2018, the County conducted three rounds of intensive public outreach (totaling 17 sessions); during that same period the Stakeholders Committee conducted dozens of meetings and (with assistance from the Staff Technical Advisory Committee) developed an initial draft plan entitled, the Loudoun 2040 Comprehensive Plan, which consists of the Loudoun 2040 General Plan and the Loudoun 2040 Countywide Transportation Plan; and

WHEREAS, on July 19, 2018, the Board forwarded the draft Loudoun 2040 Comprehensive Plan to the Planning Commission for further consideration and recommendation; and

WHEREAS, from August 2018 through October 2018 the Planning Commission conducted eight work sessions to discuss, deliberate and revise the policies and recommendations reflected in the initial draft plan, resulting in preparation of a revised draft Loudoun 2040 Comprehensive Plan dated October 23, 2018; and

WHEREAS, on November 7, 2018, the Planning Commission conducted a public hearing on the revised draft Loudoun 2040 Comprehensive Plan dated October 23, 2018; and
WHEREAS, from November 10, 2018 through March 13, 2019, the Planning Commission conducted nine additional work sessions concerning the draft plan, including on February 7, 2019, at which session County staff presented the results of three studies – Development Forecast, Fiscal Impact Analysis and Travel Demand Model – which were based on the draft plan dated October 23, 2018; and

WHEREAS, the Planning Commission’s work following the November 7, 2018 public hearing resulted in preparation of a revised draft Loudoun 2040 Comprehensive Plan dated March 13, 2019; and

WHEREAS, on March 13, 2019 the Planning Commission voted to forward the draft Loudoun 2040 Comprehensive Plan to the Board of Supervisors for its consideration.

NOW, THEREFORE, BE IT RESOLVED, that on this 26th day of March, 2019, the Loudoun County Planning Commission hereby approves the draft Loudoun 2040 Comprehensive Plan dated March 13, 2019, and recommends that said plan be adopted by the Board of Supervisors, with such amendments, if any, as the Board may determine appropriate; and

BE IT FURTHER RESOLVED, that a copy of the draft Loudoun 2040 Comprehensive Plan dated March 13, 2019, be certified by the Secretary to the Planning Commission and forwarded to the Board of Supervisors of Loudoun County.

Certified by:

[Signature]
Alaina Ray, AICP
Secretary to the Loudoun County Planning Commission
Chapter 1 - Introduction

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Chapter 1 - Introduction

The Loudoun 2040 Comprehensive Plan (Loudoun 2040) is the culmination of a collaborative multiyear effort and an unprecedented public outreach campaign that brought together Loudoun’s citizens, elected and appointed officials, stakeholders, and County staff to create a new comprehensive plan for the County. This planning process, known as Envision Loudoun, identified the community’s desires for the future of Loudoun County as they relate to growth management, land use, place types, transportation, natural and heritage resources, community facilities and amenities, economic development, and fiscal management.

Vision:
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.

The Envision Loudoun planning process began with a Charter adopted by the Board of Supervisors in April 2016. The Charter identified key issues to be addressed in the new comprehensive plan: Growth Management, Land Use, Transportation, Natural and Heritage Resources, Community Facilities and Amenities, Economic Development, and Fiscal Management. The Charter called for the formation of a 26-member committee of community stakeholders, convened a staff technical advisory committee from regional public agencies, and set forth a community engagement strategy to allow for multiple opportunities for public outreach throughout the process. To ensure the community was kept informed, a communications plan was deployed that utilized internet, social media, radio advertising, and print materials.

Envision Loudoun proved to be an unprecedented public engagement effort for the County. Between summer 2016 and spring 2018, the stakeholders committee and County staff held over 40 work sessions. The public participated in three sets of public outreach sessions – totaling 17 meetings – each at various locations throughout the county. An Envision Loudoun website was established and kept up-to-date with maps, process updates, and project documents. The website also provided a web interface for citizens to provide input regarding the key issues to be addressed in the new comprehensive plan. All told, approximately 3,000 people participated in the Envision Loudoun process.
Purpose and Definition
Loudoun 2040 includes this General Plan and the Countywide Transportation Plan, a standalone document developed in close coordination with this plan. Loudoun 2040 is not a development ordinance, but is instead a policy document that provides guidance for elected officials and other governmental decision-makers as to where and how the community will grow in the long-term.

Comprehensive plans provide an opportunity for communities to think collectively about the future of their community and to develop a shared set of values and strategies intended to achieve a unified vision. They are critical tools for managing growth, the provision of capital facilities, and the fiscal health of communities. They are especially important for high growth communities like Loudoun County, where change can happen quickly, and a comprehensive plan is needed to guide that change. A comprehensive plan is not a static document and, as required by the Commonwealth of Virginia, must be reviewed at least every five years.

Loudoun County’s Planning Approach
Loudoun 2040 builds upon the County’s strong foundation of growth management practices. The Loudoun County Board of Supervisors adopted the County’s first zoning ordinance in 1942 and its first comprehensive plan in 1959. The County’s 1991 General Plan, Choices and Changes, was written when the County was largely undeveloped with an abundance of greenfield development opportunity in the eastern part of the County. By 2001, when the Revised General Plan was adopted, the County was feeling the effects of a 97 percent population increase since the adoption of Choices and Changes.

For decades, the County has supported the protection of its rural and agricultural areas to the west and focused development in suburban areas to the east. The County has accommodated growth near existing infrastructure to support development in a fiscally sound manner, and near Washington Dulles International Airport and Washington, D.C., where the market forces have been strongest for new residential and employment development. Loudoun’s growth management policies have resulted in some of the most highly valued residential communities in the region, while also encouraging new business development.

The framework for land planning in Loudoun County consists of four types of policy areas – Urban, Suburban, Transition, and Rural – and several smaller planning areas designated as Joint Land Management Areas and Rural Villages. These Areas represent distinct planning communities with specific policies, strategies, and actions tailored to address the needs of each area.
CHAPTER 1-4

Urban Policy Areas

The Urban Policy Areas represent a new planning area concept in Loudoun, encompassing approximately 2,600 acres in areas around the Silver Line Metrorail Stations. The two Urban Policy Areas represent major growth opportunities for the County with mixed-use and transit-oriented place types and development intensity not previously contemplated in Loudoun. Loudoun 2040 calls for complete urban communities that accommodate housing, employment, retail, education, and entertainment in close proximity to Metrorail. These areas will facilitate opportunities for significant job creation and expansion of the County’s tax base.

Suburban Policy Area

The 48,000-acre Suburban Policy Area comprises the eastern third of the County and is where most of the residential and commercial growth has occurred since the 1960’s. The Suburban Policy Area developed in a traditional suburban pattern with predominantly single-family neighborhoods. From 1990 to 2017, 102,905 housing units were built throughout Loudoun County and over 70 percent of those were built in the Suburban Policy Area. Route 28 and Loudoun County Parkway (Route 607) form the County’s “data center alley,” having evolved into an international leader for global data management, technology, and communications industries. More than 70 percent of all internet traffic is routed through data centers in this policy area. The area around Washington Dulles International Airport is also expected to continue to be a major factor as a key location for industrial uses, airport-related businesses, and data center development.
**Transitional Policy Area**

The Transitional Policy Area is a 24,000-acre area along the western edge of the Suburban Policy Area and is intended to be visually distinct from the Suburban and Rural Policy Areas. The area is planned for a diversity of clustered housing with limited commercial uses to support residents and some industrial spaces focused on quarry activity and energy infrastructure. Public utilities are available in the Transitional Policy Area, though the transportation network is limited in certain places at present time. Large amounts of open space, trails, and parks provide recreational opportunities for residents of the entire County and help to maintain a visual distinction between the more densely populated east and the rural west.

**Rural Policy Area**

The western 230,000-acre Rural Policy Area comprises nearly two-thirds of Loudoun’s land area and contains twelve historic Rural Villages (see Chapter 2). This area is planned for limited residential development and supports a robust rural economy. *Loudoun 2040* includes policies that protect the landscape, economy, and the existing community character of the Rural Policy Area, emphasizing the preservation of farmland, natural and heritage resources, open space, and vistas that are vital aspects of Loudoun’s identity.

**Towns and Joint Land Management Areas**

Loudoun County’s seven towns exercise planning and zoning controls within their corporate limits. In addition to the four policy areas, the County has partnered with several of its towns to develop Joint Land Management Areas (JLMA) around the edges of the towns. A JLMA is a planning area where Loudoun and each respective town set the limits for municipal water and sewer extension. These JLMA
planning areas effectively serve as a growth boundary for each town and are intended to manage new growth and expansion outward from the towns.

**Loudoun County: Trends and Influences**

Loudoun County has rapidly transformed from a farming community to one of the fastest growing counties in the nation, ranking fifth in the country for growth between 2000 and 2010. This growth has slowed somewhat as the eastern part of the County has approached build out, but the County’s proximity to Washington, D.C., will continue to drive market demand. *Loudoun 2040* identifies a number of trends and influences, including population diversity, housing affordability, and land availability that will affect future demand for both residential and nonresidential products.

**People**

Loudoun County’s population has risen over the decades as the Washington, D.C., Metropolitan Area has grown and as Loudoun County has captured more of this regional growth. In 1940, the County’s population was just over 20,000 people. Fifty years later, the population had quadrupled, totaling just over 86,000 people in 1990. Since 1990, the population quadrupled again with an estimated 373,000 people in 2016. However, this exponential growth is projected to slow as Loudoun continues to mature, a trend that may already be occurring. From 2000-2010, Loudoun was the 5th fastest growing county in the nation but dropped to the 20th fastest growing county from 2010-2015. Even with this slowdown, Loudoun’s population is projected to increase to almost 489,000 by 2040.¹

As Loudoun’s population has grown, the community has also diversified. Between 2000 and 2016, the percentage of Loudoun’s population identifying as Hispanic or Latino increased from 6.0 percent to 13.7 percent. During the same time period, the percentage of people identifying as Asian grew from 5.6 percent to 18.7 percent. The percentage of residents identifying as Black or African American is also growing, though at a much slower rate, increasing from 7.0 percent to 7.7 percent. Overall, Loudoun’s foreign-born population has increased from 11.3 percent in 2000 to 23.9 percent in 2016.² This growth has led to greater diversity in service demands, expanded retail and entertainment opportunities, changes in housing needs, and overall expanded economic growth of the community.

**Housing**

As of 2017, Loudoun ranked number one in the country for the highest median household income for the tenth straight year, yet housing affordability and attainability remain a significant challenge in the County and the region. Limited housing supply and high demand present difficulties for employers in attracting employees and contribute to workforce instability, especially in lower paying industries.

Over 82 percent of Loudoun’s existing housing stock consists of traditional suburban single-family detached and single-family attached dwellings. Most of the housing stock is also considered large, with 80 percent of all dwellings containing three or more bedrooms. Conversely, studio and one-

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¹ U.S. Census, 2012-2016 American Community Survey
² U.S. Census, 2012-2016 American Community Survey
bedroom housing make up less than six percent of all housing in Loudoun. National trends show that smaller households, such as aging seniors, couples without children, and single persons, may demand different housing types, public services, and lifestyle options than provided in the past. There is also a general national trend toward more people living in multigenerational households, where extended family lives together. This trend can be attributed to several factors including housing affordability and cultural traditions as more foreign-born residents settle in the region. Multigenerational households may require different types of housing options, with larger common areas, accessory apartments, in-law suites, or other attributes that help accommodate the needs of multiple generations living together.

_Loudoun 2040_ provides a renewed opportunity for the County to adopt a policy direction that promotes an inclusive, diverse, and flexible housing environment that aligns with the community’s larger land use and community development goals. _Loudoun 2040_ anticipates that new approaches to planned land use policies will facilitate market-driven increases in the variety of housing types developed, help fulfill the demand for market rate sales and rental units, and temper rising housing costs overall. A variety of existing and planned County, state, and federal initiatives and programs will continue to provide housing options for more vulnerable population groups.

The County anticipates continued high demand for new residential units over the next several decades. Without commensurate increases in housing supply, this could compound challenges related to both availability and affordability. Based on estimates of unconstrained market demand from the January 2018 Market Analysis conducted in support of the _Envision Loudoun_ process and assuming a moderate growth scenario, there will be a projected demand for 60,120 new housing units over the _Loudoun 2040_ planning horizon (see Table 1). With limited land available for residential development in the Suburban Policy Area and the County’s desire to protect the character of the Rural Policy Area, _Loudoun 2040_ emphasizes new opportunities to create places that will meet the needs of the growing and diversifying community.

### Table 1. Market Demand and Forecasted New Housing Unit Estimates, 2021-2040

<table>
<thead>
<tr>
<th>Unconstrained Market Demand</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Policy Area, Towns, and JLMAs</td>
<td>9,560</td>
</tr>
<tr>
<td>Suburban Policy Area and Urban Policy Areas</td>
<td>27,660</td>
</tr>
<tr>
<td>Transition Policy Area</td>
<td>19,740</td>
</tr>
<tr>
<td><strong>Total Countywide</strong></td>
<td><strong>56,960</strong></td>
</tr>
</tbody>
</table>

The amount of land available for new residential development also affects housing affordability and availability. In keeping with the Board of Supervisors’ direction from the beginning of the _Envision Loudoun_ planning process, _Loudoun 2040_ does not change the planned residential densities of the Rural Policy Area, which encompasses approximately 67 percent of the County’s total land area. _Loudoun 2040_ also does not change planning policies related to the Towns within the County or the related JLMAs. As a result, approximately 9,560 residential units are forecast across these three areas during the planning horizon. In contrast, the designation of new Urban
Policy Areas in *Loudoun 2040* aims to provide high quantities of new housing in active, mixed-use, transit-oriented settings proximate to the planned Silver Line Metrorail stations. *Loudoun 2040* also reimagines areas of the Suburban Policy Area and aims to provide more housing options through new opportunities for mixed-use development, compact neighborhoods on infill parcels, and innovative approaches to redeveloping maturing neighborhood centers. As Table 1 demonstrates, these new approaches in the Suburban Policy Area and Urban Policy Areas are forecasted to result in approximately 27,660 residential units during the planning horizon.

However, the large number of housing units forecast for the Suburban and Urban Policy Areas is still less than half of the estimated market demand, and remains far short of demand even when combined with the number of units forecasted for the Rural Policy Area, Towns, and JLMAs. Thus, *Loudoun 2040* plans for a mix of compact single-family housing products in targeted parts of the Transition Policy Area to help fulfill much of the remaining deficit. While the housing forecasts for *Loudoun 2040* do not meet the anticipated housing demand in full, this multifaceted approach is intended to promote housing availability and affordability, increase the diversity of housing choices, and create new places that meet the County’s evolving needs without compromising the quality of life for which Loudoun is known.

**Transit**

The County’s connection to the regional Metrorail network through the Silver Line extension signals a new era for Loudoun, with significant impacts on transit options available to Loudoun’s residents, workers, and visitors. Two Metrorail stations in Loudoun provide a gateway to Loudoun County from Washington, D.C., while also providing Loudoun’s residents with an alternative method of commuting to the east. Access to the Silver Line creates the opportunity to develop vibrant, transit-oriented, mixed-use, urban environments around the Metrorail stations, where people can live and work in close proximity to regional transit.

The Washington Dulles International Airport will also continue to serve as a major transportation gateway to the country and the world. It provides a critical economic engine for leisure and business travel as well as cargo transport for the County and the larger Washington, D.C., region. In 2017, 265,025 flights operated out of Washington Dulles International Airport, serving nearly 22,800,000 passengers, including 7,744,586 international travelers. With its close proximity to the Metrorail stations and Urban Policy Areas, Washington Dulles International Airport is well positioned to grow moving into the future, operating currently at approximately one-third of its ultimate capacity.

**Economy**

The *Loudoun 2040 General Plan* acknowledges that local, regional, and national economic factors have changed significantly in the last two decades and includes new policies and strategies to continue Loudoun’s remarkable success as an economic leader in the region. Employment in Loudoun County increased nearly 77 percent from 2000 to 2015, adding over 67,000 new jobs in a 15-year period. Momentum in Loudoun’s job base is influenced by activity in the surrounding

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3 Metropolitan Washington Airport Authority, 2018  
4 Loudoun County Department of Economic Development, 2018
region, proximity to Washington Dulles International Airport, a growing information and communications sector, agritourism, and a robust increase in households requiring a wide array of services.

Loudoun’s economy continues to diversify and Loudoun 2040 provides growth opportunities for this evolving economy. Employment uses adjacent to the future Metrorail Stations will also present new opportunities to attract employers who seek to locate in dynamic, urban communities with access to mass transit.

Elements of Loudoun 2040
The Loudoun 2040 General Plan begins with an overarching vision and goals; then sets forth policies, strategies, and actions for five elements: Land Use; Natural and Heritage Resources; Housing; Economic Development; and Fiscal Management and Public Infrastructure. An Implementation matrix is provided to prioritize and track the execution of the Loudoun 2040 General Plan action items. In addition to this Introduction, the Loudoun 2040 General Plan includes chapters associated with each of the five elements and the Implementation matrix:

- **Land Use.** Chapter 2 lays out the vision for Loudoun’s future land uses, growth management, and built environment. It includes specific policy guidance for Quality Development, Infill and Redevelopment, and each geographic policy area. Place Types guide the intent, form, character, and anticipated uses within each policy area.
- **Natural and Heritage Resources.** Chapter 3 provides guidance for the protection, maintenance, and enhancement of the County’s abundant natural and heritage resources. The policy approach is applicable at multiple geographic scales, from initiatives that may affect these resources countywide, to management of specific watersheds and waterways, to site-level development considerations.
- **Housing.** Chapter 4 analyzes the current and anticipated housing environment in Loudoun County and includes policies aimed at ensuring the provision of a full housing continuum for the varied lifestyles, households, ages, cultures, market preferences, incomes, and abilities of Loudoun’s residents.
- **Economic Development.** Chapter 5 examines the many challenges and opportunities facing Loudoun County in maintaining and advancing the County’s diverse and globally competitive economy. The policies focus on targeted industries, investments, and County initiatives that contribute to Loudoun’s world-class business environment and ties in land use considerations to sustain a diverse, adaptable, and dynamic County economy.
- **Fiscal Management and Public Infrastructure.** Chapter 6 acknowledges the interrelatedness of land use, growth management, fiscal management, and facilities planning. The policy approach ensures the provision of public facilities and utilities, high-quality telecommunications networks, and passive and active recreational amenities in accordance with the County’s larger planning and fiscal policies.
- **Implementation.** Chapter 7 compiles the individual Policies, Strategies, and Actions described throughout the Loudoun 2040 General Plan and provides an Implementation matrix that prioritizes, assigns responsibility, and tracks progress for each action item.
In addition to the Place Types in Chapter 2, Loudoun 2040’s guidance is established through:

- Policy statements for each element that provide the approach to decision-making for specific topics or issues,
- Strategies providing more focused, measurable guidance for decision-making relative to each policy, and
- Actions that target specific steps to realize the Policies and Strategies and intent of the Loudoun 2040 General Plan.

The five elements of the Loudoun 2040 General Plan are interrelated and complementary, and Policies, Strategies, and Actions from multiple elements may apply when evaluating individual proposals or initiatives. The Policies, Strategies, and Actions are organized hierarchically; however, each category carries equal weight. As such, Strategies may apply to different Policies and Actions to different Strategies than those under which they are nested.

**Policy and Regulatory Context**

**Statutory Basis for the Comprehensive Plan**

The basis for the Loudoun 2040 Comprehensive Plan is rooted in the Code of Virginia §15.2-2223. The County’s Planning Commission is responsible for preparing and recommending elements of the County’s Comprehensive Plan to the Board of Supervisors, which adopts the Comprehensive Plan. Within statutory limitations afforded by the Dillon Rule, the County can manage development in accordance with the policies of its Comprehensive Plan.

**Relationship to Other Planning Documents**

The Loudoun 2040 Comprehensive Plan serves as the “umbrella” document for the County’s planning efforts and consists of the Loudoun 2040 General Plan and the Loudoun 2040 Countywide Transportation Plan. The Loudoun 2040 Comprehensive Plan supersedes the previous Revised General Plan (2001), the Revised Countywide Transportation Plan (2010), the Bicycle and Pedestrian Mobility Master Plan (2003), Greenways and Trails Plan (1994), the Toll Road Plan (1995), and the Countywide Retail Policy Plan Amendment (1997). Loudoun 2040 also supersedes area management plans for Dulles North (1993), Dulles South (1993), Cub Run (1989), and Eastern Loudoun (1980).

The County will continue to apply the adopted area plans for the communities of Hamilton (1995), Leesburg (1982), Round Hill (1990), and Waterford (1988). The Heritage Preservation Plan (2009), Route 50 Corridor Design Guidelines (2007), and Strategic Land Use Plan for Telecommunication Facilities (1996) as amended, also remain in effect. The policies and guidelines in the Loudoun 2040 Comprehensive Plan will supersede any conflicting policies and/or guidelines contained in any of the plans mentioned above. Additional information regarding the relationship between the Loudoun 2040 Comprehensive Plan and other planning documents can be found in [a future Appendix].

The Loudoun 2040 Comprehensive Plan anticipates the need for additional detailed planning efforts, such as small area plans and village plans, to address the County’s complex and evolving planning challenges and to better realize the County’s long-range community development goals.
Relationship to Regulatory Documents

The *Loudoun 2040 General Plan* sets forth the community-based vision for Loudoun’s future and is a policy document that provides guidance to the County’s decision-makers regarding land development, capital improvements, and public programs. Loudoun County’s zoning ordinances are regulatory documents that establish the rules governing the use of land. The zoning ordinances’ regulations specify permitted uses on properties, establish the density and intensity of development, and establish design parameters for developments. These regulations also provide “entitlements” or certain rights of property owners to develop their property.

Revisions and amendments to the current zoning ordinance will implement many of the Policies, Strategies, and Actions described in the *Loudoun 2040 General Plan*. Parts of the *Loudoun 2040 General Plan* also refer to other documents that regulate the County’s use mix, land management, and development patterns, including the *Loudoun County Facilities Standards Manual* and the *Loudoun County Land Subdivision and Development Ordinance*. Although *Loudoun 2040* provides guidance for potential revisions and amendments to various regulations, it does not replace or supersede the County’s existing codes and ordinances, all of which will continue to apply as standalone regulatory documents.

Reference Maps

Loudoun County and Surrounding Area (Map #2018-153)
Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.
Chapter 2 - Land Use

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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.

Introduction
Loudoun County has accommodated a high rate of growth over the past decades, concentrating new development in the eastern portion of the County where utilities and roadways have been constructed to serve the population efficiently. Much of Loudoun’s success is due to land use planning that has guided, managed, and directed growth to appropriate locations. Loudoun County’s growth management strategy has comprised an approach that 1) focuses the location and intensity of development in eastern Loudoun and around towns, which maintains the agricultural character, pastoral landscapes, and natural resources of the County’s rural areas; 2) uses service standards and development forecasting to plan the location and timing of investments in infrastructure, facilities and services; and 3) calculates a fair share contribution by new development towards associated capital facility impacts. This approach recognizes that more concentrated population centers better facilitate the provision of emergency response services, roads, utilities, and public facilities. Further, the location of such services and facilities often guide subsequent development patterns. By concentrating these services in the areas of the County where development has been planned and appropriately scaling their availability and levels of service in the less developed areas, the County facilitates growth patterns that help achieve long-term land use, environmental, economic, and fiscal goals.

Previous planning efforts in Loudoun County have focused on promoting quality of life by establishing and delivering a shared vision. *Loudoun 2040* builds upon previous efforts and encourages a range of priorities that will further enhance quality of life in the County through a renewed vision. To realize this vision, Quality Development addresses a range of topics important to future growth and development that will have a lasting and positive impact on current and future generations in the County. Quality Development represents a level of excellence and a commitment to inclusiveness in future planning efforts. It is a holistic approach that seeks to maintain and build upon the high quality of life that residents have grown to enjoy.

To further enhance and improve the quality of life in Loudoun County, this chapter presents countywide policies that will allow the County to address growth and development in future planning and implementation initiatives. The goal of Quality Development in Loudoun is to support these initiatives based on the following aspirations:

- Make great places through development that complements, strengthens, and benefits surrounding communities.
• Encourage a mix of complementary land uses and project designs that ensure the long-term sustainability, or environmental and economic health, of both the individual development and the broader community.
• Foster places with distinctive identities through the use of high-quality design, siting, landscaping, architecture, signage, sustainability, and other design elements.
• Integrate land use and transportation policies that prioritize development at the Metrorail Stations and provide the most compact and accessible development.

Quality Development also encompasses key qualities that will ensure future development positively contributes to the daily life of citizens by establishing and building upon traditional growth patterns and creating places that are conducive to a range of daily activities. Consideration of the following characteristics will help ensure future development and coordinated placemaking enhance quality of life in Loudoun:

• Sensitive integration of the natural and built environments,
• Context-sensitive site and building design between adjacent developments and land uses,
• Architecture that is appropriate for its context,
• Sustainable energy technology,
• Walkable and pedestrian-friendly environments that promote activity and connectivity in spaces between buildings and developments,
• Multi-modal choices that offer a range of transportation opportunities, and
• Accessible and connected parks and open spaces.

Integral to Quality Development is an emphasis on the incorporation of these characteristics in existing and future development. Their thoughtful consideration will help ensure high-quality design and aid in the creation of communities that have distinctive identities.

Loudoun will continue to be an attractive place for development given its geographic location, school system performance, business-friendly practices, and notable quality of life. However, new policies and approaches in Loudoun 2040 provide guidance to address emerging issues and trends in the County and region, including a constrained land supply, the County’s connection to the regional Washington Metropolitan Area Transit Authority (WMATA) Metrorail network through the Silver Line extension in 2020, availability and affordability of housing, and a growing demand for new development options. The Plan streamlines its presentation of design concepts, providing specific design guidelines for each policy area in subsequent sections of this chapter. Future implementation of the design policies in Loudoun 2040 will require thoughtful revisions to zoning regulations that will help accommodate the flexibility and adaptability of a new land use planning approach in Loudoun.

**Expected Growth and Development Patterns**

Building upon the County’s successful planning policy, Loudoun 2040 is largely organized by geographic policy areas that serve to prioritize areas for new growth and development based on the availability of existing and planned infrastructure and public facilities. Accordingly, this chapter describes the policy areas that provide the geographic framework for the County’s growth
management and land use strategies. Policy areas in Loudoun 2040 include the Suburban Policy Area (SPA), Transition Policy Area (TPA), Rural Policy Area (RPA), and Towns & Joint Land Management Areas (JLMAs), and newly-established Urban Policy Areas (UPA).

The UPAs are intended to accommodate living, working, shopping, and playing in a dense urban environment, creating complete communities that will serve as centers of activity for the County. The Plan designates two areas around the Silver Line Metro stations as UPAs, envisioning these areas to develop as dense urban centers. Both areas represent major growth opportunities for the County and are planned to provide for walkable mixed-use and transit-oriented development that will more efficiently absorb much of the County’s anticipated growth, offer a diversity of housing to meet changing housing needs, and offer flexible land use policies to allow for innovation and changing market demands.

The SPA continues to be planned for additional growth and development though at a lesser intensity than the Urban Policy Areas. However, rapid growth in the SPA in recent decades has significantly reduced the amount of developable land and subsequently reduced this area’s capacity to accommodate substantial growth. This represents a significant juncture in the County’s planning and development history as development efforts will increasingly emphasize infill development on the few remaining undeveloped parcels in the SPA as well as the redevelopment and adaptive reuse of existing buildings.

The TPA is intended to be visually distinct from the Suburban and Rural Policy Areas with a development pattern focused on retaining substantial open space within the context of an assortment of community designs. The open spaces serve as dominant landscape and development features that provide opportunities for public recreation and facilities interwoven through a land use pattern that is predominantly residential with limited commercial and industrial uses.

The RPA comprises nearly two thirds of Loudoun’s land area in the western portion of the County and contains twelve historic Rural Villages. This area is planned as an enduring rural landscape of working agricultural lands, rural economy uses, and limited residential development. Protection of the RPA helps to ensure the preservation of farmland, natural and heritage resources, open space, and vistas that are vital aspects of Loudoun’s identity.

**Place Types**

While the policy areas described in this chapter provide the geographic foundation for the County’s growth management and land use strategies, the Plan refines the County's policies to better adapt to rapid changes in technology, demographics, and market factors without losing sight of the County's vision and goals. Central to this more adaptable, enduring approach to land use is the “place type” concept.

The place type approach differs from the County’s previous approach to land use planning in that it provides a way to shape the future of Loudoun by concentrating on context – the look and feel of places, their form and their character – instead of focusing only on conventional land use categories and specific uses. Place type categories define not only the basic expected land uses for
specific areas in the County, but also preferred development patterns, streetscapes, and design features that make places and environments visually distinctive and functional for people.

The place type approach is intended to create distinct and “complete” residential neighborhoods, employment centers, open spaces, and other areas. By providing greater flexibility in development types and uses while providing additional guidance on design expectations, place types can also facilitate more dynamic, livable neighborhoods and allow for established areas to evolve and improve. In the next graphic you will find the transect of the County which transitions from rural to increasingly urban place types. A transect defines a series of place types that transition from sparse rural farmhouses to the dense urban core. Each place type contains a similar transition from the edge to the center of the neighborhood. The transect does not show all place types found in the plan but rather a few to show the transition at a higher level. Through the use of place types in Loudoun 2040, the County aims to achieve Loudoun’s vision for a prosperous and inclusive community consisting of great places in a variety of settings.

The Place Type Transect

What Makes a Place?
Many characteristics of the natural and built environment contribute to an area's sense of place, or the impression a particular place leaves on residents and visitors. These factors include:

- The size, scale, and configuration of the buildings and the spaces between and surrounding them,
- The uses in the buildings (although these may change over time),
- The patterns of activity in the spaces between buildings,
- Views to and from the buildings and spaces, and
- Special details such as historic structures, landscape elements, and public artwork.
These elements help define a place in our minds and give it a distinct identity. It is this human dimension of place types – their relationship to the way we experience our environment – that makes them such a useful tool in describing the type of development desired in Loudoun County.

**Using Place Types**

The Place Types described in this chapter have been carefully chosen to complement the current built and natural environment of the County while fulfilling the land use patterns and community characteristics envisioned for each policy area. Place types emphasize form and function in addition to expected land uses. This makes place types especially useful tools to guide future decisions regarding growth and development in each community, taking into account variable priorities such as: economic development, land preservation, protection of natural and heritage resources, efficient transportation options, and the provision of public facilities and services.

Each of Loudoun's policy areas is divided into distinct place types that reflect their unique form and character. Collectively, the defined elements of each place type help to ensure that future development creates the desired character and function. Each policy area section in the Plan provides a detailed description of each corresponding place type, including:

- A summary of the general development pattern, scale, form, function, and how the place type complements or fulfills the larger visions or policies described elsewhere in the Plan
- Use categories expected in the area
  - including core and complementary uses that will fulfill the intent of the place type;
  - Appropriate conditional uses;
  - Special Activity and Parks and Recreation are listed as conditional uses in all place types and will be reviewed on a case by case basis;
- The expected physical form of each place type in terms of:
  - street pattern—shown below are all configurations that will be found in the Place Types,
o block length consistent with the Countywide Transportation Plan,
o setbacks based on roads and pedestrian features,
o parking
  ▪ accessory - a parking facility that provides parking for a specific use or uses. The facility may be located on or off the site of the use or uses to which it is accessory.
  ▪ short-term - lots and/or spaces designed for people who are dropping off and picking up passengers and/or goods
  ▪ garage and shared - parking garage that may have spaces reserved and other spaces open to another use
  ▪ shown below are other types of parking

o design amenities
  ▪ including sidewalks, street trees, street furniture, shade trees, bike racks, lighting, crosswalks, plazas, pedestrian malls, network of green space, and public art,
o retail and service
  ▪ Retail commercial development in residential and employment place types will be designed to respond to the particular characteristics of the place type. In residential areas, retail and service uses will be characterized as Neighborhood or Community serving dependent upon the size of the area being served and the characteristics of the site (i.e. access, location, function). They will be located internal to the areas that they serve and will provide convenience or routine shopping and personal services. Retail and service uses in the employment place types are intended to provide
convenient retail and personal services supporting the employment uses and are based on a percentage of the uses they will serve.

- and open space in terms of the following:
  - Recreational – for both passive and active recreation;
    - Passive - trails (hiking, biking, walking, or equestrian), picnic, community gardens, camping, or fishing areas
    - Active - ballfields, tennis or basketball courts, swimming pools, tot lots, golf courses, dog parks, and other areas for recreational sports and games
  - Community – plazas, playgrounds, pocket parks, gardens, public art, amphitheater
  - Natural and Heritage - forests, stream valleys, wildlife habitats, floodplains and their buffers, steep slopes and ridge tops, meadows, hedgerows, wetlands, heritage resources, and land contributing to the context of heritage resources which may be incorporated into publically accessible parks and preserves.
  - Agricultural land including fallow land and working lands (agriculture, horticulture, and silviculture)

- The expected development intensity in terms of floor area ratio (FAR) and/or residential density (dwelling units per acre) to better define the anticipated massing, scale, and level of activity expected; and
- A discussion of how design elements, variations in land use, and changes in density can be applied to ease transitions among different place types and uses, ideally minimizing the need for intrusive screening or other structural mitigation measures.

**Place Type Implementation**

Place types are not meant to directly parallel use-based zoning districts, but rather are a direct way of connecting the day-to-day experiences and preferences of the community with the more specialized and technical discipline of land use planning. The place types in *Loudoun 2040* are:

1. Used to describe the desired future condition and environment of our community’s places;
2. Mapped similarly to a traditional future land use map and used to guide future development; and
3. Linked to a future comprehensive Zoning Ordinance revision, which will create enhanced design standards and may include new districts that better align with the desired character of the place.

See Appendix for general place type considerations – prompts that should be considered while devising and developing a project to assess whether a proposal is compatible with the place type and improves the site and its surroundings.

**Policies, Strategies, and Actions**

Unless otherwise specified, the following Policies, Strategies, and Actions apply countywide.
QD Policy 1: Provide flexible design guidelines in all policy areas and in priority areas of the County to create more specific design guidelines that encourage innovation and appropriate architectural, site, and landscape design in all development.

Strategy
1.1. Identify and prioritize areas in the County where more specific design guidelines are desired.

Actions
A. Develop user-friendly, illustrative design guidelines. Promote an overall sense of place through design elements that in-part relate to block size, circulation and connectivity, streetscape and street sections, building form, placement (setbacks), orientation, articulation, parks and open spaces, public and civic uses, landscaping, and sustainability.

B. Create incentives that provide the opportunity to implement design guidelines.

C. The County will consider the development of zoning regulations and design standards that incorporate the design guidelines of this plan and any design guidelines that may be created in the future.

Strategy
1.2. Encourage the submission of site development and architectural guidelines for new developments, where applicable.

QD Policy 2: Create compact, walkable development patterns characterized by smaller blocks, shorter distances among uses, inter-parcel connectivity, greater diversity of uses on the same street, and connected open spaces that facilitate social interaction and offer affordable and convenient lifestyles.

Strategy
2.1. Ensure related County guidelines, zoning regulations, and design standards encourage a compact, walkable development pattern.

Action
A. Consider the development and implementation of zoning regulations or design guidelines that support a compact, walkable development pattern.

QD Policy 3: Provide diverse environments and experiences in all development.

Strategy
3.1. Ensure that context and development potential are considered by integrating uses with the natural environmental features from site to site.

Actions
A. Develop flexible guidelines, regulations, and design standards that support diverse
environments and experiences.

B. Create incentives to ensure a mix of environments and experiences within a development.

C. Use the conservation design process in order to integrate natural environmental features into the development. (see Chapter 3 for more information on conservation design)

QD Policy 4: Design spaces to maximize pedestrian, bicyclist, and other multimodal activity, comfort, and convenience.

**Strategy**

4.1. Development must ensure pedestrian and bicyclist connectivity and safety while pursuing high-quality design.

**Actions**

A. Create guidelines, zoning regulations, and/or design standards that ensure bike lanes, shared spaces, and paths of travel are created.

B. Create guidelines, zoning regulations, and/or design standards that ensure innovative traffic calming designs.

QD Policy 5: Ensure greater interaction between activity inside buildings and the public realm.

**Strategy**

5.1. Ensure that design guidelines emphasize the quality of the pedestrian experience in public spaces.

**Action**

A. Develop design guidelines, zoning regulations and/or design standards, and additional design elements that contribute to the quality of the human experience in the built environment.

QD Policy 6: Promote high-quality design and a mix of uses to encourage activity and longer stays in spaces, in order to create vibrant areas and a sense of place.

**Strategy**

6.1. Ensure the development of inviting public spaces that encourage longer stays and increase the vibrancy of the area, such as public/civic gathering spaces, outdoor rooms, public art spaces, and passive/active recreation spaces.

**Action**

A. Create guidelines that address public seating, art, landscaping, outdoor rooms, safety, and other innovative elements that can maximize opportunities for the public.

QD Policy 7: Ensure high quality development where the natural and built
environment contribute to an area’s "sense of place."

Strategy
7.1. Ensure the place types complement the current built and natural environment of the County, while fulfilling the land use patterns and community characteristics envisioned for each policy area.

Actions
A. The density and use intensity of a place type will be defined by gross area. Structured parking and open space is not included within the floor area ratio of a place type.

B. The open space requirement for each respective place type will be measured as a percentage of gross area regardless of the use, use mix, residential density, or floor area ratio of a project.

C. The three use lists of a place type are a guide where: core uses are most prevalent in the place type, complementary uses support the core uses, and conditional uses are to be considered on a case-by-case basis.

D. Follow the preferred mix of uses for each place type which is an approximate amount that would be needed to achieve the full intent of the place type. The appropriate use mix of a development may differ from the preferred mix within the ranges noted in the place type as justified on a case-by-case basis depending on street and open space network, project size, and/or surrounding context.

E. Amend zoning regulations and design standards to implement place types. It may be necessary to utilize incentive provisions in order to achieve the maximum development intensity or residential density stated in this Plan for any individual place type.

F. Within the Urban Policy Area, projects less than 5 acres in size that can demonstrate that they help meet the intent of the place type will not be strictly held to the use mix specified for that place type. This can be demonstrated if the effect of a proposed development is to shift the use mix for an area within ¼ mile of its boundaries closer to the preferred mix for the place type. Such projects will be evaluated by Policy 3, Strategy 3.1 in the Infill and Redevelopment section.

G. Within the Suburban Policy Area, projects less than 20 acres in size that can demonstrate that they help meet the intent of the place type will not be strictly held to the use mix specified for that place type. This can be demonstrated if the effect of a proposed development is to shift the use mix for an area within ½ mile of its boundaries closer to the preferred mix for the place type. Such projects will be evaluated by Policy 3, Strategy 3.1 in the Infill and Redevelopment section.

Strategy
7.2. Consider the incorporation of interim uses that contribute to the community and are planned to efficiently and easily evolve to more intense uses called for by Loudoun 2040 when market forces support additional development.
Actions
A. Ensure interim development types, locations, or intensities are not a deterrent or barrier to implementing the long-term vision that will maximize economic development for Loudoun County.

B. Require projects that are proposing a phased development program or an interim use to include a plan that achieves the ultimate development of the site, consistent with the intent of *Loudoun 2040*.

C. Require development proposals to design and build infrastructure, buildings, parking lots, and parks and landscaped areas to support the ultimate, higher density development.

D. Determine acceptability of interim development phases and land uses against:
   a. Location, site constraints, relationship to surrounding uses,
   b. How well the interim use complements and supports community life and activity of the surrounding development, and
   c. How well the project retains the capacity to achieve the ultimate development pattern and meet the policies and objectives of *Loudoun 2040*.

E. Encourage development in its ultimate condition to rely on structured parking but consider a mix of structured parking, on-street parking, and surface parking as an interim land use.
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.

Introduction
Loudoun County is a maturing community. For the last several decades, the approach to planning and zoning focused on managing and directing rapid suburban growth to primarily undeveloped land, or greenfields, in eastern Loudoun County – areas designated for growth in the Revised General Plan. Today, much of the Suburban Policy Area (SPA), has been developed and there is a limited supply of land remaining for new greenfield development, creating new planning challenges and opportunities in this area.

Some existing neighborhoods, commercial developments, and employment centers are aging or underutilized, and thus vulnerable to disinvestment and decline. Other newer developments that never realized their full commercial potential present additional opportunities for redevelopment. As these maturing commercial centers and neighborhoods evolve over the next two decades, Loudoun 2040 seeks to ensure that they do so in a way that meets the County’s long-term land use, housing, economic development, and public infrastructure goals.

This section focuses on several interrelated concepts that are integral to successful projects and initiatives in previously developed areas: redevelopment, infill, adaptive reuse, and revitalization. Table 1 provides a definition of each of these terms, the intent and goals of each, and the kinds of locations in the county where their use may be most appropriate. These are not mutually exclusive concepts, and a project or initiative may include elements of one or more of them. Generally speaking, redevelopment describes the conversion of any existing developed property into other uses or a different intensity of use. Adaptive reuse is a form of redevelopment that repurposes existing—oftentimes obsolescent or historically significant—structures for new uses. Infill refers to the development of substantially undeveloped or underutilized properties that exist in otherwise built areas with existing or planned infrastructure and service capacity to handle more intensive land uses. Although not a form of redevelopment by definition, infill may be coordinated with redevelopment projects to better realize the planning vision for a particular area, sometimes as a part of a larger revitalization program. Revitalization aims to encourage new vitality and economic activity in a community. Revitalization programs may include smaller-scale redevelopment efforts or infill development, but often feature more targeted programs to improve building facades, beautify streetscapes, and generate investment through incentive-based economic development tools.
Table 1. Infill and Redevelopment Terms and Concepts

<table>
<thead>
<tr>
<th>Definition</th>
<th>Intent and Goals</th>
<th>Primary Locations</th>
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<tbody>
<tr>
<td><strong>Redevelopment</strong></td>
<td>The rehabilitation, removal and replacement, or adaptive reuse of existing structures or uses. This includes any development project that significantly modifies an existing developed site resulting in changes to its design, use, and/or intensity. Projects may involve razing existing structures and constructing completely new buildings and may require mitigation or remediation of the impacts of previous uses.</td>
<td>To achieve land uses that are more economically beneficial, more compatible with existing or anticipated surrounding land uses, and align uses with the long-term vision of the Plan.</td>
</tr>
<tr>
<td><strong>Infill</strong></td>
<td>Establishment of a new use on a site that may be undeveloped or underutilized but is located in an area of established, stable development where roads, water, sewer, and general services are available or planned. Infill sites are often small (less than 25 acres), and their development should complement or complete a larger development area.</td>
<td>To optimize infrastructure investments, leverage existing service capacity, and reduce development pressure on areas not designated for growth.</td>
</tr>
<tr>
<td><strong>Adaptive Reuse</strong></td>
<td>Repurposing of an existing structure in order to accommodate new uses while preserving the structure. This often involves improving existing buildings to allow for modern design and building program preferences.</td>
<td>To prolong building lifespans, encourage reuse of existing resources, facilitate market alternatives, and encourage preservation of historic structures through appropriate renovation.</td>
</tr>
<tr>
<td><strong>Revitalization</strong></td>
<td>Reestablishing the economic and social vitality of an area through a combination of targeted efforts and investments that may be coordinated with redevelopment, infill, and adaptive reuse projects.</td>
<td>To instill vitality and economic activity through small-scale redevelopment, renovation, beautification, and incentive-based economic development tools.</td>
</tr>
</tbody>
</table>
The *Loudoun 2040* planning approach reflects a greater emphasis on redevelopment of aging areas, infill development on the few remaining undeveloped parcels, and adaptive reuse of existing buildings, complemented with revitalization initiatives as needed. These types of development bring unique challenges and opportunities inherently different from greenfield development. The policies and implementation steps of this section are intended to support these development types.

**Opportunities**

With redevelopment, infill development, and adaptive reuse come opportunities. Redevelopment offers communities the opportunity to reimagine underutilized or underperforming sites to create unique places and provide amenities desired by residents. Other redevelopment projects may maximize commercial potential, increasing neighborhood commerce and enhancing property values. Infill development can maximize the use of public investments and existing infrastructure, create opportunities to achieve more cohesive development patterns, encourage reinvestment, and better connect neighboring developments. Adaptive reuse projects can support historic preservation goals, generate activity within vacant buildings and underutilized areas, and preserve iconic or prominent buildings exemplifying community character while maintaining compatibility with the surrounding neighborhood. Each can also provide opportunities to diversify housing stock. However, these projects can upgrade or retrofit older or substandard infrastructure for the site and surrounding area, which generally increases the value of a property and contributions to the tax base.

**Emerging Revitalization Issues**

Most of Loudoun County’s suburban development is relatively new, but as Loudoun’s communities continue to age, County policies and initiatives to support and enhance these neighborhoods and commercial centers will be increasingly important.

The Potomac and Sterling communities are two of the oldest and most diverse communities in Loudoun County. With neighborhood development beginning in the 1960s, the communities are mostly built-out. Housing stock has been in place for approximately 50 years and a need for revitalization has emerged. The 2007 recession also significantly affected Potomac and Sterling. The largest concentration of foreclosures and subsequent vacancies in the County occurred in these communities, compounding the area’s challenges.

Recognizing the need for revitalization in Potomac and Sterling, the Loudoun County Department of Planning and Zoning undertook a community outreach project in 2008. During the outreach, residents identified needs and desires to help revitalize areas of the community. Community members expressed concerns that poor neighborhood maintenance created blight conditions and contributed to an increase in crime. Furthermore, residents worried that their neighborhoods lacked law enforcement personnel, neighborhood volunteer watch groups, and teen programming. *Loudoun 2040*’s more flexible, incentive-based regulatory approach is intended to encourage private interests to undertake a range of context-sensitive redevelopment, infill, and revitalization projects with support from County programs and targeted planning and community outreach efforts.
In recent years, Loudoun County undertook certain recommendations originating from the Potomac and Sterling community outreach project. To address the foreclosure issue and the deterioration of housing, the County made considerable investment of Community Development Block Grants (CDBG), tax dollars, and Neighborhood Stabilization funds; provided grants to non-profit housing providers to purchase and renovate homes to sell to low and moderate income families; and provided direct loans and grants to qualified residents through several programs. The County also revised the Zoning Ordinance to address community aesthetics, began proactive code enforcement, and established a full service Eastern Loudoun Sheriff’s Substation in Sterling Park.

As other neighborhoods continue to mature, the County will look to emulate and improve upon past public engagement efforts and collaborative planning solutions. It is important, however, that the County considers the diverse needs, desires, and vision of each affected area. Some smaller scale projects, such as incorporating a mix of residential and new retail uses into a declining strip commercial center, may be appropriately handled through the rezoning process, which provides for public hearings before the Board of Supervisors and Planning Commission. Larger scale infill or redevelopment projects that are likely to displace large numbers of business or residential tenants may warrant a more in-depth, collaborative public input process. The Policies, Strategies, and Actions of this section are intended to clarify the County’s interest in redevelopment and revitalization and the planning tools and processes available to encourage and shape these efforts.

**Challenges**

Redevelopment, infill development, and adaptive reuse projects may also face or present different challenges than greenfield developments, including:

- Land development regulations that are generally designed to guide greenfield development and lack the flexibility needed to facilitate redevelopment, adaptive reuse, or infill development projects.
- Redevelopment sites and adaptive reuse projects may require infrastructure improvements and experience other fiscal challenges that result in costlier projects than greenfield development.
- Sites that are often owned or leased by multiple entities, making it difficult to craft a unified vision and project.
- Potential opposition from the community for redevelopment, infill development, and adaptive reuse projects.
- Redevelopment projects that may displace populations because market-provided affordable housing is demolished or rents and property taxes increase due to the new development.
- Redevelopment projects that may displace established employment uses, adversely affecting the diversity of the County’s commercial tax base.

Considering the complexity of challenges related to these projects, developing a community vision that anticipates redevelopment, infill development, and adaptive reuse projects is critical. The County should take a leading role in developing this community vision by identifying and
prioritizing areas that would benefit from redevelopment and revitalization, and by conducting proactive planning efforts to establish this vision. In addition, Loudoun County should require developers to consider and include community input for significant infill and redevelopment projects, especially those that are most likely to displace established residents and tenants. A community vision endorsed by the locality provides assurances to both developers and the community. It also identifies the locality’s role in advancing such projects.

Redevelopment, infill development, adaptive reuse, and revitalization projects within the County should result in great places that complement, strengthen, and benefit surrounding communities. Such projects should enhance the quality of life and help build a strong sense of community, where people feel connected to each other and to places that are expressions of community character. The following Policies, Strategies, and Actions of the Loudoun 2040 General Plan will foster this vision of compatible infill development within existing neighborhoods, and quality redevelopment and revitalization of aging or underutilized commercial and employment areas. They encourage efficient use of land and maximizing the use of existing infrastructure, public facilities, and

Addison McDonald residential development is an example of infill development in Brambleton. Two parcels, each with a residence, and totaling approximately 7 acres will be developed with 39 townhouses surrounding a village green and will be annexed into the neighboring Homeowners Association (HOA).

Lucketts Community Center. Loudoun County has adaptively reused several historic schools for community centers in rural villages, providing gathering places while protecting iconic buildings and community character.
community amenities, while benefiting established communities and alleviating development pressure outside of planned growth areas.

**Policies, Strategies, and Actions**

Unless otherwise specified, the following Policies, Strategies, and Actions apply countywide.

**IR Policy 1:** Ensure revitalization initiatives and redevelopment, infill development, and adaptive reuse projects will enhance quality of life and neighborhood character, fulfill community needs, and improve economic opportunities.

**Strategy**

1.1. Where infill development, redevelopment, and revitalization initiatives could affect established neighborhoods, facilitate community engagement to build County and community support for future projects.

**Actions**

A. Develop criteria to identify and prioritize areas for redevelopment, infill development, adaptive reuse, and revitalization, with the Priority Commercial Redevelopment Areas Map serving as the source for initial areas of focus.

B. Create a common vision and objectives for areas identified for redevelopment, infill development, adaptive reuse, and revitalization through a public process.

C. Address redevelopment, infill development, adaptive reuse, and revitalization as part of community and small area plans. Pay particular attention to a community’s historic assets and function in areas with under recognized historic resources or limited historic resources protections, such as the legacy village cores of Ashburn, Arcola, and Old Sterling.

D. Identify methods for ensuring developers will follow through on commitments to communities that are products of a facilitated engagement process between the developer and the surrounding neighborhoods and developments.

E. Evaluate the creation of overlay districts to encourage revitalization and convey community support and buy-in for investment in priority/targeted areas.

**Strategy**

1.2. Support projects that provide community amenities, fulfill community needs, and benefit the surrounding communities.

**Actions**

A. Conduct analysis of local market demands to determine what is needed to foster successful redevelopment.

B. Identify priority redevelopment areas and targeted strategies through the small area planning process.

C. Ensure residential and mixed-use projects increase and diversify housing opportunities when in conformance with other Plan policies.
D. Require redevelopment projects to replace, at a minimum, market-provided affordable units lost through a redevelopment process.

E. Develop strategies to address displacement and housing affordability, when redevelopment occurs.

F. Require the provision of comparable community amenities to any lost through a redevelopment process.

G. Encourage annexation of residential projects into adjoining homeowners’ associations (HOAs) to make the provision of amenities more economical.

H. Develop criteria, such as site constraints, important resources, and community amenity gaps, to identify infill sites appropriate for use as park, civic, and open space rather than private development.

I. Promote the development of interim uses on underutilized properties that are compatible with the surrounding development pattern, such as community gardens, playgrounds, park-and-ride lots, and farmer’s markets.

Strategy

1.3. Enhance established residential communities specifically in need of revitalization through methods that will not involve a redevelopment project.

Actions

A. Identify and prioritize neighborhoods with an emerging need for revitalization and reinvestment, and work with these communities to identify needs and desires and build support for revitalization.

B. Identify strategies to preserve and enhance a community’s sense of place, social fabric, and historic assets and functions.

C. Identify, and include in the Capital Budget, capital facilities improvements necessary to support revitalization in targeted areas.

D. Identify and utilize funding sources for community revitalization strategies.

E. Educate the community about funding sources for home improvement and repair.

F. Provide incentives and resources for the provision of community amenities, such as pedestrian/bicycle facilities, sidewalks, traffic calming, street lighting, bus stops, cultural centers, and community gathering places.

G. Develop incentives that encourage the private sector to improve retail and commercial establishments in targeted areas.

H. Provide resources for community-based initiatives, such as neighborhood volunteer watch groups and teen programming.

Strategy

1.4. Facilitate redevelopment, infill development, and adaptive reuse projects through technical assistance, an improved regulatory framework, and streamlined review processes.
**Actions**
A. Provide general project guidance, such as best practices, tool kits, examples of “approvable” development types, and profiles of successful projects.

B. Develop and maintain a redevelopment webpage with information and resources for residents and developers.

C. Develop flexible zoning regulations and design standards that account for existing conditions, allow for creative design and emerging development types, and provide certainty and clear direction for developers.

D. Develop creative incentive programs for projects located within the priority areas for redevelopment identified on the Priority Commercial Redevelopment Areas Map and other qualifying projects, such as increases in permitted density where infrastructure is available, reduced fees, or expedited review processes.

**Strategy**
1.5. Incentivize redevelopment, infill, and adaptive reuse projects, and revitalization efforts in priority areas to be established by the County, using the Priority Commercial Redevelopment Areas Map to determine initial priority areas.

**Actions**
A. Evaluate and implement the use of fiscal tools to incentivize redevelopment, such as tax increment financing (TIF) and public improvement districts (PID).

B. Evaluate entering into public-private-partnerships to initiate redevelopment and adaptive reuse efforts and reduce development risks in priority areas.

C. Direct public investment and resources to priority areas to facilitate redevelopment.

D. Establish programs to assist in business retention, expansion, and recruitment when commercial redevelopment projects occur.

**Strategy**
1.6. Achieve unified site design, efficient use of existing infrastructure, and maximum land development potential through the consolidation of small, adjacent, underutilized properties.

**Actions**
A. Facilitate redevelopment of multi-ownership sites through a planning process that engages owners and the larger community in the creation of a shared vision for the area.

B. Create incentives for parcel assembly and funding opportunities for infrastructure improvements associated with redevelopment projects to alleviate private sector risk and costs.

**Strategy**
1.7. Ensure that projects proposed for eastern Loudoun’s legacy village cores – including Ashburn, Arcola, and Old Sterling – complement the scale, form, and historic land use patterns of these areas.
Actions

A. Develop zoning regulations and design standards that emulate existing lot patterns in the village cores of Ashburn and Arcola with buildings oriented to the street, encouraging pedestrian activity.

B. Develop zoning regulations and design standards that promote a mix of land uses including residential, retail, office, institutional, public facilities, parks, playgrounds and other uses in the village cores where such uses do not otherwise conflict with existing uses or anticipated noise impacts from Washington Dulles International Airport.

C. Develop or maintain zoning regulations and design standards for the legacy village core of Ashburn that limit residential densities to four (4) units or fewer per acre.

D. Develop zoning regulations and design standards that limit commercial, flex, or industrial building footprints to 10,000 SF and building heights to three (3) stories.

E. Develop zoning regulations and design standards that discourage new automobile-oriented retail uses in the village cores.

F. Where compatible with surrounding land uses, allow residential or mixed-use development in areas of the Arcola village core that fall outside the 65-Ldn noise contours of Washington Dulles International Airport, applying the standards of the Suburban Neighborhood Place Type.

G. Encourage residential development above first floor retail or employment uses in the village cores.

H. Use the small area planning process to develop a unified planning vision and targeted implementation actions for Ashburn, Arcola, and Old Sterling.

Strategy

1.8. Promote the retention or development of small-scale industrial, employment, and manufacturing uses in order to promote local provision of jobs and services and maintain a diversified commercial tax base (see Established Industrial Centers map).

Actions

A. Within the areas identified on the Established Industrial Centers Map, the reuse and/or repurposing of existing flex, commercial, and industrial structures is preferred.

B. Develop zoning regulations and design standards that require additional review of proposals for new buildings with footprints exceeding 40,000 square feet or dedicated or distribution electric substations in the areas identified on the Established Industrial Centers Map.

C. Develop zoning regulations and design standards that expand opportunities for small-scale manufacturing in place types allowing flex, light industrial, industrial, and employment uses.

D. Amend zoning use definitions in industrial, flex, and employment-centered zoning districts to accommodate makerspaces, emerging small-scale manufacturing sectors, and the marketing and retail of goods produced on-site.
IR Policy 2: Recognize adaptive reuse of existing unused or underutilized buildings as an opportunity to establish or reinforce a community’s identity and sense of place.

**Strategy**
2.1. Support adaptive reuse projects that provide cultural activities and community gathering places.

**Actions**
A. Use the *Heritage Preservation Plan* to guide the adaptive reuse of historic resources.
B. Establish collaborative programs and partnerships for adaptive reuse projects to foster entrepreneurship and encourage innovative ways to reuse buildings and sites.

**Strategy**
2.2. Prioritize adaptive reuse of existing buildings with historic significance or importance to a community over demolition.

**Action**
A. Consult with communities to ensure all unused or underutilized buildings representing their history and character are identified, protected, and adaptively reused.

**Strategy**
2.3. Revise County regulations to accommodate creative adaptive reuse designs.

**Action**
A. Review zoning regulations, design standards, and building code regulations to identify regulatory encumbrances to adaptive reuse projects.
B. Develop zoning regulations and design standards that provide ample flexibility for adaptive reuse projects without compromising the health, safety, or welfare of users.

IR Policy 3: Promote redevelopment and infill projects that balance compatibility and integration with new housing choices and creative designs.

**Strategy**
3.1. Redevelopment and infill projects will be evaluated based on compatibility and the integration of the development within the context of the surrounding development patterns.

**Actions**
A. Ensure redevelopment and infill development is consistent with the Place Types land use structure and furthers the goals and objectives of the *Loudoun 2040 General Plan*.
B. Ensure residential development on infill sites is designed to fit into the surrounding context.
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 places, 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.

Introduction
The new UPAs are planned and designed to be strong, diverse regional activity centers and economic drivers. As such, UPAs will provide new opportunities for regional employers to locate near complete urban communities with multiple transit options and access to Washington Dulles International Airport. The UPA has been in the making since the Toll Road Plan, with transit-oriented nodes and then building upon them in the Revised General Plan with Transit-Oriented Development areas in the Suburban Policy Area. The UPAs encompass areas around three Metrorail Stations: Innovation Center (in Fairfax County), Loudoun Gateway, and Ashburn (for reference, see Urban Policy Areas Place Types map). The areas around the Metrorail Stations are envisioned as transit-oriented communities with a dense urban core consisting of the greatest intensity of development in the County. These areas emphasize mixed-use development throughout and are the highest priority growth areas in the County. Due to their current suburban nature, the process of transitioning these areas to walkable communities may involve partial infill and redevelopment as described in the Infill and Redevelopment section of this chapter.

The expansion of Metrorail service into Loudoun County presents an unprecedented opportunity to create dynamic urban places that respond to the community’s evolving needs and demands. The Loudoun 2040 Comprehensive Plan integrates multimodal transit options with high quality urban and environmental design guidelines to shape livable, vibrant, and active UPA neighborhoods with a balance of business, commercial, and residential uses. The UPA communities will provide a variety of housing choices that offer diverse options for families, empty-nesters, individuals, couples without children, and seniors across socioeconomic groups, helping to provide the housing continuum described in Chapter 4. They will be communities that are rich in amenities including networks of publicly accessible green spaces, such as the Broad Run Stream Valley Park and Trail, that simultaneously protect valuable environmental resources.

Development Approach
The Loudoun 2040 General Plan’s design policies and guidelines recognize that urban form is essential to creating places that are functional and attractive to a diversity of users. Urban design characteristics in the UPA speak to the design of individual structures and spaces, the spatial relationship among structures, the relationship of buildings to the streetscape and other public places, and transitions between areas of differing densities or intensities. Building façades set at
the back of the sidewalk and ground floor retail uses with transparent façades will help activate the streetscape. The guidelines also encourage the development of distinctive public places that promote culture and the arts. Street furniture, public art, water features, and distinctive landscaping will create visually appealing streetscapes that encourage street-level activity and public interaction.

All UPA communities will include transportation hubs that offer a wide array of transportation mode choices including walking, biking, driving, and transit. The UPA is a place where walking and bicycling can be convenient travel modes, diversity of use is nurtured, and public places are aesthetically pleasing, safe, and accessible. Attractive grid-form street networks will prevent traffic congestion, maximize travel choices, and safely and efficiently move individuals throughout the area. Small, tree-lined blocks will enhance the pedestrian experience and encourage non-vehicular travel. Contiguous, linear green spaces accommodating both passive and active recreational uses will encourage alternative means and paths of travel.

*Loudoun 2040* envisions a certain level of activity and intensity of development in the UPAs, which is necessary not only to create vibrant, viable transit-oriented communities but also to protect their long-term tax revenue generation potential. Therefore, land uses that do not meet the minimum bulk and/or density guidelines envisioned in the UPA Place Types should be avoided. Interim uses may be appropriate, if it can be demonstrated that they will evolve to an ultimate desired use that aligns with the long-term vision of the *Loudoun 2040 General Plan*.

The county's ongoing collaboration with the Metropolitan Washington Airports Authority (MWAA) regarding future land use planning around Washington Dulles International Airport’s northern border is essential to the success and economic viability of the Loudoun Gateway Metrorail Station. The County will continue its partnership with MWAA and explore mutually beneficial land use alternatives that realize greater tax revenue while supporting current and planned airport operations. This collaborative planning will ensure that the Loudoun Gateway Metrorail Station develops as a walkable place with job opportunities, amenities, pocket parks, transit options, and nearby housing without compromising Washington Dulles International Airport’s long-term viability.

**Place Types**

As described in the beginning of this chapter, the following Place Types have been designated for specific locations as displayed on the accompanying map. The Place Types will work in concert with the Design Guidelines and Policies, Strategies, and Actions of the UPA to fulfill the land use patterns and community characteristics intended for the area.
Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.
Urban Transit Center

Urban Transit Center areas take advantage of proximity to transit to provide opportunities for dense urban development and a host of economic, entertainment, and community activities. Each area serves as a gateway to the county from the greater region and a major destination in its own right. The Urban Transit Center has two focus areas: within a ¼ mile of the Metrorail Station and outside of the ¼ mile. Development within a ¼ mile of the station will have smaller average unit sizes, a higher minimum FAR, and a more equal mix of residential and non-residential development.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
</table>
| • Multi-Family Residential  
• Office  
• Retail & Service Commercial  
*Residential restrictions in noise-sensitive areas located within 65 Ldn noise contours | • Entertainment Commercial  
• Civic, Cultural, & Community  
• Public Facilities | • Sports Arena/Training Facility  
• Conference Center  
• Full Service Hotel  
• Institutional  
• Special Activities  
• Parks & Recreation |

**Preferred Mix of Uses**

Within ¼ Mile

Possible Ranges:
- Res: 40-60%
- Non-Res: 40-60%
- Public/Civic: 5%+

Outside ¼ Mile

Possible Ranges:
- Res: 60-80%
- Non-Res: 20-40%
- Public/Civic: 5%+
DESIGN CHARACTERISTICS

Context
Vertically mixed-use buildings that are integrated in a walkable street pattern around the Metro station.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Gridiron</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>200-400 feet</td>
</tr>
<tr>
<td></td>
<td>200-660 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>None to shallow</td>
</tr>
<tr>
<td>Parking:</td>
<td>Structured, on-street, accessory, short-term, alley-oriented</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, street furniture, shade trees, bike racks, lighting, crosswalks, plazas, pedestrian malls, network of green space, public art</td>
</tr>
<tr>
<td>Open Space:</td>
<td>10% of the site-Recreational (Active &amp; smaller scale Passive), Community, and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

An example plan view of Urban Transit Center
Place Type Rendering

An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Within ¼ Mile  Total FAR: Minimum 2.0

Outside ¼ Mile  Total FAR: Minimum 1.4

<table>
<thead>
<tr>
<th>USE</th>
<th>Number of Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Family Residential</td>
<td>8+</td>
</tr>
<tr>
<td>Office</td>
<td>8+</td>
</tr>
<tr>
<td>Retail &amp; Service Commercial</td>
<td>8+</td>
</tr>
</tbody>
</table>

*Buildings must not adversely affect airport operations. Maximum building heights must not create flight obstructions or otherwise impede flight operations at the Airport.

<table>
<thead>
<tr>
<th>USE</th>
<th>Number of Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Family Residential</td>
<td>6+</td>
</tr>
<tr>
<td>Office</td>
<td>6+</td>
</tr>
<tr>
<td>Retail &amp; Service Commercial</td>
<td>6+</td>
</tr>
</tbody>
</table>

*Buildings must not adversely affect airport operations. Maximum building heights must not create flight obstructions or otherwise impede flight operations at the Airport.

Transition

Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in the Urban Transit Center Place Type. Development should transition from eight stories or more near the Metrorail Station to six or more stories outside of the ¼ mile. Changes in height or building character, where allowed, should occur mid-block to promote balanced streetwalls where both sides of the street appear similar in height. Larger developments near smaller residential dwellings should step down appropriately to respect these neighbors.
Urban Employment

Urban Employment areas provide opportunities for a broad array of employment uses within an environment that provides gathering spaces and opportunities for synergies among businesses. These offer prime locations for office and flex space uses as well as startups and established businesses. Appropriate uses do not generate excessive noise or air pollutants or require outdoor storage. First floor retail that supports predominant uses is appropriate.

Parking should generally be located behind the building to ensure the buildings are the predominant feature when viewed from roadways and adjacent properties.

Although civic or recreation space is not expected, required open space in Urban Employment developments should include areas for use by customers and employees.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Office</td>
<td>• Retail &amp; Service Commercial</td>
<td>• Institutional</td>
</tr>
<tr>
<td>• Research &amp; Development</td>
<td>• Entertainment Commercial</td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>• Data Centers</td>
<td></td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Flex Space</td>
<td></td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

Preferred Mix of Uses

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+

Non Residential

100%
DESIGN CHARACTERISTICS

Context:
Separate and mixed employment uses that are integrated within a walkable, employment-based environment.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear, Gridiron</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>300-800 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Parking:</td>
<td>Structured, on-street, accessory, or short-term</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, shade trees, bike racks</td>
</tr>
<tr>
<td>Open Space:</td>
<td>10% of the site- Recreational (trails), Community (outdoor seating, plazas, gardens, public art), and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

Total FAR: Min. 1.0
Building Height: 3 to 8 stories
(Average story height is 12 feet)

Transition
Transitions between Urban Employment uses and other developments, in particular adjacent residential neighborhoods, are vitally important. Building heights should step down appropriately to less intense residential uses. In developments adjoining less intensive uses, building heights should decrease moving outward from the center of the development, stepping down to heights generally within one story of adjacent structures.
Urban Mixed Use areas take advantage of their fringe proximity to the Metro stations to provide opportunities for dense urban residential development including a mix of commercial uses. The Urban Mixed Use areas will develop as high-density walkable urban neighborhoods that encourage social connections because their mix of uses, multimodal infrastructure, and public spaces create vibrant public realms.

Urban Mixed Use areas provide opportunities for a mix of housing types that meet the housing needs for all ages, abilities, and socioeconomic groups. The small-lot patio homes, townhomes, rowhouses, duplexes, quadruplexes, and multifamily residences are designed to fit within or adjacent to a traditional single-family style neighborhood. Accessory residential units are also appropriate for the area and may consist of apartments in the principal structure, garage apartments, or other outbuildings approved by the County. Development will have slightly larger average unit sizes than in the Urban Transit Center and a large amount of residential development. Small scale office, retail and service uses should be integrated into the neighborhood.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Multi-Family Residential</td>
<td>• Office</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Single Family Attached Residential</td>
<td>• Retail &amp; Service Commercial</td>
<td>• Accessory Residential Units</td>
</tr>
<tr>
<td>*Residential restrictions in noise-sensitive areas located within 65 Ldn noise contours</td>
<td>• Active Adult Retirement Communities</td>
<td>• Small Lot Single Family Detached Residential</td>
</tr>
<tr>
<td></td>
<td>• Civic, Cultural, &amp; Community</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td>• Institutional</td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td></td>
<td>• Entertainment Commercial</td>
<td></td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 70-90%
- Non-Res: 10-30%
- Public/Civic: 5%+
This Place Type encompasses a wide array of commercial designs that create a unique sense of place and complement surrounding developments. Urban Mixed Use developments are oriented to the street, and those including larger format retail commercial establishments should also include smaller commercial establishments without substantial surface parking lots. These developments should be designed to provide direct access to adjacent neighborhoods with which they should blend seamlessly. Parking should be predominantly structured with accommodations for on-street parking and limited surface lots.

**DESIGN CHARACTERISTICS**

**Context**
Vertically mixed use buildings as well as multi-story single-use buildings that are integrated in a walkable street pattern in the fringe of the Metro station area.

<table>
<thead>
<tr>
<th><strong>Street Pattern:</strong></th>
<th>Rectilinear, Gridiron</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Block Length:</strong></td>
<td>200-660 feet</td>
</tr>
<tr>
<td><strong>Building Setback:</strong></td>
<td>Shallow setbacks at sidewalks, Residential can be setback near sidewalk</td>
</tr>
<tr>
<td><strong>Parking:</strong></td>
<td>Structured, on-street, accessory, short-term, alley-oriented parking</td>
</tr>
<tr>
<td><strong>Design Amenities:</strong></td>
<td>Sidewalks, street trees, street furniture, shade trees, bike racks, lighting, crosswalks, plazas, pedestrian malls, network of green space, public art</td>
</tr>
<tr>
<td><strong>Open Space:</strong></td>
<td>10% of the site- Recreational (Passive, Active-dog parks, tennis or basketball courts, tot lots), Community, and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

*An example plan view of Urban Mixed Use*
Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total FAR: Maximum 1.5

<table>
<thead>
<tr>
<th>USE</th>
<th>Number of Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Family Residential</td>
<td>4-8</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>2-4</td>
</tr>
<tr>
<td>Office</td>
<td>4-8</td>
</tr>
<tr>
<td>Retail &amp; Service Commercial</td>
<td>4-8</td>
</tr>
</tbody>
</table>

Transition
Small block sizes and a mix of different uses make transitions between uses and developments important in the Urban Mixed Use Place Type. Changes in height or building character, where allowed, should occur mid-block to promote balanced streetwalls where both sides of the street appear similar in height. Larger developments near smaller residential dwellings should step down appropriately to respect these neighbors. Developments should transition from taller buildings at the center to heights generally no more than a story taller than adjoining adjacent development consisting of less intensive uses. The predominant residential use type is multi-family and single family attached; however, a very limited portion of the development within the Urban Mixed Use Place Type may be developed with small-lot single family detached residential as a transitional use between Place Types.
Policies, Strategies, and Actions

Unless otherwise specified, the following Policies, Strategies, and Actions apply only within the UPA.

UPA Policy 1: Ensure walkable development and connectivity to the community throughout the UPA as it is important to foster the urban character found in the Place Types.

Strategy
1.1. Development designed to provide for a walkable mixed-use environment that supports multi-modal transportation choices and fosters substantial pedestrian activity within the half-mile area and to surrounding areas.

Strategy
1.2. Emphasize walkability in the half-mile buffer area by providing pedestrian and bicycle commuter connectivity to the core of the Metrorail stations and surrounding neighborhoods as well as enabling future connections from undeveloped parcels.

Strategy
1.3. Support a high level of pedestrian connectivity including connected street grid patterns with sidewalks, short block lengths, and connected trails and pathways providing connections to surrounding neighborhoods.

Strategy
1.4. The Ashburn and Loudoun Gateway Metrorail Stations will serve as transit and commuter hubs while providing an urban walkable environment. Development proposals provide a balance between the needs of commuters with the desire to create a walkable urban environment.

Strategy
1.5. Accommodate a long-term vision with an appropriate mix of residential and non-residential uses that fulfill daily and convenience needs of its residents and employees.

Actions
A. Mixed-use neighborhoods accommodate infrastructure plans for near-term and long-term transit circulator service.

B. Community facilities like schools, community centers, and libraries are located to allow as many residents as possible to be within a short walking distance.
C. Larger developments provide pedestrian access within their development and possible shuttles to connect to the Metrorail stations.

**Strategy**

1.6. Discourage single-story buildings in the UPA to promote compact, pedestrian-oriented spaces except when such buildings are integrated into a plaza or other public gathering space and are no larger than 2,000 square feet.

**Strategy**

1.7. Ensure that any drive-through retail uses are incorporated within mixed-use buildings.

**UPA Policy 2: Provide dynamic and diverse public places and amenities within proposed UPA communities.**

**Strategy**

2.1. Densities in the area are expected to sustain an urban development pattern with pedestrian activity.

**Strategy**

2.2. The County promotes concepts like outdoor dining, event space, street fairs, and public art within compact, walkable non-residential areas.

**Action**

A. Accommodate walkable features and amenities like centralized activity areas such as shopping and dining areas with wide sidewalks, more narrow pedestrian-oriented streets, transit stops, and community gathering places (e.g., parks and plazas).

**UPA Policy 3: Provide a diverse mix of choices in all development.**

**Strategy**

3.1. Accommodate office developments and/or high-employment generating uses that conform to the overall vision for a walkable urban development pattern.

**Action**

A. Create partnerships with universities and private sector companies to foster growth of an Innovation District at the Loudoun Gateway Metrorail Station that supports workers and students in the advanced technology and science industries.

**Strategy**

3.2. Ensure that development within half-mile of the Loudoun Gateway Metrorail Station reflect the station area’s long-term vision of a global destination, activity center, and leader in innovation and entrepreneurship.
Strategy

3.3. Accommodate diverse housing options in all development.

Action

A. Achieve an average true unit size of approximately 1,500 square feet for new single family attached residences and an average unit size of approximately 800 square feet for new multifamily residences in the Urban Policy Area.

Design Guidelines

The Design Guidelines are to build upon our current high standard of development in a manner that allows innovative design and new responses to the market. While the Design Guidelines are not regulatory requirements, the County prefers that all future developments comply with these guidelines. The Design Guidelines do not supersede or otherwise limit the application of adopted zoning regulations, ordinances, building codes, or any other design standards or regulations administered by Loudoun County.

All applications for development in the UPA are expected to include project specific design guidelines, site plans, illustrative, landscape plans, building elevations, and other similar graphics that demonstrate consistency with the UPA Design Guidelines and planning principles in this document.

When using the guidelines make sure to analyze the impact a potential development may have on the landscape, considering not only appearance, but practical considerations such as proximity to utilities, community amenities, jobs, and housing to maximize the use of existing infrastructure and limit travel distances. Development should contribute to creating places within the Urban Policy Area by working with existing topography and site features, responding to the local context, and reinforcing the compact walkable character, rather than simply attempting to place suburban design onto the urban landscape. Unless otherwise specified, the following guidelines apply only to UPA.

The goals of the UPA Design Guidelines are to:

- Promote accessibility and establish links to transit,
- Promote walkability,
- Encourage human activity between buildings and streets,
- Establish human scale of buildings at street level (first floor of a multi-story building),
- Create visually compatible buildings and site designs that use building forms, materials, fenestration, repetition, rhythm, color and architectural variety resulting in blends of form, volumes, textures and colors in the various neighborhoods,
- Create inviting spaces for varied activities, and
- Create a sense of place and uniqueness.
Building Orientation and Setbacks

Buildings in the UPA, particularly along urban-type streets and “main streets”, should have common design strategies that promote walkability, accessibility, and activity in the ‘outdoor room’ or ‘outdoor hallway’ between streets and buildings.

1. Locate buildings at the front property line or at the minimum required setback to create a strong pedestrian pathway framed by adequate spaces for sidewalks, plantings, street furnishings, and lighting along buildings. Where additional setback is necessary adjacent to the street, that area can be used to create a plaza, pocket parks, or other public gathering spaces that incorporate activity space, outdoor seating, landscape features, and/or water features.

2. Design grade level entrances providing direct access to building entrances from sidewalks and streets.

3. Make primary entrances to buildings visible from the street and sidewalk.

4. Create primary entrances for pedestrians that are easily identified and accessible with as direct a path as possible to transit amenities.

5. Maintain at least one entrance from the public way at retail and restaurant establishments.

6. Incorporate transitions from the sidewalk to the front door such as landscaping, overhead cover (canopies, awnings or trellises) and/or porches at individual entrances to businesses and residences.

7. Comply with the Americans with Disabilities Act (ADA), Universal Design, and International WELL Building Institute guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations, such as a ramp next to the main path to the primary entry, should not be necessary.

8. Incorporate passageways or alleys into mid-block developments, particularly on long blocks, that facilitate safe pedestrian movement through the depth of the block to the front of the next parallel block. Ensure that pedestrians do not have to walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.

9. Activate use of mid-block passageways or alleys so that they are visually appropriate, functional, well-lit, and safe spaces.
Building Design

Addressing architectural features of buildings is an important component of creating the ‘sense of place’ that Loudoun County desires for the UPA, particularly with respect to the denser and more intensely used areas.

1. Incorporate different façade treatments such as forms, textures, colors, materials, and distinctive architectural features that add visual distinctiveness throughout the UPA, while building consistency in their application within individual developments to create uniqueness and identifiable character of each new development.

2. Add scale and interest to the building façade by articulated massing. Blank or long expansive walls with no detail or variation in form, color, texture, openings or material are undesirable, particularly in activity centers and along pedestrian pathways or linkages.

3. Use of architectural features, enhanced materials, fenestration, planting, lighting, and signage should contribute to a more pedestrian friendly streetscape.

4. Reinforce the existing façade rhythm along the street with architectural elements, landscaping, signage, street lighting, and street furnishings.

5. Include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide identifiable entries, shade, and reduce heat gain.

6. Contribute to visual interest, human activity along streets and neighborhood safety by providing pedestrian scaled windows and fenestrations at the street level that act as pathways to activity inside buildings and “eyes on the street”.

7. For ground floor retail, restaurants, and professional office uses within mixed-use environments, along main streets, and other activity centers, devote a minimum of 65 percent to 75 percent relative to the length of the façade to pedestrian entrances and pedestrian-level display windows.

Sidewalks, Streets Trees, and Plantings

Sidewalks, in conjunction with street design and building placement, support ease of pedestrian movement and link people from their homes to community amenities such as parks, public places, retail and commercial areas, transit stops, nodes, landmarks, and the Metrorail stations. Sidewalks also enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right of way. They create the basis for the concept of the ‘outdoor rooms’ and ‘outdoor hallways’ which support human activity at planned centers and along linkages.

Planting street trees and ground cover plantings has proven over time and across urban development to improve the human experience between building and streets. Along with creating inviting spaces, comfort for human activity, and positive impacts to the natural environment, street trees and ground level plantings contribute greatly to the visual appeal of building façades and outdoor spaces.

1. Create a continuous and predominantly straight sidewalk to support two-way pedestrian traffic with enough space for streetscape amenities such as street furnishings, street trees, ground cover plantings areas, street lighting, signage, and utilities.
2. Create amenities that act as a buffer between pedestrians and moving vehicles by the use of landscape and street furniture (benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting, etc.).

3. Use street furnishings to create a consistent rhythm (i.e., consistent height of light standards or consistent shade pattern of trees) and encourage the activity and use of the sidewalk area between buildings and streets.

4. Incorporate closely planted shade-producing street trees to encourage pedestrian activity along streets and promote comfort in the outdoor activity spaces. They may be interspersed with existing or proposed street trees. Select native trees and plantings with low maintenance requirements. Plant outdoor spaces with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car door swings where on street parking is designed and planned. Incorporate stormwater bioswales with native plantings into the streetscape to serve both visual interest and stormwater management function.

### Street Furnishings and Lighting

Street furnishings and lighting should be designed to strengthen the pedestrian experience and encourage outdoor use and activity in activity centers and spaces between buildings and streets. These amenities should also serve to create neighborhood identity and visual coherence with the use of building and street lighting.

1. Provide usable space in the sidewalk areas which should include street furnishings such as benches, trash cans, kiosks, street gardens, bike racks, outdoor sitting spaces, and public art.
2. Provide adequate lighting levels to safely light the pedestrian path.
3. Use adequate, uniform, human-scaled, and glare-free lighting to avoid uneven light distribution, harsh shadows, and light spillage.
4. Use poles, standards, fixtures, and lighting types that achieve “dark sky” compliant goals and objectives, such as lighting when necessary, reducing glare, use of energy efficient lighting systems, lighting enough to promote safety and security, and considers ecological impacts to the natural environment and humans.

### On-street Parking

On-street parking provides numerous benefits in urban environments such as reducing the need for parking decks and parking lots, buffering pedestrians, moving vehicle traffic, vehicle traffic calming, and providing parking near community amenities, businesses, and retail uses shaping the ‘outdoor rooms’.

1. Provide parallel or angled on-street parking wherever possible.
2. Eliminate street parking within pedestrian crossings.
3. Create traffic calming along streets designed for low speeds.

### Parking Structures

To promote an active and diverse streetscape and to minimize the visual impact of parking, parking structures should be integrated with surrounding development.
1. Parking structures that front streets should wrap the parking structure at the street level with an active use. Active uses may include retail, office, or residential uses and should be based on the allowed uses in each respective Place Type.

2. The height and mass of parking structures should be consistent with the design character of the area within which the structure is located (e.g., a five-story parking structure should not be situated in an area that consists primarily of two-story buildings).

3. Pedestrian entrances should be well-defined and attractive.

4. Façades that face public rights-of-way should incorporate massing, textures, colors, and other architectural techniques that are of similar style and quality as primary adjacent buildings.

5. Parking structures should be designed to conceal the view of all parked cars and internal light sources from adjacent public right-of-way or public open space for the full height of the structure.

Public Places
Public places are areas that serve as centers for human activity, which could be a destination, a space to pass through, or a linkage. These places should provide a focal point for gathering, communicate community or neighborhood identity, and help make for complete neighborhoods. These places could include plazas, promenades, courtyards, park spaces that are landscaped and/or hardscaped, and should include trees and ground cover vegetation to create inviting spaces for activity and gathering.

1. Orient buildings so that public places receive sunlight as well as provision for high quality, safe, night lighting.

2. Balance sunlight accessibility with shade producing trees and overhead cover.

3. Provide a variety of on-site features to maximize use and enjoyment of public places, including but not limited to:

   a) Water features / public art,
   b) Recreational features,
   c) Outdoor furnishings,
   d) Vegetative ground cover, gardens and shade tree plantings/reforestation,
   e) Use of stormwater management best practice features to create year round open space amenities with walking paths and benches,
   f) Open places for gathering large groups of people, and/or
   g) Variety of ground cover materials such as permeable and impermeable surfaces as well as natural ground cover.
Suburban Policy Area

Vision
The Suburban Policy Area (SPA) contains self-sustaining communities where one can live, work, and play. The SPA will have a mix of residential, commercial, and employment uses; a full complement of public services and facilities; amenities that support a high quality of life; and a design that incorporates a holistic approach to maintaining and improving community character through compatible development.

Introduction
The 46,000-acre SPA is located in the easternmost portion of the County, in close proximity to the job centers and activity areas located east of Loudoun. The Suburban Policy Area is defined on the north by the Potomac River and on the south by Braddock Road. Its eastern edge is the Fairfax County line, and its western edge begins at the Potomac River and follows a southerly path along the Goose Creek just east of Leesburg, the Goose Creek and Beaverdam Reservoirs, and a combination of property lines, roads, power line easements, and Washington Dulles International Airport’s 65 Ldn (day-night average noise level) noise contours. The earliest planned development occurred within the Potomac and Sterling communities during the 1960s signaling the beginning of the transformation of eastern Loudoun County from farmland with a centuries old rural heritage to the suburban area that it is today.

The SPA is designated as one of the growth areas of the County and has accommodated most of the residential and commercial development over the past decades due to the presence of central water and sewer utilities and an expanded road network. Two major events helped to open the SPA to residential development: 1) the construction of Washington Dulles International Airport, and 2) the construction of a major sewer line that accommodated the airport and improvements to Route 7 and Route 28.

Route 7 and Route 28 have evolved into critical transportation corridors that are contributing to Loudoun County’s reputation as an international center for technology, communications, and global data management sectors. Given its connection to the Washington Dulles International Airport, Route 28 continues to play a major economic role for Loudoun County as a key location for on-going development. The County is committed to the continuing growth of and need for an economically vibrant Route 28 corridor, and the Route 28 Highway Transportation Improvement District, aids in accomplishing this goal by levying additional tax assessments on commercial and industrial properties to finance transportation improvements to Route 28. Additionally, the SPA surrounds the Urban Policy Area near the Silver Line Metro Stations that will include new dense, urban, transit-oriented types of development.

CHAPTER 2-41
Background

The SPA consists of a mix of commercial areas and neighborhoods that provide a broad range of quality environments. The commercial areas of the SPA are focused areas for employment uses within a variety of commercial and workplace environments, including traditional office and industrial parks, mixed use centers, and neighborhood-serving commercial centers.

Residential neighborhoods in the eastern corner of the County were built between 1960 and 1990, while neighborhoods built in the western area of the SPA were built in the early 1990s or later. The older neighborhoods commonly reflect the housing styles and neighborhood designs that were prominent in the era they were developed and provide a more limited mix of housing types (primarily single-family) while relying on neighborhood commercial developments located on major roads like Route 7 for easy access to amenities. The master planned developments west of Route 28 include a variety of housing types organized around neighborhood centers designed as the focal point of the community and provide easy access to daily needs. Parks, greenways, and open space frame developments and link neighborhood residents to nature, neighborhood destinations, and beyond in both the western and eastern neighborhoods.

Development Approach

The County will focus efforts on fostering and maintaining community identity within the SPA and its communities. The SPA is not and should not be one homogenous area. Many existing neighborhoods in Eastern Loudoun are becoming increasingly diverse, bringing a new set of expectations and attitudes to these communities. As new development continues in this area, the roads are becoming increasingly congested, and the lack of transit access and safe pedestrian connections is a mounting concern. Continuing the County’s goal to create communities with unique community visions would help identify and strengthen the creation of distinct places within the SPA, ensure that they are well designed and serviced, and that they provide diverse and stimulating social, cultural, recreational, and livable environments for their residents. Policies below address ways to improve livability through: 1) protecting and enhancing elements of Natural and Heritage Resources, including open space and pedestrian connections; 2) ensuring compatible and complementary infill development; and 3) revitalizing existing neighborhoods in a way that protects and enhances our existing communities. The concept of creating Community Plans is one that offers tremendous potential to ensure that the vision of the SPA is fully achieved and to guide the remaining build-out of each area.

Rapid growth in the County, with the majority occurring in the SPA, has increased development pressure outside of the SPA. Today there is little undeveloped land remaining in the SPA as most
land has already been developed or is approved for development. With limited developable land in this area, the County is at a juncture in its planning efforts for greenfield development. Redevelopment and infill will soon begin to play an increasing role in development decisions within the SPA, which will mark a significant shift in the county’s planning and development activities (see the Infill and Redevelopment section). Because much of the SPA is currently developed, most new projects will be smaller in scope and need to be evaluated based on how they can be integrated into the surrounding community. The amount of limited land available and the added growth from redevelopment and infill will make adding public facilities to the SPA a challenge. Public facility standards may need to change to continue to adequately address the needs of the population. As the primary location for suburban-scale residential and nonresidential development, the manner of growth and redevelopment in the SPA is of vital importance.

The demographic, market and land use trends of the past decades have led to greater demand for mixed-use and urban environments. National trends show that changes in typical households (for example millennials, seniors, empty nesters) may demand different housing types, public services, and lifestyle options than provided in the past. To attract top talent, many employers are focusing on employee satisfaction when considering locations and designs of office space. Employers in professional services, technology, and innovation sectors are shifting away from traditional suburban offices towards urban “live, work, play” environments to enhance quality of life. While the County previously established an overall land-development strategy that encouraged compact, mixed-use development providing people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment, the development that has occurred in Loudoun has largely remained single-use and automobile-oriented.

Loudoun County continues to be an attractive place for residential development given its geographic location in the region, school system performance, and notable quality of life measures. Demand for residential product will need to meet a wide variety of preferences, driven by attractiveness for families, young adults forming new households, and downsizing occurring in the Baby Boomer generation. Demand for non-residential development will be driven by the addition of new households, the County’s assets, infrastructure, and the County’s technology sector. Retail users will follow new residential development, seeking locations that offer accessibility and visibility to an expanding customer base. Other employers seeking office and industrial space will locate in areas that serve their target needs.
The County previously designated land along its primary transportation corridors for “Keynote Employment” areas to provide locations for corporate campus style office development; however, new suburban-style office developments are no longer envisioned in these areas due to declining demand and concerns about the sustainability of single-use development patterns.

It is expected that mixed-use developments, such as One Loudoun or those proposed near the future Silver Line Metro Stations, will be the most attractive environments for retail and office uses in the coming years. To provide alternative means of addressing office development and land uses along Route 7, Loudoun County Parkway, and Route 28, this Plan replaces the “Keynote Employment” planned land use designation with a number of designations. To continue to maximize the commercial development potential within the Route 28 corridor, the Suburban Employment and Suburban Mixed Use Place Type designations offer planned land uses that reflect the full economic potential of properties and provide employment settings that reflect the kind of environments sought by business users.

In addition, changes in technology over the past decade have contributed to the escalated development of data centers within the County. To date, there are approximately seventeen million square feet of data center facilities completed, under construction, or planned. Future demand for data centers will need to be accommodated in places that have access to utilities, including electricity, water, and fiber. The supply of industrial and flex space is being outpaced by demand, resulting in low vacancy rates. As available greenfield sites in eastern Loudoun County become more limited, targeting key tracts of land for employment uses will be critical to ensure future economic growth.

Overall, the County’s approach is to ensure that future development is complementary to the existing development pattern of the SPA while supporting the necessary flexibility in form and use that will be needed to create vibrant mixed-use environments. As each new development is absorbed into the SPA’s built environment, it will be viewed in the context of its larger community with an emphasis placed on the character of the development and how it contributes to the needs and overall identity of the SPA and Loudoun County.
Place Types

As described in the beginning of this chapter, the following Place Types have been designated for specific locations as displayed on the accompanying map. The Place Types will work in concert with the Design Guidelines and Policies, Strategies, and Actions of the SPA to fulfill the land use patterns and community characteristics intended for the area.
Suburban Neighborhood areas include Loudoun’s master planned neighborhoods of predominantly residential uses arranged on medium-to-large lots. Accessory residential units can be appropriate for the area and may consist of apartments in the principal structure, garage apartments, or other outbuildings approved by the County. Retail and service uses that serve the routine shopping needs of the immediate neighborhood (e.g., grocery, gas stations, drive-throughs, drycleaners, etc.) should be integrated into the area at significant intersections and along major roads.

The Suburban Compact Neighborhood Place Type may be appropriate for infill parcels designated as Suburban Neighborhood on the Place Type map.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Single Family Detached Residential</td>
<td>• Retail &amp; Service Commercial</td>
<td>• Office</td>
</tr>
<tr>
<td>• Single Family Attached Residential</td>
<td>• Active Adult Retirement Communities</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Civic, Cultural, &amp; Community</td>
<td>• Multi-Family Residential</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td>• Accessory Residential Units</td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 75-90%
- Non-Res: 0-15%
- Public/Civic: 10%+

![Preferred Mix of Uses Diagram]
DESIGN CHARACTERISTICS

Context
Primarily single family detached and attached residential uses that are integrated in a walkable street pattern.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Fragmented Parallel and limited Loop and Cul-de-sac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>600-1,500 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Shallow to medium</td>
</tr>
<tr>
<td>Parking:</td>
<td>Driveway, garage, or on-street</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, lighting, crosswalks, common open spaces</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Neighborhood - individual uses under 5,000 or small center up to 30,000 square feet</td>
</tr>
<tr>
<td></td>
<td>Community - individual uses under 30,000 or center between 30,000-150,000 square feet</td>
</tr>
<tr>
<td>Open Space:</td>
<td>30% of the site - Recreational (active and passive), Community, and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

An example plan view of a Suburban Neighborhood
Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Residential Density: Up to 4 du/ac; Up to 6 du/ac for infill development
Non-Residential FAR: Up to 1.0
Building Height: Up to 4 Stories

Transition
Transitions should be gradual, particularly where natural or man-made buffers are not available. New developments within Suburban Neighborhood areas adjacent to lower-density residential uses should create transitions in building scale and incorporate design elements that soften those transitions. Higher-density residential development can serve as a transitional land use between nonresidential uses and lower-density residential areas. Appropriate transitional techniques include variations in building orientation, height step down, and creative and extensive use of landscaping and natural features. Fencing or other barriers should not be used as the sole means of screening and buffering.
Suburban Compact Neighborhood areas provide opportunities to develop neighborhoods that can take advantage of small infill parcels near traditional suburban neighborhoods or high-density walkable urban neighborhoods, depending on the context of their location. They provide opportunities for a mix of housing types including small-lot patio homes, townhomes, duplexes, and multifamily residences. Accessory residential units are also appropriate for these areas and may consist of apartments in the principal structure, garage apartments, or other outbuildings approved by the County. Open space areas such as parks, trails, community courtyards, and small public plazas should be integrated into individual site plans. Small-scale offices as well as retail and service uses serving the immediate or routine shopping needs of the immediate neighborhood (e.g., grocery, drycleaners, etc.) could be integrated into these neighborhoods. Auto-oriented uses such as gas stations, car washes, drive-throughs, would be located along streets primarily designed for the automobile. Development within this Place Type should include a public and civic component or be located within walking distance of public and civic amenities.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Single Family Attached Residential</td>
<td>• Active Adult Retirement Communities</td>
<td>• Office</td>
</tr>
<tr>
<td>• Single Family Detached Residential</td>
<td>• Accessory Residential Units</td>
<td>• Civic, Cultural, &amp; Community</td>
</tr>
<tr>
<td>• Multi-Family Residential</td>
<td>• Retail &amp; Service Commercial</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 85-100%
- Non-Res: 0-15%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context
Compact residential development providing opportunities for a variety of unit types that can be designed to fit within or adjacent to surrounding neighborhoods.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear Grid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>200-660 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Shallow setbacks</td>
</tr>
<tr>
<td>Parking:</td>
<td>On-street, accessory, alley-oriented parking</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street and shade trees, lighting, street furniture, bike racks, crosswalks</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Neighborhood - individual uses under 5,000 or small center up to 30,000 square feet</td>
</tr>
<tr>
<td></td>
<td>Community - individual uses under 30,000 or center between 30,000-150,000 square feet</td>
</tr>
<tr>
<td>Open Space:</td>
<td>15% of the site-Recreational (Passive and Active), Community, and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

An example plan view of a Suburban Compact Neighborhood
**Place Type Rendering**

*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

- **Residential Density:** 8-24 du/ac
- **Building Height:** Up to 4 stories
- **Total Nonresidential FAR:** Up to 1.0

**Transition**

Appropriate transitional methods should be implemented where new development abuts more intensive nonresidential uses or less intensive residential uses. New high-density and large-scale infill within Suburban Compact Neighborhood areas adjacent to lower density residential uses should create transitions in building scale and incorporate design elements that soften those transitions. Appropriate transitional techniques include variations in building orientation, height step down, and creative and extensive use of landscaping and natural features.
Suburban Mixed Use areas provide compact, pedestrian-oriented environments with opportunities for a mix of residential, commercial, entertainment, cultural, and recreational amenities. Although this area provides for residential uses, commercial and entertainment uses are the primary draw to the mixed-use center. Reducing the distance between home, work, and entertainment/retail destinations, Suburban Mixed Use areas serve as logical locations for transit stops. Accessory residential units are also appropriate for the area and may consist of apartments in the principal structure, garage apartments, or other outbuildings approved by the County. Within this Place Type, mixed-use developments with increased densities and greater ranges of uses than otherwise allowed for Suburban Mixed Use may be appropriate on sites 150 or more acres in area.

Over time, existing commercial developments within Suburban Mixed Use areas should be redeveloped with a vertically integrated mix of uses on the site. Multi-family residential can also be introduced into the design of existing suburban-style commercial developments as an initial step toward creating vibrant, walkable mixed-use communities. The Suburban Compact Neighborhood Place Type may be appropriate for infill parcels designated as Suburban Mixed Use on the Place Type map.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Retail &amp; Service Commercial</td>
<td>• Small-Lot Single Family Residential Attached</td>
<td>• Small-Lot Single Family Residential Detached</td>
</tr>
<tr>
<td>• Office</td>
<td>• Active Adult Retirement Communities</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Entertainment Commerical</td>
<td>• Civic, Cultural, &amp; Community</td>
<td>• Conference Center</td>
</tr>
<tr>
<td>• Multi-Family Residential</td>
<td>• Accessory Residential Units</td>
<td>• Hotel</td>
</tr>
<tr>
<td>• Institutional</td>
<td></td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

*Residential restrictions in noise-sensitive areas located within 65 Ldn noise contours

**Preferred Mix of Uses**

Possible Ranges:
- Res: Up to 70%
- Non-Res: Up to 80%
- Public/Civic: 5%+

![Preferred Mix of Uses Diagram](image)
DESIGN CHARACTERISTICS

Context
Vertically mixed-use buildings as well as multi-story single-use buildings that are integrated in a walkable street pattern. In such specialized designs, office and residential parking structures, gas stations, car washes, drive-throughs, and other auto-related functions would be located along streets primarily designed for the automobile. Office, multi-family buildings and store entrances would be located along streets designed primarily for pedestrians.

| Street Pattern:   | Rectilinear, Gridiron, Linear |
| Block Length:     | 200-660 feet                  |
| Building Setback: | Shallow setbacks at sidewalks  |
| Parking:          | On-street, accessory, short-term, alley-oriented, structured, surface |
| Design Amenities: | Sidewalks, street trees, street furniture, shade trees, bike racks, lighting, crosswalks, plazas, pedestrian malls, network of green space, public art |
| Retail and Service: | Single-story individual retail buildings shall not be permitted greater than 2,000 square feet and must be integrated into the compact, pedestrian-oriented environment. Drive-through retail uses shall be incorporated within mixed-use buildings. |

An example plan view of Suburban Mixed Use
Place Type Rendering

An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total FAR: Up to 1.0*  
Building Height: Up to 5 stories

* Additional density (up to 1.5 FAR) may be achieved through the provision of one or more of the following project elements that go above and beyond required development standards to further the County’s comprehensive planning goals: affordable housing units, building techniques that exceed industry efficiency standards, additional community amenities and pedestrian connections, and/or beneficial revitalization/redevelopment in priority areas. While the type of parking that is appropriate for a particular project or phase of a project may vary by density and design, structured parking is the preferred parking method for projects that exceed 1.0 FAR.

Transition

Small block sizes and a mix of different uses make transitions between uses and developments important in the Suburban Mixed Use Place Type. Changes in height or building character, where allowed, should occur mid-block to promote balanced streetwalls where both sides of the street appear similar in height if possible. Larger developments near smaller residential dwellings should step down appropriately to respect these neighbors. Developments should be transitioned from taller buildings at the center to heights generally no more than a story taller than adjoining adjacent development consisting of less intensive uses. The predominant residential use type is multi-family; however, a very limited portion of the development within the Suburban Mixed Use Place Type may be developed with small-lot single family residential as a transitional use between Place Types.
Suburban Employment areas provide opportunities for a broad array of employment uses within an environment that provides gathering spaces and opportunities for synergies among businesses. These offer prime locations for office, production, flex space, and warehousing uses as well as startups and established businesses. Appropriate uses do not generate excessive noise or air pollutants or require outdoor storage. Limited first floor retail that supports predominant uses is appropriate.

Parking should generally be located behind the building to ensure the buildings are the predominant feature when viewed from roadways and adjacent properties.

Although civic or recreation space is not expected, required open space in Suburban Employment developments should include areas for use by customers and employees.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Light Production</td>
<td>• Retail &amp; Service Commercial</td>
<td>• Institutional</td>
</tr>
<tr>
<td>• Office</td>
<td></td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>• Research &amp; Development</td>
<td></td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Warehousing</td>
<td></td>
<td>• Special Activities</td>
</tr>
<tr>
<td>• Contractor without</td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td>Outdoor Storage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Data Centers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Flex Space</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context:
Separate employment uses that are integrated within a walkable, employment-based environment.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rectilinear, Gridiron, or Fragmented Parallel</td>
</tr>
<tr>
<td>Block Length:</td>
</tr>
<tr>
<td>300-1,000 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
</tr>
<tr>
<td>Short to medium; greater if flex use</td>
</tr>
<tr>
<td>Parking:</td>
</tr>
<tr>
<td>Structured, surface, on-street, accessory, or short-term</td>
</tr>
<tr>
<td>Design Amenities:</td>
</tr>
<tr>
<td>Sidewalks, street trees, shade trees, bike racks, plazas, public art</td>
</tr>
<tr>
<td>Retail and Service:</td>
</tr>
<tr>
<td>Employment Supportive-Limited to support the predominate use. Generally 10% of the gross FAR of the employment uses.</td>
</tr>
<tr>
<td>Open Space:</td>
</tr>
<tr>
<td>30% of the site- Recreational (trails), Community (outdoor seating, plazas, gardens, public art), and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

**Place Type Rendering**
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

**Total FAR:** Up to 1.0  **Building Height:** 2 to 8 stories
**Transition**

Transitions between Suburban Employment uses and other developments, in particular adjacent residential neighborhoods, are vitally important. Building heights should step down appropriately to less intense residential uses. In developments adjoining less intensive uses, building heights should decrease moving outward from the center of the development, stepping down to heights generally within one story of adjacent structures.

Certain employment uses that may not be compatible with adjacent residential uses, such as data centers, should have transitional uses located in between.
Suburban Industrial/Mineral Extraction areas consist of large manufacturing, contractor with outdoor storage, and other productive uses. Streets in this district are typically designed to accommodate freight ingress and egress. This Place Type also includes mineral extraction areas such as quarries and mines. Industrial and mineral extraction uses are incompatible with residential uses due to the prevalence of outdoor storage and the emissions of noise, odor, and vibrations. Buffers between these uses and residential uses are necessary to ensure compatibility and maintain commercial viability.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
</table>
| • General and Heavy Manufacturing and Assembly  
• Warehousing  
• Contractor with Outdoor Storage  
• Data Centers  
• Fleet & Equipment Sales & Service  
• Research and Development  
• Outdoor Storage  
• Public Utilities  
• Quarry  
• Outdoor Manufacturing | • Retail & Service Commercial  
• Flex Space  
• Light Production | • Office  
• Public Facilities  
• Special Activities  
• Parks & Recreation |

**Preferred Mix of Uses**

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context
Primarily one-to-two-story buildings used for warehousing, data centers, contractor services, or manufacturing.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Irregular</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>300-1,000 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Deep, varying with use</td>
</tr>
<tr>
<td>Parking:</td>
<td>Surface</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, shade trees</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Employment Supportive-Limited to support the predominate use. Generally 5% of the gross FAR of the employment uses.</td>
</tr>
<tr>
<td>Open Space:</td>
<td>30% of the site-Recreational (sidewalks or trails), Community (outdoor seating area), and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total FAR: Up to 0.6   Building Height: Up to 4 stories

Transition
Transitions between Suburban Industrial/Mineral Extractive uses and other developments, in particular adjacent residential neighborhoods, are critically important to the viability of long-term industrial operations. Setbacks, buffering, and natural open space can reduce impacts by blending the edges of Industrial/Mineral Extraction developments with surrounding developments, providing softer transitions than structural buffers. Storage and loading areas are to be oriented away from and screened from streets and adjacent uses.
Policies, Strategies, and Actions

Unless otherwise specified, the following Policies, Strategies, and Actions apply only within the SPA.

SPA Policy 1: Foster community identity within the Suburban Policy Area.

Strategy
1.1. Build upon and enhance the sense of place in the Suburban Policy Area and its communities.

Actions
A. Update the County’s adopted Small Area Plans and create new Community Plans and other appropriate plans which address the particular needs and guide the remaining build-out and/or redevelopment of specific areas within the Suburban Policy Area.

B. Establish design principles for individual communities within the Suburban Policy Area which ensure a high quality of development and redevelopment is achieved.

C. Ensure development and redevelopment proposals conform to the applicable Design Guidelines of this plan.

D. Use the Infill and Redevelopment polices to maintain neighborhood vitality, revitalize underused areas, and facilitate complete, connected, and distinct communities.

E. Identify and protect environmental features and to follow, to the extent possible, the natural topography.

Strategy
1.2. Enable residents to become more involved in their neighborhoods.

Actions
A. Develop a public outreach program to educate neighborhood residents regarding County programs available to them.

B. Expand civic outreach to involve underserved individuals.

C. Support citizen organizations in their efforts to improve their communities.

D. Foster the development of community partnerships to improve community character, maintenance, and safety.

E. Invest in programs that allow residents to formulate and assume stewardship of neighborhood values, standards, and goals.

Strategy
1.3. Integrate new development within the Suburban Policy Area with the existing development pattern that surrounds it.
Action
A. Evaluate the appropriateness of a proposed use or development with the surrounding community.

Strategy
1.4. Design and develop Suburban Policy Area communities as walkable and interconnected places.

Actions
A. The County, in collaboration with other governmental agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are accessible by pedestrians.

B. Retail and office development proposals will combine open and civic space in features such as pedestrian promenades and plazas, public art, entrance features, linear parks and trails, outdoor seating, lawns and greens, and similar design features that invite pedestrian activity.

C. Require convenient access by foot and bicycle for residential, office, institutional, civic, and retail areas.

D. The *Loudoun 2040 Countywide Transportation Plan* will provide additional transportation policy direction for the transportation network (walkability, multimodal, connectivity) in the Suburban Policy Area.

SPA Policy 2: Create environments where individuals can work, live, and have convenient access to services, shops, and recreation.

Strategy
2.1. Allow a mix of uses or uses that complement and complete existing communities.

Actions
A. Provide incentives for redevelopment, infill development, and adaptive reuse projects that will enhance quality of life and neighborhood character, fulfill community needs, and improve economic opportunities (see Infill and Redevelopment section).

B. Allow new multi-family residential units to be located within existing commercial centers to allow for more walkable, mixed use communities.

C. Promote residential and office uses above first floor retail.
D. Allow flexibility in the development phasing for mixed-use projects while establishing a build-out relationship between the residential and non-residential components that ensures a mix of uses is achieved and to best balance the fiscal costs and benefits of the project.

E. Promote high quality site and building design, landscape design and buffering in employment areas that reflect their function as a gateway to the Urban Policy Areas and location along major vehicular thoroughfares (see Quality Development section).

F. Accommodate transit infrastructure in Employment and Mixed Use Areas (see Loudoun 2040 Countywide Transportation Plan).

G. Provide pedestrian and bicycle connectivity to surrounding networks and transit nodes within employment areas.

H. Achieve an average unit size for new housing that is smaller than 80% of the County medians for each respective housing type.

SPA Policy 3: Support the Route 28 Highway Transportation Improvement District, established by the State as a means of providing additional local revenue to pay for improvements to Route 28.

Strategy
3.1. Ensure protection of the Route 28 Highway Transportation Improvement District as an important economic key of attracting major national and international corporations, and ensuring the long-term viability of Washington Dulles International Airport.

Actions
A. Limit residential development in the Route 28 Highway Transportation Improvement District except when allowing residential units will directly catalyze the office development potential of land in the District and result in an overall positive fiscal impact to the County’s Route 28 Highway Transportation Improvement District debt obligations.

B. Consider residential development on a case by case basis that results in a net positive impact to the County.

Design Guidelines
The Design Guidelines are to build upon our current development patterns in a manner that allows innovative design and new responses to the market. While the Design Guidelines are not regulatory requirements, the County prefers that all future developments comply with these guidelines. The Design Guidelines do not supersede or otherwise limit the application of adopted zoning regulations, ordinances, building codes, or any other design standards or regulations administered by Loudoun County.

The goals of the SPA Design Guidelines are to:
- Create visually interesting and compatible buildings and site designs that use building forms, materials, fenestration, repetition, rhythm, color, and architectural variety resulting in delightful blends of form, volumes, textures, and colors in the various neighborhoods;
- Create inviting spaces for varied activity; and
- Create a sense of place and uniqueness.

When using the guidelines make sure to analyze the impact a potential development may have on the urbanizing landscape, considering not only appearance, but practical considerations - such as proximity and quality of connections to community amenities, jobs, and housing to maximize the use of existing infrastructure and limit travel distances. The County encourages a conservation design process when planning development in the SPA so that natural and heritage resources are conserved and incorporated into the site design. Development should contribute to creating unique places within the Suburban Policy Area by working with existing topography and site features, responding to the local context, and reinforcing the regional character. Sustainability requires maximum consideration for using the landscape for benefits like solar heat gain or shelter from wind, as well as building designs that incorporate energy efficient and green building technologies. Dense areas of buildings should contribute to a hospitable microclimate. Development should locate close to the road and avoid isolating itself on the site in order to “maximize presentation.”

The bulk of the design should be appropriate to the function of the development. Unless otherwise specified, the following guidelines apply only within the SPA:

**Development Criteria:**
1. Ensure that the use contributes to and complements the existing development pattern;
2. Consider innovative uses that contribute to the surrounding community;
3. Provide consistency with the desired form, character and land uses of the underlying Place Type;
4. Differences between the height, scale, bulk, setback from the street, or other physical features of the proposed development, and existing development in the immediate area;
5. Presence and quality of a spatial or physical transition between uses;
6. Availability of adequate roads, services and infrastructure; and
7. Relationship and incorporation of existing Natural and Heritage resources.

**Building Orientation and Setbacks**
1. All development should include a site design that is compact and makes buildings the prominent feature of the site as viewed from adjoining/adjacent roads, especially along major thoroughfares. Site design and development will strive to minimize site disturbance and minimize removal of existing, viable vegetation.
2. It is desirable to have civic, open spaces, green spaces, and vegetation to separate parking lots from buildings and areas for human activity.
Civic spaces and green spaces are encouraged to have public art enhancements.

**Building Design**

1. Buildings within larger multi-building developments should exhibit a unity of design through the use of similar elements such as rooflines, exterior materials, facade treatments, window/fenestration arrangements, sign location, and architectural styles and details.
2. Freestanding stores, retail centers, commercial centers, and restaurants will be encouraged to provide usable outdoor civic or public spaces.
3. Required drainage and stormwater management facilities, such as holding basins, drainage swales, and culverts should be incorporated as features into the site design of the project, to the extent possible. Natural drainage features should be conserved to the greatest extent possible, minimizing impervious facilities to the extent technically feasible.
4. Building massing and walls must be varied to avoid long, flat facades and break down the scale of large buildings and commercial/retail centers. It is desirable that building facades should incorporate wall relief, recesses, off-sets, angular forms, or other features. Buildings cannot present a "blank side" to neighboring properties.
5. Pitched, mansard, and other distinctive roof forms are strongly encouraged where appropriate.
6. Rooftop mechanical equipment will be screened with materials that blend with the architecture and will be perceived as an integral part of the principal building. Ground mounted mechanical equipment will also be screened either by incorporating it in the building architecture or by landscaping.
7. Buildings will incorporate covered entrances to provide weather protection for shoppers and create a pedestrian-oriented environment.
8. Commercial development should avoid the appearance of strip commercial development which is commonly characterized by the following features to be avoided: multiple entrances serving individual uses, minimal setbacks and landscaping, and multiple structures and signs without a unified design scheme.

**Sidewalks, Streets Trees, and Plantings**

1. Large parking areas will be landscaped with trees and shrubs throughout to reduce the visual impact, provide shade, and reduce the heat island effect or heat absorption of the parking area.
2. The street frontage of development will be landscaped with trees to help create a green edge on both sides of the street.
3. Existing environmental features such as natural topography, hedgerows, mature trees, and berms will be integrated into the landscape plan for non-residential centers, when feasible.
4. Non-residential buildings and parking areas will be sufficiently screened and buffered from adjoining residential areas by distance, transitional uses, landscaping, and/or natural vegetation to mitigate the effects of noise, lighting, and traffic on the surrounding residences.
5. Residential areas will be buffered from adjacent non-residential uses by trees, fences, and hedges.
6. Sidewalks will be provided to all development to accommodate benches, bikes, strollers, trees, and planters.

**Street Furnishings and Lighting**

1. Provide usable space and amenities when planning sidewalks, including street furnishings such as benches, trash cans, kiosks, street gardens, bike racks, outdoor sitting spaces, and public art.
2. Signs for development will be developed as an integral part of the overall design. A unified graphic design scheme is strongly encouraged that is in conformance with an appropriate regulatory framework.
3. Site and building lighting will reduce glare and spillage of light onto adjoining properties and streets. Fixtures should be attractive site elements that are compatible with the architecture of the development.
4. Both lighting and signs will be designed for pedestrians, bicyclists, and vehicles.

**Parking, Circulation, and Loading**

1. All development should strive to create inter-parcel connectivity for pedestrian and vehicular circulation to increase pedestrian activity and decrease vehicular traffic on roadways necessitated by broken inter-parcel connections.
2. Pedestrian traffic, internal to non-residential centers, should be provided with a safe travel route from the parking area to the building with a demarcated pathway and clear directional signage. Trees and other plantings should be provided along the walkway.
3. Parking areas will be visually screened from adjacent streets and residential areas by heavy landscaping, depressing the parking area, constructing earthen berms, and/or other means.
4. All loading and storage areas must comply with Zoning Ordinance regulations and must be screened from adjacent residential areas by earthen berms, masonry walls, permanent wooden fencing, or dense landscaping.
5. Parking structures should be integrated with surrounding development to promote an active and diverse streetscape and to minimize the visual impact of parking. Pedestrian entrances should be well-defined and attractive.
6. Parking structures that front streets should wrap the parking structure at the street level with an active use. Active uses may include retail, office, or residential uses and should be based on the allowed uses in each respective Place Type.
7. The height and mass of parking structures should be consistent with the design character of the area within which the structure is located (e.g., a five-story parking structure should not be situated in an area that consists primarily of two-story buildings).
8. Façades that face public rights-of-way should incorporate massing, textures, colors, and other architectural techniques that are of similar style and quality as primary adjacent buildings.
9. Parking structures should be designed to conceal the view of all parked cars and internal light sources from adjacent public right-of-way or public open space for the full height of the structure.
10. Surface parking should be located to the rear or side of buildings and away from the street or street intersections, while providing direct pedestrian access to the buildings.
11. Textures, patterns, and colors are encouraged in the design of surface parking to provide breaks in large areas of pavement and distinguish between areas for pedestrian and vehicular movement.

12. Large surface parking lots should be functionally divided into smaller, well-landscaped and shaded parking clusters containing fifty cars or less.
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.

**Introduction**
The TPA provides a distinct development pattern focused on retaining substantial open space to frame a unique built environment accommodating a variety of communities. The open spaces serve as dominant landscape, providing significant opportunities for public recreation and facilities within the context of an assortment of community designs. TPA communities range from rural estate developments to compact residential and mixed-use centers that can provide a variety of housing options and protect natural and heritage resources.

*Loudoun 2040* proposes that, in order to sustain a healthy economy and to provide greater opportunities for attainable housing, the County seek to accommodate a share of the anticipated regional housing demand. Anticipated high density development in the UPA will help meet the important multifamily component of the housing demand. *Loudoun 2040* also proposes increased density in areas of the SPA and the integration of new residential uses into areas previously planned for commercial or employment uses. These approaches notwithstanding, there is not adequate capacity in these areas to address the County’s housing demands. The Towns and RPA are not anticipated to absorb a significant portion of future housing demand. Infrastructure limits and community desires to maintain small-town community character are the primary constraints in the Towns. The RPA has land, but the limitations of onsite wells and septic systems, country roads, distance to services, and a strong community desire to preserve the rural character of western Loudoun all serve to limit growth capacity.

In light of these constraints, *Loudoun 2040* acknowledges the key benefits of accommodating additional housing in the TPA, including access to central utilities, an improving transportation network, proximity to the SPA services and amenities, and large, undeveloped tracts of land that will allow for inclusive community designs. The fundamental goal of this new development pattern will be to accommodate residential products and neighborhoods that will help meet the needs and desires of the County’s growing and diversifying populace. Evaluation of new development proposals will focus on design concepts that reflect a strong conservation design process, offer housing that is affordable to a range of incomes, and retain significant open space to protect resources, provide space for public and civic facilities and parks, and hide the intensity of new development within a landscape of forests, hedgerows, and tree stands. Residential developments will be expected to support a continuum of housing options and prices. Three mixed-use commercial centers will offer local services and amenities so that the TPA will become a more self-sustaining community. Natural open spaces will continue to be the predominant visual element and create a contiguous network of green spaces.
Loudoun 2040 reaffirms a growth boundary (GB) beyond which central sewer and water is not allowed. Beginning in the north, the GB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. The GB then follows the western edge of the Transition Policy Area to meet the Prince William County line in the south. The Plan also retains the existing large-lot land use pattern along the western TPA areas and over a large part of the TPA, to reinforce the growth boundary and prevent further suburban development to the west.

**Background**

Between 1991 and 2001, the Board of Supervisors changed the policy direction for the TPA four times. Until 2001, the area was planned as part of the SPA or a phased expansion of the SPA. In 2001, the Board established the TPA as a separate policy area along with the Suburban, Rural and JLMA policy areas:

- In 1991, the area was planned for suburban development that was to be phased with ultimate development expected to occur by 1995.
- In 1993, the Dulles South Area Management Plan added Upper Broad Run to the Dulles South suburban area at densities between 3 and 6 units per acre and added the Upper and Lower Foley and Lower Bull Run areas at densities between 1 and 3 units per acre.
- In 1997, the Dulles South Plan reestablished a suburban development phasing boundary west of Northstar Boulevard. The phasing area was then subject to the policies of the Rural Policy Area until the County chose to expand the Suburban Policy Area.
- In 2001, the TPA became a distinct policy area in the *Revised General Plan* between the Suburban Policy Area (SPA) and Rural Policy Area (RPA). Six subareas of the TPA were established, each with density and open space requirements.
- In 2004, the Board of Supervisors amended the Revised General Plan and extended central utilities throughout the TPA, establishing the western edge of the TPA as the County’s Urban Growth Boundary.

Although the TPA is predominantly residential, *Loudoun 2040* designates limited areas for industrial development in the northern portion of the TPA in close proximity to planned improvements to Sycolin Road and existing industrial land south of the Leesburg Joint Land Management Area (JLMA). Limited retail commercial development can be found along Route 50 and other retail space has been approved on Braddock Road.

Important drinking water resources are located within the TPA, and watershed protection extends over significant portions of the Goose Creek and the Beaverdam Reservoir to help protect these resources. Conservation easements, proffered open space, and development setbacks provide the 300-foot buffer adjoining Goose Creek. Loudoun Water owns the land surrounding Beaverdam Reservoir, while the County and NOVA Parks own parkland adjacent to the reservoir.

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1 In the *Revised General Plan*, the Urban Growth Boundary represented the full extent of central sewer and water service except to resolve an existing public health issue. *Loudoun 2040* uses the term “growth boundary” for the same purpose.
Development Approach

While continuing to focus growth in the UPAs and SPA, Loudoun 2040 acknowledges the limited amount of land available for development in the SPA and proposes new approaches in the TPA to accommodate some of the County’s needs. These needs include accommodating high demands for housing to support the County’s economic development goals, ensuring a high quality of community design, preserving open space, and maintaining a quality of life that hinges on a healthy and vibrant natural environment. There are several factors that enable the County to accommodate new growth in the TPA while protecting key environmental resources and protecting the RPA from encroachment of suburban development.

A number of existing neighborhoods along the western side of the TPA and rural villages just west of the TPA have already established a low density development pattern with significant amounts of permanently protected open space, which creates a distinct edge to the TPA. This existing pattern frames a mix of development intensities to the east. These eastern TPA developments will still be required to preserve large open space areas that are a hallmark of the TPA’s character and distinguishing it from the SPA, which requires preservation of less open space. The open space requirement will also require a more compact development pattern, resulting in smaller single family lots and a combination of detached and attached products.

Transportation projects in the eastern TPA, including improvements to Ryan Road and Sycolin Road, and the completion of Shreveport and Creighton Roads, will provide better connections to the east without necessarily adding to the congestion of Route 50. Loudoun 2040 proposes to concentrate future development proximate to existing and planned transportation improvements where capacity exists. Large tracts of undeveloped and underdeveloped land south of Braddock Road and east of Northstar Boulevard are in close proximity to the Suburban Policy Area immediately to the north, yet are separated by several miles from the Rural Policy Area further to the west. This southeast portion of the TPA is also directly adjacent to Prince William County across the Bull Run to the south and Fairfax County to the east. The principal constraining factor in this area is the current lack of traffic capacity on existing roads and, while major roads are planned, new development will need to be timed to occur in conjunction with the availability of additional road capacity.

The 2004 extension of central water and wastewater utilities throughout the TPA enabled more compact development than previously planned, when the TPA was only served by wells and septic systems. Select areas of higher intensity development interspersed among lower density projects and with substantial open spaces that offer screening, separation, and recreation can be compatible with existing development.

Loudoun 2040 examined specific land bays within the TPA that were not already occupied or committed to development. The potential for redevelopment of occupied properties was not considered in the development forecasts for the area. Areas subject to environmental constraints such as conservation easements, steep slopes and floodplain were excluded from development potential. Two land bays in the Rural Policy Area were added to the TPA because of the increasingly intense development that is occurring around them.
Place Types
As described in the beginning of this chapter, the following Place Types have been designated for specific locations as displayed on the accompanying map. The Place Types will work in concert with the Design Guidelines and Policies, Strategies, and Actions of the TPA to fulfill the land use patterns and community characteristics intended for the area.
Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.
Transition Large Lot Neighborhoods include projects such as Willowsford, Red Cedar and Evergreen, which offer detached homes and substantial open space in low-density communities. Agriculture and related uses are encouraged as active uses on these open spaces. Neighborhoods should offer a variety of house styles and sizes and, similarly, a variety of lot sizes and configurations. Development layouts follow land contours, incorporate natural features into the development, and protect sensitive resources. Extensive open space should partially conceal views of the new residential development from perimeter roadways and adjacent development and protect natural and cultural resources.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Large Lot Residential</td>
<td>• Agriculture</td>
<td>• Civic, Cultural, &amp; Community</td>
</tr>
<tr>
<td>• Clustered Residential</td>
<td>• Agricultural Supportive Businesses</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Accessory Residential Units</td>
<td>• Equine Facilities</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td>• Agritourism</td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 85-100%
- Non-Res: 0 - 10%
- Public/Civic: 5%+
DESIGN CHARACTERISTICS

Context
Low-density residential neighborhoods with significant open spaces allowing agricultural uses and the protection of adjacent environmentally sensitive areas such as the reservoirs and stream corridors.

| Street Pattern: Contour forming, Irregular, Fragmented Parallel |
|-----------------|---------------------------------|
| Block Length:   | Varies                          |
| Building Setback: | Varies                         |
| Parking:        | Driveway, garage, or on-street  |
| Design Amenities: | Trails, street trees, common open spaces |
| Open Space:     | 50% of the site-Recreational (predominantly passive), and/or Natural and Heritage |

An example plan view of a Transition Large Lot Neighborhood
Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total Nonresidential FAR: Up to 0.1  Building Height: 1-3 stories

Transition Large Lot Neighborhood projects should be surrounded by natural buffers that visually screen the development from view of surrounding roads and from other developments.

<table>
<thead>
<tr>
<th>Target Residential Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower Sycolin</td>
</tr>
<tr>
<td>Middle Goose Creek</td>
</tr>
<tr>
<td>Lower Bull Run</td>
</tr>
<tr>
<td>Upper Broad Run</td>
</tr>
<tr>
<td>Upper Foley</td>
</tr>
<tr>
<td>Lower Foley</td>
</tr>
<tr>
<td>1 du/10 ac</td>
</tr>
<tr>
<td>1 du/10 ac</td>
</tr>
<tr>
<td>1 du/3 ac</td>
</tr>
<tr>
<td>1 du/1 ac or 1 du/3 ac</td>
</tr>
<tr>
<td>1 du/3 ac</td>
</tr>
<tr>
<td>1 du/3 ac</td>
</tr>
</tbody>
</table>
Transition Small Lot Neighborhoods include residential neighborhoods arranged in a cluster arrangement that includes a focal point such as a civic use, park, or green. The predominant use is single family detached housing and some single family attached housing in larger projects. The lot pattern within each community should align with the topography and key environmental features to minimize the visibility of the structures. Open space and natural vegetation are the dominant visual features and provide public and private trails, passive and active recreation, and significant perimeter and environmental buffers.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Single Family Detached</td>
<td>• Agriculture</td>
<td>• Retail &amp; Service</td>
</tr>
<tr>
<td>Residential</td>
<td>• Agricultural Supportive Businesses</td>
<td>Commercial (supportive)</td>
</tr>
<tr>
<td>• Single Family Attached</td>
<td>• Equine Facilities</td>
<td>• Institutional</td>
</tr>
<tr>
<td>Residential</td>
<td>• Live/Work Units</td>
<td>• Civic, Cultural, &amp; Community</td>
</tr>
<tr>
<td></td>
<td>• Accessory Residential Units</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 85-100%
- Non-Res: 0 - 10%
- Public/Civic: 5%+
DESIGN CHARACTERISTICS

Context
Neighborhoods offering assorted lot configurations, sizes, and shapes with substantial open space, offering easy access to trails and natural areas internal to the neighborhood and connecting adjacent communities. The community is to be surrounded by extensive wooded buffers maintaining the rural appearance of surrounding roads.

Street Pattern:
Fragmented Parallel, Contour Forming, Irregular

Block Length:
Varies

Building Setback:
Medium to deep

Parking:
Driveway, garage, or on-street

Design Amenities:
Sidewalks, street trees, community greens, gardens, playgrounds other common open spaces

Open Space:
50% of the site-Recreational (passive and active) and/or Natural and Heritage

An example plan view of a Transition Small Lot Neighborhood
Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Residential Density: Up to 4 du/ac
Total Nonresidential FAR: Up to 0.2
Building Height: 1-3 stories

Transition
Transition Small Lot Neighborhood projects should be surrounded by natural buffers that visually screen them from view of surrounding roads and from other developments.
Transition Compact Neighborhoods include a variety of single family homes arranged around a focal point such as a civic use, park, green or small commercial center. The predominant use is a mix of single family detached and attached housing. If included, neighborhood-serving retail or employment space (such as shared office space) should be situated in conjunction with civic space or a central park or green to create a neighborhood core or focal point.

The lot pattern within each community should exhibit an easily recognizable diversity in lot size and configuration, a variety of house sizes, heights and styles, and a mix of housing types along each street frontage and within each block. A pattern of interconnected streets is intended to provide a walkable community. Open space and natural vegetation are the dominant visual features and provide public trails, passive and active recreation and significant perimeter and environmental buffers. Transition Compact Neighborhood developments will also form the major residential component of a Transition Community Center, surrounding the commercial component of the Center and providing a transition to other surrounding uses. In such cases, residential densities should be lower next to the adjacent communities.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Single Family Detached Residential</td>
<td>• Civic, Cultural, &amp; Community</td>
<td>• Retail &amp; Service Commercial</td>
</tr>
<tr>
<td>• Single Family Attached Residential</td>
<td>• Entertainment Commercial</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td></td>
<td>• Office</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td>• Accessory Residential Units</td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

### Preferred Mix of Uses

<table>
<thead>
<tr>
<th>Possible Ranges:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Res: 80-90%</td>
</tr>
<tr>
<td>• Non-Res: 0-10%</td>
</tr>
<tr>
<td>• Public/Civic: 10%+</td>
</tr>
</tbody>
</table>
DESIGN CHARACTERISTICS

Context
Neighborhoods providing assorted lot configurations, sizes and shapes, and smaller, intermixed housing types and styles, characteristic of historic towns and neighborhoods. Communities are to be walkable and residents and the public are to have easy access to parks, playgrounds, and trails internal to the neighborhood and connecting adjacent communities. The community is to be surrounded by extensive wooded buffers maintaining the rural appearance of surrounding roads.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear Grid, Fragmented Parallel, and Contour Forming</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>400-800 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Varies</td>
</tr>
<tr>
<td>Parking:</td>
<td>Garage, on-street, or alley-oriented</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, common open spaces</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Neighborhood - individual uses under 5,000 or small shopping center up to 30,000 square feet</td>
</tr>
<tr>
<td>Open Space:</td>
<td>50% of the site-Recreational, Community, and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Residential Density: 4-8 du/ac
Total Nonresidential FAR: Up to 0.6
Building Height: 1-3 stories

An example plan view of a Transition Small Lot Neighborhood
**Transition**
Where the Compact Neighborhood abuts a community center, integration of the two neighborhoods should be seamless with numerous pedestrian connections, complementary building scales and uses, and little separation or screening between the two. Adjacent a less intensive residential uses Compact Neighborhoods should use large setbacks to separate uses or create natural and landscape transitions.
Transition Community Centers consist of a mix of predominantly single family homes in residential neighborhoods integrated into and extending from a pedestrian-scale commercial development that provides retail sales, entertainment, and civic functions. The residential component will implement the Transition Compact Neighborhood Place Type. The commercial center will create a pedestrian shopping and entertainment environment with second-story residences and businesses, convenient and safe pedestrian and vehicular connections to adjacent neighborhoods, extensive landscaping, particularly at the perimeter, and outdoor activity and community space. Auto-oriented uses such as gas stations, car washes, drive-throughs, would be located along streets primarily designed for the automobile unless incorporated into the mixed-use buildings in the commercial center.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Residential Single Family Attached</td>
<td>• Single Family Detached Residential</td>
<td>• Retail &amp; Service Commercial</td>
</tr>
<tr>
<td>• Multi-Family Residential</td>
<td>• Office Institutional</td>
<td>• Special Activities</td>
</tr>
<tr>
<td>• Retail &amp; Service Commercial</td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td>• Civic, Cultural, &amp; Community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Entertainment Commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Public Facilities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 65-90%
- Non-Res: 5-25%
- Public/Civic: 10%+
DESIGN CHARACTERISTICS

Context
Pedestrian-focused retail centers with small footprint retail uses, active street frontages and outdoor activity. No “big box” retailers, with the exception of grocery or drug stores, surrounded by a mix of small detached, zero lot line and attached homes on an easily discernable mix of lot sizes and configurations which vary within most neighborhood blocks.

| Street Pattern: | Rectilinear Grid (Commercial) |
| Block Length: | 200-800 feet |
| Building Setback: | Minimal but may vary |
| Parking: | Surface or structured, on-street, or alley-oriented |
| Design Amenities: | Sidewalks, street furniture, street trees, lighting, common open spaces |
| Retail and Service: | Two and three-story buildings with active ground floor retail and entertainment uses, few single story buildings integrated into the compact, pedestrian-oriented environment. Drive-through retail uses may be incorporated within mixed-use buildings. |
| Open Space: | 50% of the site- Recreational, Community, and/or Natural and Heritage |

Place Type Rendering
*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

Residential Density: 4-8 du/ac
Total FAR: Up to 0.6
Building Height: 1-3 stories

<table>
<thead>
<tr>
<th>Commercial Center Floor Area Mix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Public/Civic</td>
</tr>
</tbody>
</table>
Transition
Single family housing should form the perimeter of the Transition Community Center, complement and link via sidewalks and trails to adjacent residential neighborhoods. A substantial part of the 30% required open space should provide perimeter screening such as a park or recreation area against other communities and adjacent roads. Transitions should be gradual, particularly where natural or man-made buffers are not available. Appropriate transitional techniques include variations in building orientation, height step down, and creative and extensive use of landscaping and natural features.
Transition Light Industrial areas provide opportunities for low-traffic industrial and employment uses. Predominant uses are data centers, contractor establishments, and small-scale assembly or production. Open space that creates effective visual buffers and environmental protection on the site will encompass the business. Trails and passive parks are also appropriate.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
</table>
| • Light Production  
• Data Centers  
• Flex Space  
• Contractor | • Retail & Service Commercial (Ancillary retail)  
• Institutional | • Civic, Cultural, & Community  
• Public Facilities  
• Special Activities  
• Parks & Recreation |

**Preferred Mix of Uses**

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context
Industries and businesses within an environment dominated by open space of established forests or thickly vegetated buffers that screen such uses from roads and adjacent development.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear Grid, Irregular, Contour Forming</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>Varies</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Varies</td>
</tr>
<tr>
<td>Parking:</td>
<td>Surface</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, shade trees, lighting, crosswalks, plazas, bike racks</td>
</tr>
<tr>
<td>Open Space:</td>
<td>50% of the site-Recreational (trails), Community (outdoor seating, plazas), and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total Nonresidential FAR: Up to 0.6  
Building Height: 1-3 stories

Transition
Building heights should step down appropriately to less intense residential uses and outdoor activities, noise generators separated from residential uses by buildings, berms and vegetation. Certain employment uses that may not be compatible with adjacent residential uses, such as data centers, should have transitional uses located in between. Transition Light Industrial projects will be visually screened from view of roads and separated from adjacent residential development and sensitive environmental and water supply reservoirs by large wooded buffers, berms, and distance.
As a primary industry, mineral extraction should be supported and protected as long as the quarries remain productive. Predominant uses are quarries, large-scale public facilities, and complementary manufacturing operations. Such uses are generally incompatible with residential development and considerable screening and setbacks are necessary to protect their viability.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• General Manufacturing and Assembly</td>
<td>• Office</td>
<td>• Special Activities</td>
</tr>
<tr>
<td>• Data Centers</td>
<td>• Outdoor Manufacturing</td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td>• Research and Development</td>
<td>• Retail &amp; Service Commercial (Ancillary retail)</td>
<td></td>
</tr>
<tr>
<td>• Outdoor Storage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Public Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Quarry</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Preferred Mix of Uses

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context
Existing quarries and quarry-related industries and businesses surrounded by substantial open space.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear Grid, Contour Forming</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>300-1,000 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Deep</td>
</tr>
<tr>
<td>Parking:</td>
<td>Surface</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, shade trees</td>
</tr>
<tr>
<td>Open Space:</td>
<td>50% of the site-Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

Total Nonresidential FAR: Up to 0.6
Building Height: 1-4 stories

Transition
Transitions between Industrial/Mineral Extractive uses and other developments, in particular adjacent residential neighborhoods, are critically important to the viability of long-term industrial operations. Setbacks, buffering, and natural open space can reduce impacts by blending the edges of Industrial/Mineral Extraction developments with surrounding developments, providing softer transitions than structural buffers. Storage and loading areas are to be oriented away from and screened from streets and adjacent uses. Industry/Mineral Extraction projects should be separated from adjacent development and sensitive environmental and water supply reservoirs by wide, wooded buffers, berms, and distance.
Policies, Strategies, and Actions

Unless otherwise specified, the following Policies, Strategies, and Actions apply only within the TPA.

TPA Policy 1: Ensure that the Transition Policy Area retains the visual character established by extensive natural open space by using compact development concepts with substantial open space requirements, and low profile construction to minimize visual intrusion into the natural environment.

Strategy
1.1 Promote new communities that provide more affordable and innovative residential communities in compact development patterns, while preserving open space, natural and heritage resources, and other valued features that may exist on site.

Actions
A. Encourage a variety of housing within individual developments by permitting small and large lot single-family detached units, duplexes, semi-detached units, accessory units, townhouses, and other housing types to expand housing options and thus affordability opportunities and support the lifestyle preferences of a diverse community.
B. Develop zoning regulations and design standards to accommodate mixed-use Transition Community Centers, Transition Compact Neighborhood, and Transition Small Lot Neighborhood Place Types to expand housing diversity and improve commercial viability.
C. Require new development to connect to Loudoun Water’s central water and wastewater systems and encourage existing development to connect.
D. Continue to define the TPA by six subareas to implement the Transition Large Lot Residential Neighborhood development pattern as identified on the Transition Policy Area Place Types Map.
E. Continue to support agriculture-related businesses including agritourism, commercial nurseries, and similar uses throughout the TPA.
F. Continue to define the western edge of the TPA as the full extent of central sewer and water and the western edge of the growth boundary, pursuant to 15.2-2223.1.

TPA Policy 2: Offer safe and accessible parks and recreation opportunities that provide diverse activities for all ages, interests, and abilities.

Strategy
2.1 Provide a network of protected open space that maintains natural and heritage resources and reinforces the TPA’s unique character.

Actions
A. Develop a Master Plan for parks, open space, and trails in the TPA that: 1) builds on
and links current planned trails and park areas, and 2) places greater emphasis on quality, connected, usable, and publicly accessible open space.

B. Protect the drinking water resources of the Occoquan, Beaverdam, and Goose Creek Reservoirs with natural stream and reservoir buffers, improved stormwater management, and other means.

C. Retain 50 percent open space throughout the TPA, and seek to reserve publicly usable, accessible, and interconnected open space.

D. Establish programs and regulatory mechanisms to increase publicly accessible open space, consistent with County facilities plans, through easements, land dedications, and purchase.

E. Require Open Space Plans with individual development applications to illustrate proposed use, public accessibility, resource protection, and connection with other open space.

F. Take advantage of existing or planned parks, stormwater ponds, and stream valley corridors, particularly the Goose Creek and Bull Run corridors, to create a linear park network linking larger park facilities and destinations.

**TPA Policy 3: Target specific areas of the TPA for higher density residential and mixed-use development to create affordable and diverse housing opportunities in compact communities recalling the historic pattern of villages and towns in Loudoun.**

**Strategy**

3.1 Establish guidelines to accommodate higher density residential and mixed use communities to provide sustainable and affordable housing.

**Actions**

A. Support Transition Compact Neighborhoods in areas specified on the Transition Policy Area Place Types Map provided they comply with the Place Type standards and incorporate the following features:

i. A combination of housing types, including detached, duplexes, zero-lot-line, semi-detached and/or attached.

ii. Housing units that are smaller and more affordable than the County medians for each respective housing type.

iii. Discernible variations in lot shape and building setbacks along residential street frontages, in a manner reflective of traditional villages and towns, to visually differentiate individual residential structures.

iv. Design concepts within units and neighborhoods that allow residents at different stages of their lives to remain in the community.

v. A walkable community design emanating from one or more community greens with minimal use of cul-de-sac streets and easy access to parks, playgrounds and amenities.
vi. Public trails and parks internal to the neighborhood and connecting to adjacent communities and public facilities.

vii. Extensive buffers screening the intensity of the development from surrounding roads and communities through the use of dense vegetation, earthen berms, and/or natural topography.

B. Support Transition Community Centers in areas specified on the Transition Policy Area Place Types Map provided they are consistent with the Place Type standards and offer the following features:

i. Small footprint retail uses and no “big box” commercial retailers with the exception of grocery or drug stores.

ii. An attractive pedestrian shopping and entertainment environment including but not limited to upper-story residences or businesses, active streets featuring relationships between interior and outdoor spaces, outdoor restaurant seating and vendor shopping on the street, complementary ground floor uses (such as retail rather than offices), and a high level of transparency and window space.

iii. Convenient and safe pedestrian connections to adjacent neighborhoods and public facilities.

iv. Extensive landscaping, particularly at the perimeter, to screen the project intensity from adjacent roads and communities.

v. Outdoor activity and community space.

vi. For Commercial Centers exceeding 30,000 square feet of commercial floor area, a residential component consisting of residences within the community center and an integrated Transition Compact Neighborhood as defined by this "Loudoun 2040 General Plan."

TPA Policy 4: Non-residential uses will consist of uses that are compatible with desired development patterns and the rural landscape.

Strategy

4.1 Provide for development of commercial, employment, and public uses in areas specified on the Transition Policy Area Place Types Map that achieve the desired development patterns and the character of the TPA.

Actions

A. Require Industrial uses to:

i. Be located only in locations consistent with the Place Types Map.

ii. Be visually concealed from adjacent roads and residential areas by siting buildings and uses to avoid ridgetops and high visibility areas and enclosing buildings and uses within a substantial, undisturbed, vegetated perimeter.

iii. Minimize the effects of noise, vibration, and odor.

iv. Have access to adequate infrastructure and roads.

v. Identify and protect environmental features and to follow, to the extent possible, the natural topography.

vi. Enhance water quality protection when near water supply reservoirs and associated streams.
B. Continue to protect the extractive industry by maintaining a quarry notification overlay zoning district.

C. Establish zoning regulations and design standards that ensure new development does not hinder the operation of quarries.

**TPA Policy 5:** Ensure that adequate infrastructure including roads, utilities, public facilities and services are available to meet increased demands of new development.

**Strategy**

5.1 Ensure adequate public facilities and services are available as demand is generated by new development.

**Action**

A. Evaluate residential development proposals against the available and forecasted capacity of public schools and other facilities and services through the projected buildout period of the application.

**Strategy**

5.2 Increased residential densities in areas identified as Infrastructure Dependent on the Transition Policy Area Place Types Map will be contingent on the extension of Northstar Boulevard to Interstate 66 and the widening of Braddock Road to Route 28 or other road alignments accomplishing the same functions.

**Actions**

A. Evaluate available road connections to Interstate 66 and Route 28 with any application for higher density residential development south of Braddock Road.

B. Consider phased development plans that link higher density to the transportation improvements outlined in Strategy 5.2 but permit interim development in a pattern that accommodates higher density in the future.

**Design Guidelines**

The Design Guidelines are to build upon our current development patterns in a manner that allows innovative design and new responses to the market. While the Design Guidelines are not regulatory requirements, the County prefers that all future developments comply with these guidelines. The Design Guidelines do not supersede or otherwise limit the application of adopted zoning regulations, ordinances, building codes, or any other design standards or regulations administered by Loudoun County.

When using the guidelines make sure analyze the impact a potential development may have on the landscape, considering not only appearance, but practical considerations such as proximity to utilities, community amenities, jobs, and housing to maximize the use of existing infrastructure and limit travel distances.

**The goals of the TPA design guidelines are to:**

- Development should contribute to creating attractive places within the TPA by working with existing topography and site features, responding to the local context, and reinforcing
the landscape’s character, rather than simply attempting to place suburban design onto the landscape.
- Development should use the landscape for benefits such as solar heat gain or shelter from wind.
- Buildings should be treated as parts of the landscape and attention given to their form and scale relative to their surrounding environment.

When using the guidelines make sure to analyze the impact a potential development may have on the landscape. Considerations should include both appearance and practical considerations, such as proximity and quality of connections to community amenities, jobs, and housing to maximize the use of existing infrastructure and limit travel distances. The County encourages a design process when planning development in the TPA that conserves and incorporates natural and heritage resources into the site design. Unless otherwise specified, the following guidelines apply only within the TPA:

1. Those areas of each development designated as open space by the applicable place type shall integrate buildings and parking into the existing natural landscape and provide usable space that is accessible to residents and the public, subject to the following:
   a. Perimeter open space screening from roads and other communities may be the predominant component of the 50 percent open space requirement,
   b. Distribute community greens, playgrounds, and gathering spaces within residential development,
   c. Link open space to surrounding neighborhoods and public facilities with pedestrian and bicycle networks,
   d. Link open space to natural and heritage resources, unique site features, and open space in other communities,
   e. Locate low intensity parks that emphasize undisturbed open space in highly visible areas or in conjunction with schools, churches, and neighborhood commercial centers where they can serve as a buffer for adjoining homes.

2. Ensure that open space within developments creates or enhances the following:
   a. The 300-foot buffer and 200-foot transitional area along the Bull Run in the Upper and Lower Foley and Lower Bull Run subareas,
   b. The 300-foot buffer and 1,000-foot voluntary open space area along the Goose Creek, Goose Creek Reservoir, and Beaverdam Reservoir in the Lower Sycolin and Middle Goose subareas,
   c. A contiguous network of green spaces to supplement the natural and heritage resources connecting communities and natural resource areas, and
   d. A public trail and park network to destinations throughout the area.

3. Locate development on areas of the site that afford the least disruption of views of the landscape.

4. Protect the historic context of nearby archaeological and historic sites and along scenic corridors.

5. In all development, provide trails and sidewalks that connect to adjacent neighborhoods and other destinations within and outside the project.
6. Ensure that clusters of residential units proposed in TPA communities are appropriate in number of units to reflect a traditional hamlet scale with multiple clusters separated by open space areas and featuring:
   a. A variety of lot sizes with no minimum lot size requirement and minimal setbacks,
   b. A predominantly single-family residential development pattern,
   c. A network of publicly accessible trails and pedestrian sidewalks linking communities and amenities, and
   d. A network of tree-lined streets constructed at minimum required widths to merge into the open landscape and slow traffic.

7. Ensure that housing diversity and affordability are components of larger and higher density developments, such as Transition Compact Neighborhoods, and Transition Community Centers, by including a mixture of housing types, a range of building and lot sizes, and configurations.

8. Include varying densities in neighborhoods with higher densities generally in close proximity to community greens, civic uses, or small-scale retail uses.

9. Diversify housing size, unit types, lot sizes, and lot pattern along each street frontage and in the same blocks to reflect the design of traditional villages and towns.

10. Include pedestrian features, landscaping, short blocks, few dead ends, and traffic calming features.

11. Locate buildings close to the street but require some discernable variations in building setbacks along residential streets.

12. Avoid bulky designs by breaking down the mass into smaller elements that follow natural contours.

13. Address parking in Transition Compact Neighborhood and Transition Community Center place types through a combination of on-street and off-street choices designed and located to minimize their visual impact.

14. Develop employment uses at a scale that minimizes their intrusion into the rural and natural landscape and their impact on surrounding roads and communities by:
   a. Screening all outdoor storage and equipment parking areas from view of adjoining properties and roads,
   b. Minimizing the number of entrances from major collector or arterial roads;
   c. Ensuring adequate road and infrastructure capacity,
   d. Avoiding large expanses of blank building surfaces by using articulation, fenestration and façade treatments, especially when the facades are visible from public roads, and
   e. Separating industrial uses from residences by locating less-intensive uses adjacent to residential uses or using natural or manmade barriers between the uses.
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.

Introduction
The RPA occupies the western half of the County and is the largest of the County’s Policy Areas. It encompasses approximately 230,000 acres, representing about 67 percent of the County’s total land area. The RPA comprises a blend of low-density residential, working farms, rural economy uses, pastoral landscapes, forested areas, mountains, and wildlife habitats. The RPA encompasses six of the County’s seven incorporated Towns, 12 existing Rural Villages, and numerous smaller crossroad communities. As of April 1, 2017, the population of the RPA is approximately 40,400 people, representing approximately 10 percent of the County’s total population.

The RPA is divided into two areas—the Rural North and the Rural South. Each of these distinct geographic areas (see Rural Policy Area Place Types Map) has different base residential densities in response to their dominant rural land use and development patterns. The Rural North (geographically defined as north of Goose Creek and the North Fork of Goose Creek to the County border with Montgomery, Frederick, and Washington Counties, Maryland; Jefferson County, West Virginia; and Clarke County, Virginia) is characterized by a mix of smaller lots that are interspersed with larger parcels that are still in agricultural use. The Rural North, proximate to the Towns within the Route 7 Corridor, has the highest concentration of residential development and a more developed paved roadway network with easy access to commuter routes. Additionally, the Route 15 corridor, both north and south of the Town of Leesburg, has experienced substantial residential growth since the Board adopted the Revised General Plan in 2001. The Rural South (defined generally as south of Goose Creek and the North Fork of Goose Creek to the County border with Clarke, Fauquier, and Prince William Counties, Virginia) is characterized by an existing large lot pattern and represents the center of Loudoun’s prominent equine industry. The Rural South contains a number of large working farms that are accessed by a network of mostly unpaved rural roads. The Rural South contains Loudoun County’s largest amount of permanently protected land that is held under voluntary conservation easements. Both the Rural North and Rural South are marked by a scattering of Rural Villages and small crossroad communities, which provide limited retail and commercial services to rural residents and visitors.

Approximately 700 miles of public roads maintained by the Virginia Department of Transportation (VDOT) serve the RPA. These roads range across all classifications, including arterials which feature greater access control to facilitate longer distance travel; collector roads, which feature less access control in order to balance parcel access and mobility; and local secondary roads, which primarily provide access to individual parcels. Unpaved gravel secondary roads constitute approximately 255 miles of the County’s rural road network. The County—with the support of residents—has made a conscious effort to preserve portions of the historic gravel road network.
which contribute to the character of the rural landscape and provide opportunities for recreational users such as equestrians, bicyclists and pedestrians. VDOT, in collaboration with the County, has worked to maintain the delicate balance between service needs and the preservation of the aesthetic character of the road network in the RPA, providing adequate transitions from major rural highways to main streets to rural paved and unpaved road segments. Specific long-range plans and local projects have generally sought to maintain two-lane rural section roadways along most rural corridors, while providing improvements to major commuter routes. These include the Virginia Scenic Byway program; national and state historic district designations; traffic calming projects at appropriate locations; the VDOT Rural Rustic Roads Program; and the incorporation of low-impact modern improvements, such as roundabouts, in lieu of traffic signals and interchanges. As increasing traffic volumes continue to place stress on the rural road network, the County will need to make comprehensive and strategic decisions regarding best practices to provide reasonable mobility, while protecting the rural character and scenic quality of rural roads in the RPA (see Loudoun 2040 Countywide Transportation Plan).

The Rural North and Rural South are home to a centuries old farming community that shaped the physical landscape and the social and economic fabric of Loudoun. However, over the past 30 years, as portions of the County and the region have become more urbanized, the RPA has faced increased challenges related to demographic changes, land use, economics, and transportation improvements, thus facilitating and enabling the conversion of land for rural residential subdivisions at an increasing rate as some residents seek an alternative to urban life. The adoption of the Revised General Plan in 2001 and the accompanying down-zoning of the majority of the land in western Loudoun in 2003 and in 2006, marked a dramatic turn in the County’s effort to limit residential development in the RPA and established an approach for land preservation tied to the creation of a viable rural economy and the clustering of homes to preserve the rural character of the land. The Loudoun 2040 General Plan carries this approach forward.
**Rural Residential**

A variety of residential development options exist within the Rural Policy Area, including conventional subdivision, spin-off lots, and rural clusters which permit different densities. Among the existing subdivision options, rural clusters remain the preferred residential development pattern in the RPA because these designs better preserve the natural features and open character of the land by tightly grouping homes on smaller lots so that a majority of the land is available for rural economy uses, agriculture, and/or open space. The concentration of homes in a rural cluster also minimize the amount of roads, clearing and grading, and the overall footprint of development, in comparison to a conventional by-right subdivision which require placement of homes on a uniform size lot dispersed over an entire property.

Between 2000 and 2016, 5,653 residential units have been built in the RPA. The “build out” analysis for the RPA, which reflects conditions as of July 1, 2016, identifies 91,000 acres of land uncommitted to development projects. This results in the potential for up to 11,643 residential units under current policy and entitlements. The acreage calculation includes parcels that are partially or fully developable and excludes floodplain, conservation easements, mountainside, and steep slope, which do not have development potential. The forecasted development from 2016 to 2040 in the RPA is 7,500 residential units based on current trends and the base density allowed by current zoning, which leaves approximately 4,000 residential units to be developed after 2040. The 2040 forecasts and the ultimate residential buildout for the RPA may be much lower than projected above if property owners continue to retain and preserve large areas of land for agricultural, equine activities, open space, and rural economy uses. Land trusts are anticipated to continue establishing conservation easements on properties in the RPA, reducing the residential development potential allowed by current zoning. Current and future county policies and initiatives, including land use-based property tax assessments and land conservation programs, may also affect future development potential in the RPA.

**Rural Economy**

The County’s land development approach for the RPA is to limit residential development so that land will remain available for the continued operation, expansion, and establishment of agricultural and rural economy uses that preserve the rural character of the landscape and support the County’s environmental goals. Loudoun’s rural economy has grown to become a collection of business uses that currently include: crop and livestock production, forestry, horticulture and specialty farm products, farm markets and wayside stands, the equine industry, orchards, vineyards, farm wineries, cideries, and breweries, hospitality services such as farm-to-table restaurants, rural
resorts, bed and breakfasts, country inns, banquet/event facilities, private camps and parks, and other similar uses. These rural economy uses largely depend on the agricultural productivity, scenic quality, and rural character of the RPA to derive income to sustain business activities. Additionally, a range of businesses providing either direct or indirect support and services to agricultural, forestal, horticultural, and animal husbandry activities also contribute to the rural economy. These agriculture-supportive uses include farm machinery sales and repair services, veterinary services, blacksmiths, agricultural product storage and processing, feed and seed supply, and similar uses. The importance of all these rural businesses to Loudoun County has led to the implementation of a business development plan for the County’s rural economy that aims to double the growth of the County’s rural economic sectors by 2023. The business development plan strives to create an environment for high value agricultural production that supports the equine and tourism industries, maintains prime farmland, and recognizes that commercial growth in eastern Loudoun is augmented by a thriving rural economy in western Loudoun (see *The Long View, A Business Development Plan for Loudoun County’s Rural Economy*).

The 2012 Federal Census of Agriculture identified 1,396 farms in Loudoun County (gross income of $1,000 or more) with a total of approximately 135,000 acres of farmland in production. Over half of these farms (824) were less than fifty acres in size and a quarter of the farms (301) were between fifty and one-hundred and seventy-nine acres. These numbers are slightly down from 2007 when the County identified 1,427 farms with a total of 142,452 acres of farmland in production. This illustrates a number of changes: 1) a shift in the type of farming in the County as land and operational costs continue to rise, 2) the subdivision of larger farms into residential lots, and 3) the decline in the number of farmers. In response to market trends, many farmers in the County have shifted to the direct marketing of agricultural products to consumers through either on-farm sales and/or farmers markets to increase profitability. These specialty farms tend to be smaller in size than traditional farms that produce row crops or raise livestock. These farms include a number of pick-your-own farms which may have fruits, vegetables, flowers, Christmas trees, and other farm-grown products available to the public. A number of farms have also implemented Community Supported Agriculture (CSA) programs where people buy a subscription from a farmer to receive a weekly share of local seasonal produce, meats, and other products (depending on the farmer’s offerings).

The equine industry is a major component of the rural economy. Loudoun County leads the state in the number of horses, and the equine industry is the County’s largest agricultural employer providing thousands of jobs associated with the care of these animals and the operation of barns and stables. The Virginia Tech Marion DuPont Scott Equine Medical Center is located north of Leesburg, with Morven Park, Glenwood Park, and Oatlands providing regional venues for horse
events. Other smaller stables are scattered throughout the County, which provide private lessons, boarding, trail rides, and camps, and host smaller events.

Loudoun County has the highest concentration of wineries in Virginia, with over 45 wineries and 738 acres in vineyards as of 2017. Loudoun County has been marketed as ‘DC’s Wine Country’, though it also has the highest number of breweries in the state. The County has a total of 28 breweries, seven of which are farm breweries located within the RPA. Black Hops Farm, located near Lucketts, is the site of the region’s first hops processing center and Virginia’s first dedicated malting operation. As of 2017, there are 10 hops yards in the County with 16 acres in production, and there are two growers cultivating 140 acres of malting grain for the production of beer and distilled spirits. Farm wineries, breweries and cideries that grow their own products maintain significant amounts of land in agricultural use which protects the rural character of the RPA.

The RPA is home to a number of hospitality and tourism businesses, which provide thousands of jobs and contribute millions of dollars to the local economy through visitor spending on restaurants, retail goods, lodging, and the hosting of weddings and events. County-sponsored events such as the Spring and Fall Farm Tours, Stable Tours, Wine Trail, Ale Trail and Artisan Trail allow visitors to enjoy self-guided driving tours which support local growers, producers and artisans. Numerous community events such as the Bluemont and Waterford fairs draw thousands of residents and visitors to western Loudoun annually. Heritage tourism is also an important contributor to the County’s economy, which include the Journey Through Hallowed Ground National Heritage Area and National Scenic Byway, the Waterford National Historic Landmark District, Balls Bluff Battlefield and National Cemetery, Morven Park, Oatlands, Aldie Mill, as well as other historic sites, museums and battlefields. Like many of Loudoun’s other rural business uses, these hospitality and tourism businesses rely on the natural, scenic, and rural character of the RPA to attract visitors. Therefore, it is critical to maintain the natural and heritage resources that provide the setting and context for our rural tourism economy.

**Farmland Preservation and Protection**

To support the rural economy and ensure that agriculture continues as a long-term use in the RPA, the County will continue to develop and support voluntary participation in programs that provide assistance and reduced tax burdens to landowners. Such programs and measures as the Land Use Assessment Program, the Agricultural and Forestal District (AFD) program, and public/private conservation easements will be used to encourage landowners to use their land to expand the rural economy, rather than convert it to residential use. These programs also assist in the protection of the RPA’s unique manmade and natural environment, which directly benefit the rural economy.

The County’s Land Use Assessment Program and AFD program are tools used to protect agricultural lands and forests. The Land Use Assessment Program provides tax relief to landowners to protect farmland for future agricultural use and to protect historic and scenic resources for the economic and cultural benefits derived from their preservation. The AFD program limits the subdivision of large, farmable acreages and forested lands (typically 20-40 acres), and prohibits cluster subdivisions. While the County’s Land Use Assessment Program and the AFD program support keeping land in production and/or open space for a specified number of
years, they are voluntary programs that do not preserve land in perpetuity. The only means of preserving agricultural land and open space permanently is through the establishment of conservation easements on individual properties, which restrict residential and non-agricultural uses. Conservation easements currently preserve over one-third of the acreage within the RPA, the vast majority of which are held by private land trusts. The County should commit to supporting efforts to increase the total acreage of land held in conservation easements as part of an overall land use strategy to further reduce density in the RPA, and ensure that farmland and open space are available in perpetuity for future generations. The County may consider cost-share initiatives to assist in establishing conservation easements and/or public/private partnerships with existing land trusts to leverage efforts and funding to support the recordation of additional conservation easements.

**Future of Rural Strategy**

Loudoun County and its citizens continue to recognize the importance of maintaining and preserving the farming and equine heritage, cultural and natural resources, open space, and scenic beauty of the RPA as a fundamental component of the County’s identity. The RPA contributes to the overall economic vitality of the County and quality of life of its residents. The County’s current growth management approach, which is being carried forward in this *Loudoun 2040 General Plan*, reaffirms the vision previously established for the RPA in the *Revised General Plan* to limit residential growth and sustain the rural economy. This approach has contributed to the County’s economic success through attracting businesses, residents, and visitors while maintaining the character of the RPA. The strength of the agricultural sector, equine industry and the rural economy is a critical component of supporting the economic development and fiscal policy goals of the County. In the future, development pressures and the incremental loss of productive agricultural land to residential development will require continued monitoring by the County to maintain the RPA’s unique character.

**Place Types**

As described in the beginning of this chapter, the following Place Types have been designated for specific locations as displayed on the accompanying map. The Place Types will work in concert with the Design Guidelines and Policies, Strategies, and Actions of the RPA and Rural Villages to fulfill the land use patterns and community characteristics intended for the area.
Loudoun County
Rural Policy Area
Place Types
2040 General Plan

Loudoun County IS NOT LIABLE for any use of or reliance upon this map or any information contained herein. While reasonable efforts have been made to obtain accurate data, the County makes no warranty, expressed or implied, as to its accuracy, completeness, or fitness for use of any purpose.
The Rural North consists of pastoral and forested landscapes that serve mostly agricultural and agricultural supportive uses with limited residential. The area allows for complementary agricultural, rural business, and tourism uses that constitute Loudoun’s rural economy. This category also includes low-density, large-lot residential subdivisions that are compatible with the surrounding pastoral character, and subdivisions that cluster smaller residential lots while retaining large lots for open space, agricultural production and/or rural economy uses. Public utilities are not provided and wells and septic systems are traditional; however, shared community water and wastewater systems may be utilized for cluster developments and rural economy uses. Minimum lot sizes vary according to land use and the development option chosen. All developments should incorporate natural and heritage resources while preserving important viewsheds that contribute to the rural landscape.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>Large Lot Residential</td>
<td>Public Facilities</td>
</tr>
<tr>
<td>Agricultural Supportive</td>
<td>Clustered Residential Subdivision</td>
<td>Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>Businesses</td>
<td>Accessory Residential Units</td>
<td>Institutional</td>
</tr>
<tr>
<td>Equine Facilities</td>
<td>Agritourism</td>
<td>Special Activities</td>
</tr>
<tr>
<td>Rural Economy</td>
<td>Rural/Heritage Tourism</td>
<td>Parks &amp; Recreation</td>
</tr>
</tbody>
</table>
DESIGN CHARACTERISTICS

Context
Large areas of land preserved for open space, agriculture, and rural economy uses to retain the rural character of the area with limited low-density residential and clustered residential development that blends with and is compatible with the surrounding area.

| Street Pattern: | Contour Forming, Fragmented Parallel |
| Block Length:   | Irregular                             |
| Building Setback: | Varies (incorporate existing natural features to protect viewsheds) |
| Parking:       | Surface lot, driveway, garage, shared |
| Open Space:    | Recreation (Passive), Natural and Heritage, and/or Agriculture |
|                | 70% of site for clustered subdivisions |

Place Type Rendering
*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

Residential Density: Up to 1 du / 20 acres
Residential Cluster Option: Up to 1 du / 5 acres equivalent
Building Height: Up to 2 stories

Transition
Locate buildings and structures to blend with the existing topography and natural features. Preserve and incorporate existing trees and vegetation on the property and its perimeter to buffer and screen views for adjoining properties. Provide landscaping or supplemental plantings comprised of native species when screening and buffering are required between rural uses.
The Rural South contains mostly agricultural and equine uses and allows for complementary rural economy uses. This Place Type includes very low-density residential with homes located on large lots that are compatible with the surrounding pastoral character and clustered subdivisions that group smaller residential lots while retaining large lots for open space, agricultural production, and/or rural economy uses. Public utilities are not provided and wells and septic systems are traditional; however, shared community water and wastewater systems may be utilized for cluster developments and rural economy uses. Minimum lot sizes vary according to land use and the development option chosen. All developments should maintain the distinctive rural character through the incorporation of natural and heritage resources and the preservation of important viewsheds.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Agriculture</td>
<td>• Large Lot Residential</td>
<td>• Accessory Residential Units</td>
</tr>
<tr>
<td>• Agricultural Supportive</td>
<td>• Clustered Residential</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>Businesses</td>
<td>• Subdivision</td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>• Equine Facilities</td>
<td>• Agritourism</td>
<td>• Institutional</td>
</tr>
<tr>
<td>• Rural Economy</td>
<td>• Rural/Heritage Tourism</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>
DESIGN CHARACTERISTICS

Context
Large areas of land preserved for open space, agriculture, and rural economy uses to retain the rural character of the area with limited low density residential and clustered residential development that blends with and is compatible with the surrounding area.

<table>
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<tr>
<th>Street Pattern:</th>
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<tr>
<td>Contour Forming, Fragmented Parallel</td>
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<tr>
<td>Block Length:</td>
</tr>
<tr>
<td>Irregular</td>
</tr>
<tr>
<td>Building Setback:</td>
</tr>
<tr>
<td>Varies (incorporate existing natural features to protect viewsheds)</td>
</tr>
<tr>
<td>Parking:</td>
</tr>
<tr>
<td>Surface, driveway, garage, shared</td>
</tr>
<tr>
<td>Open Space:</td>
</tr>
<tr>
<td>Recreation (Passive), Natural and Heritage, and/or Agriculture</td>
</tr>
</tbody>
</table>

70% of site for clustered subdivisions

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Residential Density: Up to 1 du / 40 acres
Residential Cluster Option: Up to 1 du / 15 acres equivalent
Building Height: Up to 2 stories

Transition
Locate buildings and structures to blend with the existing topography and natural features. Preserve and incorporate existing trees and vegetation on the property and its perimeter to buffer and screen views for adjoining properties. Provide landscaping or supplemental plantings comprised of native species when screening and buffering are required between rural uses.
Rural Villages consist of small, pedestrian-scale rural communities that are compact in comparison to the surrounding agricultural landscape. The majority of these villages have developed around a small residential and/or commercial core that provide for the daily needs of village residents, surrounding rural residents, and visitors. Villages are characterized by low-density residential development situated on smaller lots interspersed with limited commercial uses. Residential and commercial uses are generally located in detached stand-alone two-story buildings which are located close to the street. In some instances office or residential uses are located above first floor retail. Each Rural Village has its own unique character linked to its historic development pattern, spatial organization, and location within the County.

Spacing of buildings—both commercial and residential—should respect each village’s historic precedents for lot size, building setbacks, and orientation to the street. Buildings should be designed to be sensitive to the context of the village through compatible siting, size, scale, massing, materials, design details, and roof forms.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Single Family Detached</td>
<td>• Office</td>
<td>• Accessory Residential Units</td>
</tr>
<tr>
<td>Residential</td>
<td>• Live/work units</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Retail &amp; Service</td>
<td>• Civic, Cultural, &amp; Community</td>
<td>• Special Activities</td>
</tr>
<tr>
<td>Commercial</td>
<td>• Rural/Heritage Tourism</td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td></td>
<td>• Rural Economy</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Agricultural Supportive Businesses</td>
<td></td>
</tr>
</tbody>
</table>
DESIGN CHARACTERISTICS

Context
Small-scale and often historic buildings sited in a compact pattern that contain residential or commercial uses that may also be vertically mixed. Each Rural Village has a unique character and sense of place that should be preserved and enhanced.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
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<tbody>
<tr>
<td>Contour Forming, Fragmented Parallel, Irregular</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Block Length:</th>
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</thead>
<tbody>
<tr>
<td>Varies by Village</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Building Setback:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shallow</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking:</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street, driveway, garage</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Space:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation (Passive), Community, Natural and Heritage, and/or Agriculture</td>
</tr>
</tbody>
</table>

An example plan view of a Rural Village
Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Residential Density: Varies by individual village; no more than 4 du / acre
Building Height: Up to 2 stories

Transition
Maintain areas of open space and natural areas on the perimeter of the villages to maintain a hard edge and visual separation from surrounding uses. Within the village, preserve existing trees and vegetation, which define building lots and contribute to the streetscape. New construction should be designed to complement surrounding properties and maintain the existing development pattern within the Village.
POLICIES, STRATEGIES, AND ACTIONS

Unless otherwise specified, the following Policies, Strategies, and Actions apply only within the RPA.

LAND USE & DEVELOPMENT

RPA Policy 1: Foster land use and development patterns that incorporate natural, cultural, heritage, and agricultural resources to preserve character-defining features of the rural landscape while providing opportunities for rural living and businesses.

Strategy
1.1. Support uses that protect, preserve, and enhance natural areas and open space, retain farmland and the vitality of the rural economy, and foster a high quality of rural life for residents.

Actions
A. Provide incentives for the consolidation of underutilized or undeveloped small lots into larger parcels for agricultural and rural economy uses.
B. Consider cost-share initiatives to assist in establishing conservation easements, in order to reduce the land that is available for residential development and to provide landowners with financial options to support working farms, rural economy uses, and/or stewardship of the land.

RURAL RESIDENTIAL

RPA Policy 2: Limit residential development to protect the land resource for agricultural operations, rural economy uses, and open space uses; minimize traffic impacts; and reduce the demand for additional public facilities and services.

Strategy
2.1. Where residential development does occur in the RPA, it should be designed to preserve the rural character, work with the land form to preserve and protect natural features, and conserve land for agriculture, rural economy uses, passive recreation, and open space.

Actions
A. Evaluate and revise zoning regulations and design standards to improve the design of subdivisions and clustered residential development by incorporating natural features and maintaining usable open space.
B. Encourage the provision of publicly accessible and connected open space.
C. Educate property owners about alternatives to residential subdivision by providing information on conservation easements, the Land Use Assessment Program, and other efforts to keep rural properties intact and productive.
Rural Economy

RPA Policy 3: Agricultural and rural business uses that are compatible with the predominant land use pattern will be developed in a manner that is consistent with the County’s growth management, economic, and environmental goals.

Strategy
3.1. Ensure compatibility of rural economy uses through the evaluation of the scale, use, intensity, and design (site and building) of development proposals in comparison with the dominant rural character and adjacent uses.

Actions
A. Evaluate and revise zoning regulations and development standards for rural economy uses. Such regulations and standards will address traffic capacity limits, safe and adequate road access, number of employees, site design standards (i.e., land disturbance, buffering, use intensity, siting, and architectural features), and public health, safety, and welfare.

B. Allow the establishment and/or expansion of existing commercial, industrial, and institutional uses by Special Exception if the use and/or expansion: 1) is compatible in scale, use, and intensity with the surrounding rural environment, 2) uses building forms, massing, and architectural styles that reflect the surrounding rural character 3) preserves ridgetops, natural resources, farmland, and open space, and 4) meets applicable zoning regulations and development standards.

C. Non-agriculturally related commercial uses may be permitted by Special Exception if the use is compatible in scale and intensity with the agricultural and rural character of the area; poses no threat to public health, safety, and welfare; and helps to preserve farmland, open space, and/or continued agricultural operations.

Strategy
3.2. Promote the retention and development of rural business uses that sustain the rural economy and support the County’s agricultural, equine, and tourism industries.

Actions
A. Adopt zoning regulations and design standards that include new types of rural business and agricultural uses, permit flexibility for the sale of farm products, and promote rural tourism, hospitality uses, and similar kinds of rural business uses that are compatible with the character of the RPA.

B. Evaluate and revise zoning regulations and design standards to permit a variety of residential unit types, including accessory apartments for seasonal farm laborers and year-round tenant housing, that support the rural economy.

C. Create zoning regulations and design standards for existing and new types of rural recreational uses to evaluate their appropriateness and ensure their compatibility with the character of the RPA.

D. Develop County parks with trail networks, cross country courses, and equestrian riding rings or other equestrian-related features.
E. Develop a publicly accessible multi-use trail network (i.e., pedestrian, bicycle, and equestrian) to link private and public lands in the RPA in partnership with nonprofit entities, landowners, and developers of rural properties.

**Strategy**

3.3. Promote and expand agricultural enterprises and the rural economy, and attract rural entrepreneurs to locate in Loudoun.

**Actions**

A. Promote rural business sectors and community events to support rural tourism, showcase the rural economy, and strengthen the economic vitality of rural businesses, villages, and towns.

B. Develop a coordinated service approach to assist rural landowners in the review and development of proposals to maintain agricultural operations, preserve the agricultural potential of farmland, institute farm and rural business plans, and assist in filing applications, which support agriculture, agricultural activities, and the rural economy.

C. Develop additional incentives to retain and encourage agricultural enterprises and support land preservation.

D. Retain the Rural Economic Development Council (REDC) as an advocacy and advisory committee on initiatives, programs, and policies that affect the economic growth and development of rural Loudoun County.

E. Support public education and job training in agriculture-based careers to ensure a stable agricultural work force and promote the region’s agricultural and tourist based economy.

**Strategy**

3.4. Maintain the Land Use Assessment Program to provide property tax relief to retain and support agriculture, horticulture, forestry, and open space as critical components of the RPA.

**Actions**

A. Regularly review, update, and enhance the Land Use Assessment Program and other voluntary agricultural programs, such as the Agricultural and Forestal District (AFD) program, to strengthen the rural economy, preserve rural character, and maintain the viability of farming.

**Strategy**

3.5. Promote and encourage the preservation, rehabilitation, and repurposing of farm buildings and structures to maintain infrastructure for future agricultural enterprises and rural economy uses. Where possible, rural business uses should locate in existing agricultural and historic structures.

**Action**

A. Adopt zoning regulations and design standards to facilitate the use of existing agricultural and historic structures.
Strategy
3.6. Support and increase farming activities and maintain a resilient food network for local consumption.

Actions
A. Promote community supported agriculture (CSA); the direct sale of farm products between farmers and local consumers including farmers markets, local restaurants and retailers; and the establishment of a permanent year-round indoor farmers market in the eastern portion of the County.
B. Facilitate effective processing, distribution, and marketing of locally grown products.
C. Promote best practices in farming, including adapting to new crops, livestock, and technology, to address market demands and diversify agricultural production.

Strategy
3.7. Protect farming and farmers from nuisance complaints in accordance with the provisions of the Right to Farm Act, Code of Virginia §3.2-301.

Actions
A. Maintain zoning regulations and design standards that protect the right to farm.
B. Support and provide educational programs about farming practices and activities to reduce potential conflicts associated with the proximity of agriculture to nonagricultural uses.

Design Guidelines
The Design Guidelines are to build upon our current development patterns in a manner that allows innovative design and new responses to the market. While the Design Guidelines are not regulatory requirements, the County prefers that all future developments comply with these guidelines. The Design Guidelines do not supersede or otherwise limit the application of adopted zoning regulations, ordinances, building codes, or any other design standards or regulations administered by Loudoun County.

When using the guidelines make sure to analyze the impact a potential development may have on the landscape, considering not only appearance, but practical considerations such as proximity to roads, utilities, and community amenities to maximize the use of existing infrastructure and limit travel distances. Development should contribute to creating unique places within the Rural Policy Area by working with existing topography and site features, responding to the local context, and reinforcing the landscape’s character, rather than simply attempting to place suburban design onto the rural landscape. Sustainability requires maximum consideration for using the landscape for benefits such as solar heat gain or shelter from wind when siting buildings. It is imperative that buildings and structures are treated as objects in the rural landscape and given due attention to their location and form to ensure they blend with the topography, protect viewsheds, and contribute to the traditional pattern of development in the RPA. The County encourages the adoption of a conservation design process when planning development in the RPA so that natural and heritage resources are conserved and incorporated into the site design. Unless otherwise specified, the following guidelines apply only within the RPA:
1. Development on ridgelines or hill tops should be avoided to retain the rural character of the landscape and protect viewsheds.
2. Site development to preserve existing land forms and minimize significant alterations to the topography while incorporating natural features, trees, hedgerows and other vegetation into the design to protect viewsheds and provide visual buffers between parcels.
3. Locate development within the landscape to minimize visibility from roadways and other properties.
4. Limit the use of outdoor lighting to areas where activity occurs and use the minimum light intensity necessary to eliminate glare and light trespass.
5. Provide trail connections when feasible to link private and public lands as part of a multi-use trail network.
6. Rural Cluster subdivisions are a land development design that compactly groups homes on lots as small as a quarter acre in a traditional community pattern while retaining large tracts of land for open space, agricultural production, and/or rural economy uses to preserve natural features and the rural character. When developing Rural Cluster subdivisions in the RPA:
   a. Use existing topography, hedgerows, mature woodlands, and other site features to influence the location of the clusters to maintain the rural and scenic quality of the landscape.
   b. Provide a compact cluster of building lots and maximize open space.
   c. Design roads and driveways to follow the natural contours of the land. Roads and driveways should be the minimum width necessary to provide safe travel ways.
   d. Cluster development to retain large areas of agricultural soils for farming
   e. Encourage the use of shared water and wastewater systems to serve cluster developments to protect water resources.
7. Site building and structures to blend with the natural landscape to reduce their perceived scale, mass, and height; thus, reducing their impact on the landscape and surrounding viewsheds.
8. Buildings should incorporate architectural styles and design elements that emulate and relate to the historical and regional architecture of Loudoun which contributes to the visual quality and identity of the RPA.
9. Locate parking, mechanical units, and other site features in locations which diminish their visual impact from public roadways and neighboring properties.
Rural Villages

Vision

Rural Villages are important historic settlements that possess significant heritage, cultural, social, and economic assets that contribute to the character of the Rural Policy Area.

Introduction

The County recognizes the Rural Villages as important features of the RPA that possess scenic and historic resources, act as gathering places for citizens, provide services to the surrounding community, and support rural tourism. The existing Rural Villages were established during the 18th and 19th centuries, in areas located around historic mills, railroad depots, or major crossroads that later developed as commercial and mercantile business centers that served the surrounding farming communities.

The Rural Villages have gradually developed over a number of years and feature a variety of building setbacks, types, and styles as well as streetscapes that reflect the historic growth and character of the individual villages. The Rural Villages are dominated by residential dwellings with some commercial structures that have upper floor apartments and offices. Small scale, non-residential uses, such as country stores, restaurants, antique shops, and other retail establishments that meet local needs and support tourism, are located within the Rural Villages. In addition, numerous civic uses, such as churches, post offices, community centers, fire and rescue stations, and schools, are also located within the Rural Villages.

The County’s land development approach for the Rural Villages is to limit residential, business, and commercial activities to uses that are compatible with the historic development patterns, community character, and visual identity of the individual villages. Loudoun 2040 strives to maintain the traditional development pattern and distinguishing features of the individual villages while accommodating opportunities for compact, small-scale growth where appropriate in a manner that enhances existing residential and commercial areas. By encouraging limited compact, residential and non-residential development within the Villages, these policies complement the County’s efforts to preserve open space and maintain the character of the rural area. Although limited development is anticipated in the Villages, that development should not adversely affect the quality of life of residents nor pose a threat to public health or safety. Only three of the existing Rural Villages – Aldie, St. Louis and Waterford – are currently served by public community wastewater systems. Aldie is the only village that is served by a private water company. The remainder of the properties located within the Rural Villages are
currently served by individual water wells, and septic sewage systems (i.e., conventional drainfields, alternative systems, etc.), which limit the potential scale and intensity of development. Additionally, a number of the Rural Villages are bisected by major roadways that experience high volumes of commuter traffic and impact the quality of life of residents. With careful planning and growth management, the Rural Villages will maintain their scenic and historic character.

**Policies, Strategies, and Actions**

Unless otherwise specified, the following Policies, Strategies, and Actions apply only within the Rural Villages.

**RV Policy 1:** Development and uses in Rural Villages must be compatible with the historic development pattern, community character, visual identity, intensity, and scale of the individual villages.

**Strategy**

1.1. Encourage the retention and development of a variety of compatible residential and commercial uses that enhance the attractiveness and vitality of the Rural Villages.

**Actions**

A. Develop criteria to evaluate existing Rural Villages to determine if their current designation is warranted and amend the Comprehensive Plan and Zoning Ordinance as appropriate.

B. Develop small area plans and master plans for the Rural Villages to support community goals and address issues related to land use and zoning, economic development, natural and historic resources, community facilities and services, water and wastewater, and transportation to maintain the character of the villages.

C. Review and revise zoning regulations, design standards and guidelines to achieve compatible building and street design to ensure that quality development occurs within the Rural Villages.

D. Clearly differentiate entrances into the villages from surrounding areas through appropriate street design, landscaping, and building placement.

E. Incorporate traffic calming measures where appropriate to reduce vehicle speeds and provide a pedestrian-friendly environment within the Rural Villages.

F. Evaluate existing Rural Commercial (RC) zoning and consider new zoning regulations and design standards for commercial uses in the Rural Villages which are compatible with the settlement patterns and neighborhood scale.

G. Develop criteria for evaluating other crossroads communities in the RPA for designation as Rural Villages and amend the Comprehensive Plan and Zoning Ordinance as appropriate.
Strategy
1.2. Preserve the character of the villages and their historic structures and sites through the rehabilitation and adaptive reuse of existing buildings.

Actions
A. Promote and support building maintenance and improvements to preserve the existing building stock and the character of the villages.
B. Establish and expand the County Historic Zoning Districts for the Rural Villages.

Strategy
1.3. Limited increases in residential densities within the Rural Villages may be considered when the design of the project reinforces the character, development pattern, and identity of the village. Conventional, suburban forms of development are not appropriate in or contiguous to Rural Villages.

Action
A. Adopt zoning regulations and design standards to encourage traditional housing on smaller lots, allow accessory apartments attached to single-family residential units, and allow residential units above commercial/retail uses within the Rural Villages to provide housing options.

Strategy
1.4. Business and commercial uses in the Rural Villages should be small scale, compatible with existing development, meet local community needs and support rural tourism.

Action
A. Adopt zoning regulations, design standards and performance criteria that are specific to the types of small-scale, community-related commercial uses that the County encourages within the Rural Villages.

Design Guidelines
The Design Guidelines are to build upon our current high quality development in a manner that allows innovative design and new responses to the market. While the Design Guidelines are not regulatory requirements, the County prefers that all future developments in the Rural Villages comply with these guidelines. The Design Guidelines do not supersede or otherwise limit the application of adopted zoning regulations, ordinances, building codes, or any other design standards or regulations administered by Loudoun County.

When using the guidelines make sure to analyze the impact potential development may have on the Rural Village and surrounding landscape, considering not only appearance, but practical considerations such as road and street access, siting of buildings and parking, safe and adequate water and wastewater, community amenities, jobs, and housing to assess compatibility. Development should contribute to the character of the Rural Villages to integrate and blend with existing development patterns and building styles.

Many properties within the Rural Villages of Aldie, Bluemont, Lincoln, Taylorstown and Waterford are located within County Historic and Cultural Conservation Districts which are
zoning overlays that regulate the appearance of properties through architectural design guidelines. Any alterations, additions, demolition or relocation of an existing structure, or any new construction within the conservation districts requires approval from the County’s Historic District Review Committee. The goal of the architectural review processes is to ensure the historic, architectural, and landscape characteristics that are unique to the villages are protected, preserved, and enhanced for future generations. While the remainder of the Rural Villages do not have historic district zoning overlays, the County’s policies also support compatible development and the retention of the unique character of the individual villages. Public water and wastewater facilities are encouraged to provide services to the villages. The following design guidelines apply to development within the Rural Villages.

1. New development should reinforce the existing pattern of streets/roads in the Rural Villages.
2. The streetscape of Rural Villages should incorporate sidewalks, crosswalks, lighting, landscaping and other street amenities which enhance the pedestrian experience and contribute to the visual quality of the village.
3. Sidewalk and trail networks within the Rural Villages should be expanded to provide connections to surrounding trail networks in the RPA.
4. Incorporate and retain existing trees and other site vegetation, especially when these features form a visual edge defining the streetscape or space between properties.
5. New buildings will be oriented on their site to maintain the existing street pattern, street design, and relationship to other buildings to reinforce the historic development pattern of the village.
6. The scale, size, massing, and design of new buildings will adopt building forms and architectural styles related to the individual character of the village.
7. Where the footprint of a new building is larger than existing buildings, reduce the perceived mass by dividing the building into smaller pieces with varying wall planes and rooflines. Design new commercial development to conform with the storefront configuration of existing historic examples, when no local precedent exists look to other examples in the villages to inform new construction.
8. Locate parking, mechanical units, and other site features in locations which diminish their visual impact from the street.
Towns and JLMAs

Vision
The western Towns will continue to be hubs of economic and cultural activity in western Loudoun.

Introduction
In 2016, approximately 62,000 Loudoun residents lived in Loudoun’s incorporated Towns (see Table 1). The seven incorporated Towns in Loudoun County offer a window to the County’s past and are a key component of Loudoun’s unique character today. All have existed as independent incorporated entities for more than a century, first as agricultural business centers providing markets for farm products, and supplying the necessary goods and services for rural residents. They were also distribution points linked by railroad to markets to the east. While still influenced by their agricultural tradition, the Towns play a larger economic and cultural role that includes retail and service-based businesses, educational opportunities, medical centers, and industrial centers. What was once a railway link has become an important regional trail link still tying the Towns to each other and communities to the east.

Table 1. Housing and Population Estimates

<table>
<thead>
<tr>
<th>Town</th>
<th>Population</th>
<th>Housing Units</th>
<th>Approximate Town Area (acres)</th>
<th>Approximate JLMA Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton</td>
<td>448</td>
<td>193</td>
<td>135</td>
<td>630</td>
</tr>
<tr>
<td>Hillsboro</td>
<td>98</td>
<td>44</td>
<td>170</td>
<td>NA</td>
</tr>
<tr>
<td>Leesburg</td>
<td>49,401</td>
<td>17,202</td>
<td>8,000</td>
<td>4,300</td>
</tr>
<tr>
<td>Lovettsville</td>
<td>2,096</td>
<td>694</td>
<td>570</td>
<td>NA</td>
</tr>
<tr>
<td>Middleburg</td>
<td>656</td>
<td>429</td>
<td>680</td>
<td>NA</td>
</tr>
<tr>
<td>Purcellville</td>
<td>8,914</td>
<td>2,725</td>
<td>2,200</td>
<td>2,200</td>
</tr>
<tr>
<td>Round Hill</td>
<td>570</td>
<td>222</td>
<td>240</td>
<td>1,450</td>
</tr>
<tr>
<td>Totals</td>
<td>62,183</td>
<td>21,509</td>
<td>12,000</td>
<td>8,580</td>
</tr>
<tr>
<td>Loudoun County</td>
<td>362,435</td>
<td>122,490</td>
<td>333,558</td>
<td>17,160</td>
</tr>
</tbody>
</table>

Source: 2016 American Community Survey

Development Approach

Loudoun 2040 recognizes the cultural and economic importance of these individual towns maintaining their historic character. The Plan continues the JLMA concept, in place since 1991, which intends to accommodate the outward expansion of the Towns, permitting moderate growth at densities and designs suitable to the Towns until the Towns choose to annex property. However, implementation of the JLMA policies has not created development patterns that reflect the historic character of the Towns. Loudoun 2040 recommends future action to review and modify the concept. Loudoun 2040 also recognizes that, where possible, the remaining defining edge distinguishing the towns and the JLMA from the rural area be maintained and enhanced with an
effort to create “gateway” corridors leading to each town. The JLMA zoning regulations offer a range of densities, design guidelines, and utility requirements. Leesburg, Round Hill, Purcellville, and Hamilton have seen extensive development in their respective JLMA, while Lovettsville, Middleburg, and Hillsboro have over time chosen not to have JLMA because of utility constraints, concerns about growth, or a desire to concentrate inside their existing limits. Leesburg’s JLMA has a distinct suburban pattern with predominantly residential development north of Route 7 and business and employment uses south of Route 7.

Place Types
As described in the beginning of this chapter, the following Place Types have been designated for specific locations as displayed on the accompanying map. The Place Types will work in concert with the Design Guidelines and Policies, Strategies, and Actions of the JLMA to fulfill the land use patterns and community characteristics intended for these areas.
The Purcellville JLMA Rural is a combination of low-density rural residential uses and limited agriculture and related businesses in a rural visual setting that is easily distinguished from the Town development pattern. Uses are predominantly residential but limited agriculture-supportive businesses that can be accommodated by onsite well and septic systems are appropriate. Municipal (town) utilities are not anticipated except to address potential health threats, but shared water and wastewater systems are permitted for public facilities.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Large Lot Residential</td>
<td>• Clustered Residential Subdivision</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Agriculture</td>
<td>• Accessory Residential Units</td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>• Agricultural Supportive Businesses</td>
<td>• Agritourism</td>
<td>• Institutional</td>
</tr>
<tr>
<td>• Equine Facilities</td>
<td>• Rural/Heritage Tourism</td>
<td>• Special Activities</td>
</tr>
<tr>
<td>• Rural Economy</td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>
DESIGN CHARACTERISTICS

Context
Large areas of land preserved for open space, agriculture, and rural economy uses to retain the rural character of the area leading to the Town with limited low-density residential and clustered residential development screened from the roads to maintain the distinct identity of the Town.

| Street Pattern:          | Contour Forming, Fragmented Parallel |
| Block Length:            | Irregular (0.5-5 mile)               |
| Building Setback:        | Varies (incorporate existing natural features to protect viewsheds) |
| Parking:                 | Surface lot, driveway, and garage    |
| Open Space:              | 30-50% of site-Recreation (Passive), Natural and Heritage, and/or Agriculture |

Place Type Rendering
*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

Residential Density: 0.3 – 2.0 du / acre  
Building Height: 1-3 stories

Transition
Locate buildings and structures to blend with the existing topography and natural features. Preserve and incorporate existing trees and vegetation on the property and its perimeter to buffer and screen views for adjoining properties. Provide landscaping or supplemental plantings comprised of native species when screening and buffering are required between uses.
The Western JLMA Neighborhood applies to areas around Round Hill and Hamilton. This Place Type includes a variety of residential subdivisions ranging in densities from 0.3 to 3.0 units per acre. The higher density development is adjacent to Round Hill and resulted from the Round Hill Associates rezoning that was approved in 1991. Remaining areas include densities from 0.3 to 1.0 units per acre. Most neighborhoods are connected to Town utilities.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Large Lot Residential</td>
<td>• Accessory Residential Units</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Cluster Residential</td>
<td>• Agriculture</td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td></td>
<td>• Equine Facilities</td>
<td>• Institutional</td>
</tr>
<tr>
<td></td>
<td>• Rural Economy</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>
DESIGN CHARACTERISTICS

Context
Low-density residential neighborhoods maintaining the development pattern around Hamilton and Round Hill. Much of these JLMA areas has been developed and remaining sites should develop with a consistent and compatible pattern and intensity.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Contour Forming, Fragmented Parallel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>Irregular (0.5-5 mile)</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Varies (incorporate existing natural features to protect viewsheds)</td>
</tr>
<tr>
<td>Parking:</td>
<td>Surface lot, driveway, garage, shared</td>
</tr>
<tr>
<td>Open Space:</td>
<td>30-50% of site- Recreation, Community, Natural and Heritage, and/or Agriculture</td>
</tr>
</tbody>
</table>

Place Type Rendering
*An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.*

Residential Density: 0.3 – 2.0 du/acre  Building Height: 1-3 stories

Transition
Buildings and structures should be surrounded by natural buffers that visually screen the development from view of surrounding roads and from other developments.
The Leesburg JLMA Residential Neighborhood reflects a suburban residential pattern with densities between 0.3 and 4.0 units per acre. This Place Type applies primarily to areas north of Route 7 near the eastern boundary of the Town and adjacent to the Woodlea Hills community on the southwest side of the Town. Single family detached and attached homes are the predominant land use. Retail and service uses that serve the routine shopping needs of the immediate neighborhood (e.g., grocery, gas stations, drive-throughs, dry cleaners, etc.) should be integrated into the area at significant intersections and along major roads. Neighborhoods include a range of amenities and community open space.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Single Family Detached Residential</td>
<td>• Accessory Residential Units</td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>• Single Family Attached Residential</td>
<td>• Public Facilities</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td></td>
<td>• Multifamily Residential</td>
<td>• Special Activities</td>
</tr>
<tr>
<td></td>
<td>• Retail &amp; Service Commercial</td>
<td>• Parks &amp; Recreation</td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 85-100%
- Non-Res: 0-15%
- P/C: 0+
DESIGN CHARACTERISTICS

Context
Low-density residential neighborhoods maintaining the development pattern along the eastern and western boundary of Leesburg. Much of these JLMA areas has been developed and remaining sites should develop with a consistent and compatible pattern and intensity.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Fragmented Parallel and limited Loop and Cul-de-sac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>600-1,500 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Shallow to medium</td>
</tr>
<tr>
<td>Parking:</td>
<td>Driveway, garage, or on-street</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, lighting, crosswalks, common open spaces</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Neighborhood - individual uses under 5,000 or small center up to 30,000 square feet</td>
</tr>
<tr>
<td></td>
<td>Community- individual uses under 30,000 or center between 30,000-150,000</td>
</tr>
<tr>
<td>Open Space:</td>
<td>Minimum 30% of site- Recreation, Community, and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Residential Density: Up to 4.0 du/acre  Total Nonresidential FAR: Up to 0.4  Building Height: 1-3 stories
Transition
Development is intended to be consistent with surrounding neighborhoods. Transitions should be gradual, and appropriate transitional techniques include variations in building orientation, height step down, and creative and extensive use of landscaping and natural features. Fencing or other barriers should not be used as the sole means of screening and buffering. Where possible, new developments within Leesburg JLMA Residential Neighborhood areas should locate uses along their perimeter that are similar in use and density with adjacent neighborhoods.
Leesburg JLMA Employment areas provide opportunities for a range of light and general industry uses similar to the existing pattern south of Route 7 and around the Leesburg Executive Airport. This Place Type accommodates flex space, manufacturing, warehousing, contractor services and other productive uses.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Light Production</td>
<td>• Office</td>
<td>• Institutional</td>
</tr>
<tr>
<td>• Research &amp; Development</td>
<td>• Retail &amp; Service</td>
<td>• Civic, Cultural &amp; Community</td>
</tr>
<tr>
<td>• Warehousing</td>
<td>• Commercial</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Contractor without Outdoor Storage</td>
<td>• Data Centers</td>
<td>• Special Activities</td>
</tr>
<tr>
<td>• Fleet &amp; Equipment Sales &amp; Service</td>
<td></td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td>• Flex Space</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Preferred Mix of Uses

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context
Primarily separate one-to-two-story buildings used for industrial and employment uses.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear Grid or Fragmented Parallel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>300-1,000 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Short to medium; greater if flex use</td>
</tr>
<tr>
<td>Parking:</td>
<td>Structured, on-street, accessory, or short-term</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, shade trees, bike racks</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Employment Supportive-Limited to support the predominate use. Generally 10% of the gross FAR of the employment uses.</td>
</tr>
<tr>
<td>Open Space:</td>
<td>20% of the site- Recreational (sidewalks or trails), Community (outdoor seating area), and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total Nonresidential FAR: Up to 1.0 Building Height: 1-4 stories

Transition
Extensive buffering including berming and, where appropriate, walls can separate and screen parking, loading and other industrial activities from public roads and adjacent residential uses. Larger projects should situate lower intensity uses next to residential or other sensitive uses. Landscaping, lawns and retained natural areas will frame buildings and streets.
Leesburg JLMA Industrial/Mineral Extraction areas consist of large manufacturing, warehousing, and other productive uses. Streets in this district are typically designed to accommodate freight ingress and egress. This Place Type also includes mineral extraction areas such as quarries and mines as well as associated uses such as asphalt plants and cement plants. Industrial and mineral extraction uses are incompatible with residential uses due to the prevalence of outdoor storage and the emissions of noise, odor, and vibrations. Buffers between these uses and residential uses are necessary to ensure compatibility and maintain commercial viability.

<table>
<thead>
<tr>
<th>Core Uses</th>
<th>Complementary Uses</th>
<th>Conditional Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• General and Heavy Manufacturing and Assembly</td>
<td>• Retail &amp; Service Commercial</td>
<td>• Office</td>
</tr>
<tr>
<td>• Warehousing</td>
<td>• Flex Space</td>
<td>• Public Facilities</td>
</tr>
<tr>
<td>• Contractor with Outdoor Storage</td>
<td>• Light Production</td>
<td>• Special Activities</td>
</tr>
<tr>
<td>• Data Centers</td>
<td>• Research and Development</td>
<td>• Parks &amp; Recreation</td>
</tr>
<tr>
<td>• Fleet &amp; Equipment Sales &amp; Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Outdoor Storage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Public Utilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Quarry</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Preferred Mix of Uses**

Possible Ranges:
- Res: 0%
- Non-Res: Up to 100%
- Public/Civic: 0%+
DESIGN CHARACTERISTICS

Context
Primarily one-to-two-story buildings used for warehousing, data centers, contractor services, or manufacturing.

<table>
<thead>
<tr>
<th>Street Pattern:</th>
<th>Rectilinear Grid, Contour Forming</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Length:</td>
<td>300-1,000 feet</td>
</tr>
<tr>
<td>Building Setback:</td>
<td>Deep, varying with use</td>
</tr>
<tr>
<td>Parking:</td>
<td>Surface Lot</td>
</tr>
<tr>
<td>Design Amenities:</td>
<td>Sidewalks, street trees, shade trees</td>
</tr>
<tr>
<td>Retail and Service:</td>
<td>Employment Supportive-Limited to support the predominate use. Generally 5% of the gross FAR of the employment uses.</td>
</tr>
<tr>
<td>Open Space:</td>
<td>20% of the site- Recreational (sidewalks or trails), Community (outdoor seating area), and/or Natural and Heritage</td>
</tr>
</tbody>
</table>

Place Type Rendering
An oblique projection of development within a Place Type to showcase the qualitative characteristics of how buildings within the Place Type should interact to create activity.

Total Nonresidential FAR: Up to 1.0   Building Height: 1-4 stories
Transition
Transitions between Leesburg JLMA Industrial/Mineral Extractive uses and other developments, in particular adjacent residential neighborhoods, are critically important to the viability of long-term industrial operations. Extensive buffering, berming, and distance should separate and screen adjacent uses. Larger projects should situate lower intensity uses next to residential or other sensitive uses. Storage and loading areas are to be oriented away from and screened from streets and adjacent uses.
Policies, Strategies, and Actions

Town Policy 1: The County will collaborate with the Towns on matters of common interest to preserve the identity of each Town and their role as economic and social centers.

Strategy

1.1 Work with the Towns to develop and implement a shared vision for the Towns and their environs.

Actions

A. Continue to refer to jointly approved area management plans and refer to applicable Town policies on matters within the JLMA.

B. Establish a regular coordination program with Towns to anticipate, monitor, and address development and planning matters.

C. Undertake joint planning efforts in the JLMA.

D. Support the towns in their negotiations with VDOT and other agencies for safety improvements and traffic calming, particularly along Routes 15, 50, 7, 9, and 287 in proximity to the Towns, and other changes in roads and/or transportation services that are consistent with both the Town’s and the County’s development goals and priorities.

E. Assess the effectiveness of the JLMA approach and associated zoning in protecting town character, maintaining a defining edge between the town and the rural areas, and/or as a tool for expanding economic development objectives. The defining edge is the boundary between two distinct land use patterns, whether existing or desired. The edge may encompass an area that establishes a visual distinction, either as perceived from the road or from broader views of the landscape.

F. Add provisions to the rural and JLMA zoning districts specific to roadway corridors leading into each town that would establish deeper building setbacks variable building and lot configuration and orientation, “hedgerow” landscaping and buffering along the road, and other measures that retain or create a traditional rural or natural appearance leading into the town.

G. The County will work with the Towns and interested groups to identify open-space and agricultural-preservation strategies such as: donation of conservation easements, fee-simple purchase, clustering, and the possible creation of a conservation service district and/or nonprofit foundation to promote and implement open-space preservation around the Towns.

Strategy

1.2 Encourage new development to locate within the Towns before moving into the JLMAs or surrounding area.
**Actions**

A. Encourage the maintenance, improvement, or adaptive reuse of existing building stock in a manner that supports social and economic diversity within the community.

B. Promote the commercial areas within the Towns as the preferred location of retail and service businesses, office development, and public and civic uses.

C. Work with the Towns to enhance their economic base and maintain viable commercial areas through marketing, capital investments, and business attraction.

D. Support annexations by the Towns when water and sewer extend into a JLMA in accordance with the annexation guidelines in this section and to resolve jurisdictional questions for property owners.

E. Encourage development in the JLMA to extend the existing and planned development patterns of the Town.

**Strategy**

1.3 Continue to recognize the Towns as the preferred location of public facilities in western Loudoun County when consistent with Town policies and when suitable land and services are available.

**Actions**

A. Encourage the continued use of existing public facilities located in the Towns and JLMAs and seek to maintain existing community-based schools as an important social and economic component of the communities.

B. Cooperate with the Town Councils of those communities providing local law enforcement to ensure a coordinated enforcement strategy within the Town JLMAs.

C. Support development of sidewalks and recreational, multi-use, and equine trails connecting the Towns to each other, to regional trail networks such as the W&OD and C&O Canal, and to area destinations.

**Hamilton**

First settled in the 1730s and incorporated in 1875, the Town of Hamilton is located along business Route 7 between Leesburg and Purcellville. Hamilton served as a commercial and tourism hub after the railroad was extended west of Leesburg, though by the mid-1900s had become primarily a residential community. Hamilton’s population of 640 residents represents an increase of approximately 25 percent since 2010\(^1\). The existing JLMA around Hamilton and the adjacent RPA along the north side of its boundaries have also developed with residential uses. While Hamilton has extended utilities outside of its boundaries and has water facilities in the JLMA, it does not foresee expansion of the JLMA. An existing school and school support facilities on the western edge of the JLMA serve to separate the community from Purcellville.

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The Town of Hamilton Comprehensive Plan for the Town of Hamilton and JLMA serves as Loudoun County’s planning document for the Hamilton JLMA. The Comprehensive Plan for the Town and JLMA was jointly adopted by Loudoun County and the Town of Hamilton and planned for a period through 2020. The Policies, Strategies, and Actions specific to Hamilton address the continued coordination between the Town and County regarding future updates to Hamilton’s Comprehensive Plan.

The Town of Hamilton supports the Town’s ability to annex land within its JLMA. The Town believes such annexations provide “win-win” scenarios that enable the Town to provide better and additional services to property owners, while the County still receives applicable tax revenue from these areas.

The Town of Hamilton also supports collaboration between Loudoun County and the Town regarding development issues near the Town, especially to the west and east along Business Route 7/Colonial Highway.

Hamilton’s wells are vital to the continued provision of potable water to County and Town residents. As such, Hamilton supports Policies, Strategies, and Actions regarding the location and depth of private wells to protect municipal wells that provide water to thousands of people throughout Loudoun County.

The Town of Hamilton supports an emphasis on affordable housing and supports increased efforts to provide housing that is affordable to the workforce, seniors, teachers, firefighters, police, and others who allow Loudoun County to function as a community.

**Strategy**

1.4 Development within the Hamilton JLMA will comply with the comprehensive plan for the Town of Hamilton and the adjacent area in the JLMA.

**Actions**

A. Maintain the Town of Hamilton authority over subdivision applications within 1 mile of its corporate limits.

B. Work with the Town of Hamilton to update the Comprehensive Plan for the Town and JLMA after the adoption of the 2040 Plan.

C. Support the Town of Hamilton efforts to develop an identifiable town center to serve as a community focal point for the Town of Hamilton and the JLMA.

D. Seek to improve street connectivity as the redevelopment and infill development occur in the JLMA and connect to the existing streets in the Town of Hamilton, where feasible, with roads that are compatible with traditional town designs.

E. Work with the Town of Hamilton to effectively manage transportation systems around the Town and to explore methods of traffic calming on Business Route 7 through town including the possible use of a traffic circle at Route 7 and St. Paul Street.

F. Maintain a distinct identity for the greater Hamilton community separate from the adjacent rural areas by establishing a greenbelt around the Town of Hamilton and the
JLMA using conservation easements, passive and active parks and other means.

G. Work with the Town of Hamilton to achieve a balanced land use pattern that will retain Hamilton’s historic small-town character in a rural setting and maintain its unique sense of place.

H. Support continued operation of Hamilton Elementary school at its present site.

Hillsboro

Established in 1752 in the narrow gap of the Short Hill Mountains and known simply as “The Gap” until incorporated as Hillsborough in 1802, today’s Town of Hillsboro is among the best preserved 18th/19th-century rural villages in the Commonwealth. Although a 2016 boundary line adjustment nearly doubled the Town’s area, with a population of approximately 100 residents\(^2\), Hillsboro remains the fourth smallest town in Virginia.

First placed on the National Register of Historic Places in 1977, the Hillsboro Historic District was expanded in 2010 to encompass 152 acres with 52 contributing structures dating primarily from the 18\(^{th}\) and mid-19th centuries. The compact linear village is bounded on its south by Catoctin Creek and South Short Hill, and the North Short Hill on the north, and is bisected by Historic Charles Town Pike (Va. Route 9), which has become a major commuter route connecting Northern Virginia to West Virginia and Maryland and carrying more than 17,000 vehicle trips daily.

Hillsboro successfully supported a traffic-calming and congestion mitigation project with the intent to reduce delays during peak hours, control speeds via dual roundabouts and traffic-calming features, and create a safe pedestrian/multi-modal environment with the addition of sidewalks, raised crosswalks, and a series of multi-modal trails. Utilizing context-sensitive materials, streetscaping, and burial of overhead utilities, this project preserves Hillsboro’s historic character and enhances its sense of place. With safe parking and pedestrian access allowing appropriate small-scale enterprises, Hillsboro looks to regain its historical role as the hub of a robust agricultural region, which has also become a major tourist destination with an expanding array of vineyards, breweries, and recreational activities – including Virginia’s newest state park.

In addition to Hillsboro’s traffic-calming project, the complete overhaul of the Town’s drinking water system and installation of a low pressure sanitary sewer force main, in anticipation of a community wastewater treatment facility, will serve the community for years to come.

With its transformative infrastructure projects, Hillsboro’s Comprehensive Plan and Zoning Ordinance will be updated to better reflect the potential for appropriate economic development within the existing built environment that is consistent and complementary to historic preservation and provides a broader tax base to ensure long-term viability. The Town will continue the repurposing of its landmarks, Old Stone School and Gap Stage, into a regional venue for the arts in addition to serving as Hillsboro’s Town Hall and community/visitor center.

\(^2\) 2012-2016 American Community Survey 5-Year Estimates.
As the traditional “home town” for a nearly 50-square mile rural region in Northwest Loudoun, the Town of Hillsboro has taken a leadership role in unifying and “branding” the area. The Town supported and facilitated the conversion of the Hillsboro Elementary School into Loudoun’s second public charter school in 2016, led a successful effort in 2017 to reestablish an official Hillsboro postal identity for this area, and fostered the creation of the Greater Hillsboro Business Alliance.

With more than a dozen vineyards, numerous specialty farm operations and Loudoun’s greatest concentration of bed and breakfasts within five minutes of the Town’s center, Hillsboro is the gateway to one of Virginia’s most dynamic rural economies. As such, the Town has an existential stake in the preservation of the farmlands and open spaces, mountainside forests and ridge lines that surround it. Hillsboro’s historic integrity as a rural village situated on the 18th-century “Great Road” – Charles Town Pike – is largely defined by the still existent swaths of farmlands on its east and west approaches. As Hillsboro’s National Register of Historic Places nomination describes: “The majority of the buildings in Hillsboro are nestled along Charles Town Pike. The nominal setback of these buildings contributes to Hillsboro’s sense of time and place, as the uniformity and integrity of the building stock has been maintained…. The buildings share a commonality in their setback, maintaining Hillsboro’s integrity of location and feeling. The rural character of Hillsboro is further increased by the size of the outlying properties.”

Hillsboro’s uniquely unspoiled rural and historic character – despite its location within one of the nation’s most economically dynamic, fastest-growing and wealthiest counties – makes the Town and its environs assets that will only become more valuable with the urbanization of eastern Loudoun. Proactive preservation of farmland in the RPA through private permanent conservation easements is essential.

The renaissance that Hillsboro is currently experiencing will serve as a catalyst to ensuring the long-term viability of a strong recreational/agritourism economy in Northwest Loudoun. In partnership with Loudoun County, the Town is committed to forging policies that protect and preserve the vital rural assets that contribute to economic vitality and quality of life for all Loudoun residents.

**Strategy**

1.5 Enhance the role of Hillsboro as a gateway into the County from the west.

**Actions**

A. Maintain the distinct identity for the Hillsboro community, separate from the adjacent rural areas, by encouraging establishment of a greenbelt around the Town using conservation easements, development design techniques and other means to help maintain the distinct edge to the Town of Hillsboro.

B. Support the development of entry features into the town, to enhance the identity of the Town of Hillsboro as a gateway community.

C. Encourage rural economy business development in the Hillsboro Area to provide local goods, services and jobs to residents and visitors.
D. Encourage the preservation of those resources which contribute to the identity of Hillsboro.

E. Oppose any increase in density and development outside of the Town of Hillsboro that does not retain the low density, farm landscape that helps highlight entry into the town.

F. Work with the Town of Hillsboro and with VDOT to identify short and long-term solutions for improving the safety of Route 9 in western Loudoun and through Hillsboro that do not compromise the rural character of Hillsboro.

G. Promote safety measures for pedestrian movement along and across Route 9.

H. Work with the Town of Hillsboro to establish a safe and adequate water supply.

Leesburg
Leesburg, the largest and most populous of the incorporated towns with a population of approximately 49,000 residents³, has the added distinction of serving as the seat of the County government. By its location, it functions and appears to be a commercial hub at the junction between suburban areas to the east and rural areas to the west. The pressures for growth in Leesburg are the result of the robust regional economy that will continue to draw more businesses, government jobs, and residents. Town character is of paramount importance to Leesburg. The Old and Historic District is the basis of Leesburg’s identity. It is a compact, mix of land uses; its blocks and buildings are human scaled; a resurgence in entertainment retail uses and downtown residential development have brought new development interest to the community. Other portions of the Town have a different, more suburban character where more uniform uses and large lots, curved streets, and cul-de-sacs dominate the landscape. Between 2001 and 2016, Leesburg added 5.5 million square feet of retail, commercial, office, and institutional development, and approximately 4,300 residential units.

The Town’s planning vision for the foreseeable future is to continue the diversity in economic and housing opportunities in a manner that reflects the best and essential qualities of the old and historic downtown. Leesburg will maintain a high quality of life by providing a full range of community facilities and services and diverse economic opportunities, protecting natural and heritage resources, and protecting against negative environmental impacts. The Town of Leesburg is approximately 90 percent built out and, like other towns, has limited land area for new government facility development. County strategies recognize the fiscal impact of public facilities on a Town with limited land resources and has added more flexibility to locating such facilities in and around towns.

Leesburg’s JLMA is situated almost entirely to the south and east of the corporate limits and contains approximately 7,000 acres. The northeast portion of Leesburg’s JLMA has developed in the manner recommended by Town and County plans with a distinct suburban residential pattern, while other areas of the JLMA are planned for non-residential uses.

³ 2012-2016 American Community Survey 5-Year Estimates.
The Town views the main purpose of JLMA land uses between Route 7 and the Greenway to serve as an expansion of economic development goals by focusing on employment uses. JLMA planned land uses reflect Leesburg’s Comprehensive Plan and no major changes to land use are proposed.

On the south, west, and north sides of Leesburg there is no JLMA; instead, policies support a greenbelt and a defining edge adjacent to the Town. Loudoun 2040 implements the greenbelt by maintaining a rural zoning up to the Town boundary and proposing specific development guidelines along the major roads leading to the Town to preserve distinctly rural development pattern.

**Strategy**

1.6 Ensure development within the Joint Land Management Area complies with the Leesburg Area Management Plan, the Annexation Area Development Policies as amended, and the Leesburg Town Plan.

**Actions**

A. Collaborate with the Town of Leesburg on locating new facilities in the Town or JLMA.

B. Maintain the planned land use of the JLMA consistent with Town of Leesburg land use policies; maintaining an emphasis on employment uses south of Route 7 and residential to the north of Route 7.

C. Prohibit power generation plants in the Leesburg JLMA.

D. Define the Town of Leesburg and JLMA as a distinct community separate from the Suburban and Rural Policy Areas by retaining rural policies and zoning to the north and south of the Town boundary and west of Evergreen Mills Road, and protecting the Goose Creek and Sycolin Creek floodplains to the east and south of the JLMA.

E. Preserve the rural character of the viewsheds along Route 15 as it approaches the Town of Leesburg from the north and south by encouraging additional conservation easements and instituting design guidelines.

F. Cooperate with the Town of Leesburg to complete the Heritage Trail and conserve open space along the Potomac River.

G. Coordinate with the Town of Leesburg and VDOT on the feasibility of planning and building Edwards Ferry Road as a two-lane facility with a bike path.

H. Protect the viability of the Leesburg Airport by ensuring development in the JLMA does not impede Airport operations by continuing to prohibit residential development inside the 65 Ldn noise contour.

**Lovettsville**

Lovettsville, originally known as the German Settlement, is a small town with historical roots that go back to 1732. The Town served as a thriving commercial center for the surrounding farming areas for over one-hundred years. This function was eventually eclipsed during the post-World
War II period by other, larger communities in Loudoun County, Northern Virginia, and nearby Maryland, which is about three miles from the Town.

Since 2005, Lovettsville has experienced a rapid increase in population and housing associated with growth of single-family detached residences. The population influx consists of people who are attracted to the traditional main street character of Lovettsville set in the larger context of the (mostly) rural northern Loudoun Valley.

Lovettsville continues to focus on development inside its existing boundaries and prefers a distinct edge between its boundaries and the surrounding rural landscape. Lovettsville has made significant investments in streetscape improvements and trails. Commercial development has also occurred at the Town Center and along East Broad Way (Route 673). Lovettsville supports continued County cooperation on transportation and public facilities, with a strong interest in developing multi-use County trails that connect the town to the W&OD and C&O Canal trails.

Significant land use changes have occurred within the Town. Most notably the evolution of the Lovettsville Town Center from its initial concepts to a nearly-completed, neo-traditional community centered on a pedestrian-friendly and centrally-located business district having wide sidewalks, decorative streetlamps, and ample public gathering spaces. This development, residential subdivisions on infill properties, redevelopment of properties in the “Old Town” for modern commercial uses, and implementation of streetscape projects throughout, has contributed to Lovettsville’s growth from a population of 853 in the year 2000 to approximately 2,300 residents in 2018. Several large properties within the Town limits are available for future development, although much less land is available for new residential development compared to 18 years ago.

The County has not established a JLMA around Lovettsville, consistent with the Town’s desire to focus development inside the existing boundaries. The Town has identified several limited areas outside of its corporate limits that may be candidates for annexation for the purposes of supporting existing and developing future civic, commercial, or employment uses, and achieving the Town’s economic development goals. Future annexation of these areas will be considered on a case-by-case basis and is dependent on the capacity of Town water and wastewater services to accommodate the future development of these properties, something that the Town evaluates through its Water and Sewer Master Plan.

The County is actively improving and constructing public facilities in and around the Town including the Lovettsville Community Center, Lovettsville Community Park, Lovettsville Volunteer Fire and Rescue Station, and Lovettsville Elementary School. Coordination is critical to providing utilities and access to these facilities and to planned future development, which may require access through the County to afford multiple points of connection to and from public streets. The Town also seeks continued County funding for streetscape enhancements and for pedestrian safety improvements and traffic calming on Town streets near County facilities.

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Strategy

1.7 Support the Town of Lovettsville in efforts to consolidate development within its boundaries.

Actions

A. Retain and recruit businesses that serve the needs of Lovettsville and northern Loudoun County residents and align with Town plans.

B. Collaborate with the Town of Lovettsville in the planning and regulation of development along Route 287 north and south of Lovettsville to protect the scenic quality and the rural character of the road as it approaches the Town.

C. Link the County’s greenways and trails system with the Town of Lovettsville’s internal trail and bikeways network to link Lovettsville with the C&O Canal in Brunswick, Maryland, and the W&OD bike path in Purcellville.

D. Plan the location and design of County facilities within Lovettsville, in consultation with the Town of Lovettsville.

E. The County will collaborate with the Town of Lovettsville and VDOT on transportation planning in and around Lovettsville to improve traffic safety in the Town of Lovettsville and to improve regional road networks and access to employment centers.

F. Cooperate with the Town of Lovettsville, pursuant to County Annexation Guidelines, on boundary-line adjustments to resolve jurisdictional questions, to serve public and civic uses, and to support the Town of Lovettsville’s economic goals and priorities.

Middleburg

The Town of Middleburg, established in 1787, is the southernmost town in Loudoun County and retains a traditional village character that is treasured by its citizens and visitors. Middleburg is both the hub of a larger rural area and a major tourist destination. The character of Middleburg is irrevocably tied to the preservation of the farms, vistas, vineyards, open spaces, and forests that surround the Town, with equestrian facilities, estates, wineries, and associated businesses central to Middleburg’s way of life and tourism industry.

The commercial core of Middleburg contains both retail and service businesses that serve rural area residents and the tourism industry. Specialty and high-end accommodations, including the Salamander Resort opened in 2013, as well as retail, food, and beverage are cornerstones of the Town’s economy. The rural nature and character of its surroundings are critical to its continued success. Visitor dollars spent at restaurants, shops, and accommodations within Middleburg generate 75 percent of annual Town revenues.

The Town is home to 656 people and expects its population to increase modestly in the future. A significant portion of the Town has been placed on the National Register for Historic Places and the Town administers a local Historic District to carefully control the look and feel of new development. While undeveloped land is scarce within the Town limits, the Salamander Resort
has plans for 109 new residential units, and a limited number of other infill and redevelopment opportunities exist.

To preserve the character of the Town and the rural area that surrounds it, Middleburg promotes a “defining edge” between in-town development and open and agricultural lands outside of town. The defining edge will be established by the uses and development pattern of the Southern Rural Place Type and by identifying the lands adjacent to the Town as priority open space areas for conservation easements. For this reason, a JLMA is not proposed and the public utilities will not be extended beyond the Town limits except as supported by the Town and consistent with the Sewer and Water policies of this section. A high priority for the community is to safeguard the protection of its historic character and to ensure the viability of its local and tourism economies. Town citizens and surrounding property owners are extremely concerned about the rate of growth in the County and want to protect the open space around the Town from rural residential and commercial encroachment through land use regulation and conservation programs.

Middleburg is bisected by U.S. Route 50, one of two major east-west routes through the County. The community remains concerned about the volume and speed of traffic on this route, which serves as the Town’s main commercial street within the corporate limits. Even with the success of a traffic calming project completed in late 2016, traffic congestion and safety issues remain high priorities and require the County and Town to work together to identify and implement additional traffic demand reduction and traffic calming measures aimed at mitigating local and pass-through traffic in the Town.

Cooperation and regular collaboration should continue between the County and Middleburg to address issues important to both jurisdictions, including issues of economy, rural preservation, and transportation.

**Strategy**

1.8 Maintain a “defining edge” at the Town of Middleburg’s boundary in lieu of a JLMA to clearly distinguish where the Town of Middleburg stops and the rural, undeveloped countryside begins.

**Actions**

A. Collaborate with the Town of Middleburg on zoning and development activities outside the Town but in its vicinity, with the goal of preserving the rural character of its gateways and surrounding environs.

B. Work with the Middleburg community and interested preservation groups to identify open-space and agricultural preservation approaches such as: conservation easements, land acquisition, and development standards to promote and implement open-space preservation around the Town of Middleburg to help establish a greenbelt and protect the rural appearance of roadways leading into the Town of Middleburg.

C. Protect rural roads and scenic views through measures such as revised state road improvement standards; scenic easements; historic corridor overlay zoning for John
Mosby Highway (Route 50), Foxcroft Road (Route 626), and the Plains Road (Route 626); and development setbacks.

D. Assist, when requested, in the promotion of tourism, as a means of increasing public support for preservation of the scenic and historic Middleburg area.

E. Work with the Town of Middleburg to implement strategies that will preserve and enhance agriculture as the predominant use in the RPA around Middleburg.

F. Establish a “defining edge” by implementing the uses and development pattern of the Southern Rural Place Type and by identifying the lands adjacent to the Town of Middleburg as priority open space areas for conservation easements.

**Purcellville**

Purcellville was first settled in the mid-1700’s, given its official name in 1852, and incorporated in 1908. Purcellville has seen significant growth, with its population of 7,727 in 2010 growing to over 9,700 in 2017.\(^5\) Residents of Purcellville have expressed their support for maintaining the small town character of the Town as expressed by the traditional architecture of the older neighborhoods, the downtown, the repurposed farm buildings that serve as evidence of the Town’s rural past, the rural landscape, farmland, and green space that gives the community a sense of history. To maintain some of these factors requires cooperation between the Town and County to protect the rural nature of the land around the Town and to encourage continued economic development in the Town, which benefits western Loudoun residents.

Demand for housing in and around Purcellville is expected to increase. As Purcellville considers potential future growth demands, the Town’s preference is to focus on infill development within the Town limits and to protect surrounding rural landscapes. Purcellville does not anticipate extending utilities beyond the current Town boundaries. Any growth in or around Purcellville will increase the need for transportation improvements to be coordinated between the Town, County, and State, such as the Route 690 interchange and the Route 7 Bypass/Route 287 intersection.

Purcellville supports the protection of existing and the establishment of new open spaces in the JLMA along with trail connections, particularly between the W&OD Trail and Franklin Park. On the east and west sides of Purcellville the Town directly abuts the Rural Policy Area and there is no JLMA; however, the RPA provides for one dwelling unit per 10 acres. The Town supports a greenbelt extending to incorporate properties that fall within approximately one-quarter mile of the Town limits, with a “defining edge within the RPA. The Town supports preservation and protection programs within these areas.

The Town also supports implementation of gateways protecting rural view sheds at the east, west, north, and south entrances to the Town. To this end, the Town and County dissolved the Purcellville Urban Growth Area Management Plan (PUGAMP) in 2013 and adopted a rural development policy for the JLMA. The County encourages a low density, rural mix of residential

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\(^5\) 2017 Population estimates, United States Census Bureau.
and business uses around the Town that are distinguishable from the intensity and character of development in Purcellville.

**Strategy**

1.9 Support Town of Purcellville’s efforts to accommodate growth within the existing Town limits and to maintain its role as a hub of economic development in western Loudoun.

**Actions**

A. Establish a defining edge by implementing the uses and development pattern of the Southern Rural Place Type and by identifying the lands adjacent to the Town of Purcellville as priority open space areas for conservation easements.

B. The County will work with the Town of Purcellville to plan for a trail extension that connects the W&OD Trail with Franklin Park.

C. Include setbacks, height limitations, and landscaping standards for developments along Route 7, Route 287, and the Route 7 Bypass to establish and maintain a greenbelt or defining edge around the Town of Purcellville characterized by open space and tree-lined roadways.

D. The County will encourage the use of frontage roads, coordinated development plans, and other means of minimizing the number of driveways along Route 7 and Route 287 leading into Purcellville.

E. Encourage new commercial uses to locate in the Town of Purcellville before locating in the JLMA.

F. Encourage owners of historic projects in the JLMA to place properties into a Purcellville or County Historic District.

G. Protect historic structures in the context of their natural settings.

**Round Hill**

Round Hill first became a recognized community in the mid-1800’s, after the construction of the Leesburg and Snicker’s Gap Turnpike, now Route 7. Incorporated in 1900, Round Hill served as a destination for those looking for a holiday from Washington, D.C., benefiting from the Washington and Old Dominion Railroad and proximity to the Shenandoah River.

The population within the Town’s limits is approximately 668 residents. Growth potential within Round Hill’s boundaries is very limited with a projected buildout of only 20 additional residences. In contrast, the JLMA around Round Hill has experienced the addition of 1,200 new homes and approximately 3,000 residents over a 16-year period. Approximately 400 additional homes can be built in the JLMA. As development in the JLMA increases, Round Hill’s ability to balance revenue and costs will be a significant consideration in annexing these residences into Round Hill’s

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boundaries. The Town continues to seek commercial gateways at the east and west entrances to Town and is constrained downtown by the lack of space. Maintenance of the local roads is also a growth consideration. Maintenance is currently the responsibility of the Virginia Department of Transportation (VDOT) but would become a Town responsibility if the Town reaches a certain population through annexation.

There is a desire to expand public-use facilities and provide the community with additional amenities, such as a daycare, senior center, and community center. Round Hill also has an opportunity to become an Appalachian Trail community by taking advantage of its proximity to Bear’s Den and Blackburn trail stops.

**Strategy**

1.10 Support planning efforts to retain the small-town character of Round Hill and assist the Town of Round Hill in efforts to preserve the historic character and resources in and around the town.

**Actions**

A. Development within the Round Hill JLMA will comply with the Round Hill Area Management Plan and Round Hill Comprehensive Plan and adopted policies applicable to the Joint Land Management Area.

B. To that end new development should:
   i. Be of a density, lot pattern, street pattern, and scale which replicates existing development within the Town of Round Hill.
   ii. Become an extension of the existing town, forming logical and natural additions to the historic fabric and enhancing the existing town as the central focal point of the entire community.
   iii. Demonstrate that adequate water and sewer service will be available to serve the proposed development.
   iv. Support the clustering of residences as a method to obtain additional open space.
   v. Oppose development that proposes an average density greater than it would have been without clustering unless a rezoning is also involved.
   vi. Advocate for walkable neighborhoods in the JLMA using connected streets in a grid pattern and discourage the use of cul-de-sacs.

C. Encourage housing for the elderly that will allow residents to remain in the Town of Round Hill.

D. Encourage rural economy business development in the greater Round Hill Area to provide local goods, services and jobs to Town of Round Hill residents and visitors.

E. Oppose any increase in density and development outside of the JLMA that is not consistent with the traditional rural character of Western Loudoun County.
F. Avoid high density development between the current boundaries of Purcellville and Round Hill and expand open space around Franklin Park to help maintain a greenbelt between communities.

G. Enhance the gateways to the Town of Round Hill by developing features or retaining a clear distinction between the surrounding rural area and the edge of the town. Techniques may include measures to protect existing trees, hedgerows, viewsheds, and vistas; design guidelines for lot configuration to retain the rural lot pattern; new landscaping and entrance features and other techniques.

H. Support development of sidewalks, trails, and linear parks that connect civic and public facilities with residential and commercial neighborhoods in the Town of Round Hill and JLMA and extend to Franklin Park and the W&OD Trail.

I. Coordinate transportation planning with the Town of Round Hill to ensure that traffic generated from development within the County does not adversely affect Round Hill. The County will work with the Town of Round Hill on traffic calming measures.

**Towns and Joint Land Management Areas – Municipal Water and Sewer**

**Town Policy 2:** Town municipal systems will be given priority to provide utilities to surrounding Joint Land Management Areas. An alternative provider shall only be used when the Town, the County, and the Health Department agree.

**Strategy**

2.1. Serve all development in Joint Land Management Areas by municipal sewer and water when agreed to by the Towns.

**Actions**

A. Acquire written assurance from the Town of water and sewer service prior to approval of development in the JLMA beyond current zoning.

B. Consider potential impacts of surrounding development on Town wells during the development review process.

C. Any future expansion of municipal (Town) sewer and water into the County JLMA will support development that is consistent with the goals and policies of County’s and Town adopted plans.

D. Retain the option to use shared or alternative sewer and water facilities to serve Town and County owned and operated public facilities upon agreement between the Town and the County.

E. Permit the extension of municipal sewer and water into the Rural Policy Area only to serve public facilities or to address a potential public health risk. (See also, Chapter 6, Fiscal Management and Public Infrastructure, Rural Sewer and Water)
Design Guidelines

The Design Guidelines are to build upon our current development patterns in a manner that allows innovative design and new responses to the market. While the Design Guidelines are not regulatory requirements, the County prefers that all future developments comply with these guidelines. The Design Guidelines do not supersede or otherwise limit the application of adopted zoning regulations, ordinances, building codes, or any other design standards or regulations administered by Loudoun County.

The County supports a conservation design process to development being proposed with onsite utilities. These guidelines will be reviewed concurrently and coordinated with Town guidelines or policies related to the JLMA area.

1. Support the preservation and protection of historic, cultural, and environmental resources in and around each Town.
2. Support development of distinct “gateways” into each community and protect rural view sheds leading into the towns. Gateway concepts will be developed with the Town and may include measures to protect existing trees, hedgerows, viewsheds, and vistas, design guidelines for lot configuration to continue the rural lot pattern, new landscaping, entrance features, and other techniques.
3. Protect the natural or rural scenic views along roads leading into the Towns through measures such as revised State Road Improvement Standards, scenic or conservation easements, the creation of historic corridor overlay zoning, and rural design concepts.
4. Encourage a variety of housing types and commercial development within the JLMA that are consistent with applicable Town and County policies, are compatible with the existing communities, and extend in a contiguous, rational and convenient manner from the Towns.
5. Apply the SPA Design Guidelines when reviewing non-residential developments located within the Leesburg JLMA.
6. Encourage residential communities in the JLMA that propose to connect to municipal utilities to exhibit:
   a. A variety of lot sizes and, where permitted, a variety of unit types,
   b. A street network without cul-de-sacs and P-loop streets with numerous connections to existing streets,
   c. An interconnected block pattern with compact lots, shallow front and side-yard setbacks, and small block sizes,
   d. Sidewalks along all streets, providing access to the town or neighborhood center, public buildings, parks, and other destinations,
   e. A compatible mix of complementary residential and non-residential uses such as home-occupation businesses, churches, and schools,
   f. Parks, squares, or greens that provide a combination of natural and passive open spaces throughout the development, and
   g. A central public focal point consisting of any combination of a park (village green); a public facility such as a church or community center; natural features; or neighborhood commercial uses.
County/Town Annexation Agreement/Corporate Boundary Line Adjustment Guidelines

The County and the incorporated Towns will explore entering into annexation agreements to facilitate the annexations of properties that are receiving Town sewer and water services. Agreements might include language based on the following recommendations:

1. It should be the intent of the County and of the Town that any property located within the Joint Land Management Area (as defined in the policies of this Plan) should, in the future, be incorporated into the Town by annexation or corporate boundary line adjustments pursuant to the Code of Virginia when the Town commits to and demonstrates the capacity to provide sewer and water service.

2. The Town and the County should only honor requests for the extension of sewer and/or water services outside the Town’s corporate limits, within the designated JLMA when the beneficiaries of such service provide written acknowledgement of the right of the Town Council to annex the subject properties. If the Town should desire, this written acknowledgement may include the beneficiaries’ written agreement to join with the Town in a joint annexation petition.

3. Parcels located within the designated JLMA and contiguous to the corporate boundaries of the Town, which have agreed to annexation in exchange for Town sewer and/or water service, should be immediately annexed by the Town upon County approval of the rezoning and/or development proposal that requires water and/or sewer service.

4. Parcels located within the designated JLMA, which have agreed to annexation in exchange for Town sewer and/or water but which are not contiguous to the corporate boundaries of the Town, should enter into an agreement with the Town as follows: that annexation of these parcels should take place at such time as the subject parcels become contiguous with the corporate limits of the Town or five years from the date of County approval of the rezoning and/or land development proposal, which requires Town water and/or sewer service, whichever comes first. In the latter case, where parcels receiving Town sewer and water remain noncontiguous to the corporate limits of the Town, any parcels lying between the corporate limits of the Town and the noncontiguous parcel which is receiving Town sewer and water should be annexed at the end of the five-year period. However, these intervening parcels should not be required to hook into the Town sewer and/or water service unless desired by the property owner or necessary to maintain public health standards.

5. When the County approves the rezoning and/or development proposal of a property in the JLMA, which would require Town sewer and/or water service, such approval should constitute the County’s approval of annexation. At the time of such approval, the County should also provide the Town with written consent of annexation.

6. The County and Towns may proceed with annexations or with corporate boundary line adjustments, pursuant to State Code requirements, irrespective of whether the Town has a JLMA.
Reference Maps

Policy Areas (Map #2018-155)
Priority Commercial Redevelopment Areas (Map #2018-156)
Legacy Village Cores (Map #2019-148)
Established Industrial Centers (Map #2019-149)
Urban Policy Areas Place Types (Map #2018-150)
Suburban Policy Area Place Types (Map #2018-151)
Transition Policy Area Place Types (Map #2018-148)
Rural Policy Area Place Types (Map #2018-152)
Conservation Easements in Rural Policy Area: 2018 (Map #2018-146)
JLMA Place Types (Map #2018-149)
Route 28 Tax District Area (Map #2018-312)
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Chapter 3 - Natural and Heritage Resources

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Chapter 3 - Natural and Heritage Resources

Vision
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.

Introduction
Abundant natural and heritage resources define Loudoun County’s unique sense of place. Loudoun County has a tradition of being in the forefront of natural and heritage resource protection in Virginia, which is evident in past planning efforts. The Loudoun County Choices and Changes Plan, adopted in 1991, grouped natural and heritage resources into categories that shared common elements, strengthening the relationships among them. The 2001 Revised General Plan retained the grouping of elements while also developing a Green Infrastructure strategy for the conservation, preservation, and restoration of these elements. The Revised General Plan also identified a conservation design process to allow for conservation of the Green Infrastructure elements while also providing for full development of the site. Loudoun 2040 continues to build upon the conservation design process to better protect and enhance the County’s natural and heritage resources.

Natural and heritage resources include the Potomac River edge, major rivers, stream corridors, floodplains, wetlands, steep slopes, ridges and mountainsides, forested and vegetative landscapes, limestone geology areas, farmlands, soil resources, important plant and wildlife habitats, historic and archaeological sites, scenic areas and corridors, designated heritage areas, battlefields, historic cemeteries, and cultural landscapes. Complementary elements, such as air quality, aural environment, and the night sky are also important to the health, safety, and welfare of Loudoun residents. Natural and heritage resources are tangible assets that make the County an appealing place to live, work, play, and learn while contributing directly and indirectly to Loudoun’s economy. Preserving, protecting, and enhancing these resources is critical to the County’s long term economic, environmental, and social sustainability.

Protect and enhance natural and heritage resources through the following:

Conservation
Careful management of natural features within the built environment.

Preservation
Retaining and protecting natural and heritage resources.

Restoration/Recapture
Enhancing natural and heritage resources wherever possible.

Education
Communicating the importance of natural and heritage resources.
This chapter provides guidance for the protection of natural and heritage resources in conjunction with the development and redevelopment of the County. These resources are important County assets and should be a primary consideration in the development of a site. Although many of the County’s best preserved natural and heritage resources are located within the Rural Policy Area, important resources have been identified in all parts of the County and are, in many cases, critical to the character of individual communities both east and west (See Natural Resources Map). The County has a history of protecting and preserving these important resources through policies, regulatory measures, land acquisition, and educational programs. The protection of these resources will not only provide environmental and heritage benefits but will enable residents to experience the natural environment within the context of the built environment. The protection of these resources is interrelated, creating a network of natural and heritage resources. For instance, the protection and preservation of existing forest cover adjacent to a stream helps to filter pollutants from entering the stream and provide for streambank stabilization, while also improving air quality, conserving energy, creating wildlife corridors, and protecting archaeological resources.

Updating and adopting zoning regulations and development standards to implement the objectives of this chapter will be important for protecting the health, safety, and welfare of Loudoun residents as well as preserving natural and heritage resources for the enjoyment of future generations.

**Topics**

**Water Resources**

River and Stream Corridor Resources (RSCR) consist of rivers and streams that drain 100 acres or more, associated 100-year floodplains, adjacent steep slopes, and a 50-foot management buffer surrounding the floodplains and adjacent steep slopes (See River and Stream Corridor Resources Map). RSCRs constitute the County’s largest natural ecosystem, supporting air quality, water quality, and biological diversity. If the floodplain and adjacent steep slopes are less than 100 feet beyond either stream bank, a 100-foot minimum stream buffer will protect the river and stream corridor. The buffers help to maintain stream bank stabilization, temperature moderation, flood control, and aquatic habitat as well as filter nutrients and sediments from upland disturbances and adjacent development. Because rivers and streams and their associated floodplains are dynamic, the buffers help to ensure that development adjacent to the floodplain today will not be in the floodplain in the future. The 50-foot management buffer can be reduced if it can be shown that a reduction does not adversely impact the floodplain, adjacent steep slopes, wetlands, and riparian forests of the river and stream corridor.

The County has two State-designated Scenic Rivers: Goose Creek and the segment of Catoctin Creek that runs from Waterford to the Potomac River. These scenic rivers are an important part of the County’s river and stream corridor system. The County also seeks to preserve the Potomac River shoreline.
Major water resource issues for the County include ensuring an adequate supply of drinking water, protecting groundwater and surface water from contamination and pollution, stormwater management, and preventing the degradation of water quality in the watersheds.

Impaired Streams

Many stream segments across the County have been designated as “impaired” by the Virginia Department of Environmental Quality (DEQ). In 2009, the County conducted an assessment of streams within all the County’s watersheds. The County assessment indicated impairments in over 75 percent of County streams (see Impaired Streams Map). One tool used by the State to help restore these degraded waters is the Total Maximum Daily Load (TMDL) program, which is defined by Section 303(d) of the Clean Water Act (CWA). The TMDL represents the amount of a pollutant that a waterway can assimilate and still maintain its health. The TMDL identifies the responsible pollutant and the suspected cause and source of the pollutant. Based on the results of the TMDL, DEQ may require the County to develop and implement a TMDL Action Plan to reduce pollutants. If required, actions may include stormwater pollutant reduction and mitigation projects, such as stormwater infrastructure retrofits, reforestation, stream restoration, and/or riparian plantings. Additionally, Loudoun County is located within the Chesapeake Bay Watershed and is currently subject to the Chesapeake Bay TMDL and the Chesapeake Bay Watershed Implementation Plan (WIP), which requires state jurisdictions within the watershed, including Virginia, to meet sediment, phosphorus, and nitrogen reduction goals by 2025.

Due to the length of the TMDL process and the number of impairments in the County, it may take decades before certain water quality restoration efforts achieve positive results. Additionally, given the anticipated rate of development within the County, many areas will likely have entitlements prior to the development of the local TMDL Action Plans. Therefore, a proactive approach towards water quality efforts will help to avoid costly and time-consuming processes to restore water quality to the required standards after development is completed. Actions and cooperation by all sectors including County Government, land developers, and property owners are needed to effectively control and meet required pollution standards to protect water resources.

Watershed Management Planning (See Watersheds Map)

The 2008 Comprehensive Watershed Management Plan (CWMP), provided a preliminary classification of the County’s 161 subwatersheds into categories of “improve,” “mitigate and maintain,” and “preserve.” The CWMP recommends approximately 90 specific watershed
management activities, some of which the County has already implemented.

The CWMP recommended a watershed management plan pilot project as the next step to achieving Loudoun County’s goal of effective management of the County’s water resources. The watershed management planning process is intended to address the many mandates that the County must meet in each individual watershed. These include the requirements of the National Pollutant Discharge Elimination System (NPDES), Municipal Separate Storm Sewer System (MS4) permit, watershed-specific TMDLs, and the Chesapeake Bay TMDL. The County developed the Upper Broad Run Watershed Management Pilot Project (UBRWMPP) in 2013-2014. The UBRWMPP assessed the current conditions within the watershed, developed watershed management practices that could be implemented to make progress toward TMDL or other pollutant removal goals for the Upper Broad Run watershed, and projected future conditions with and without the implementation of suggested watershed management measures. Lessons learned from the pilot project can be applied to the remaining County watersheds.

Surface and Groundwater Resources

Groundwater supply is the primary drinking water source for residents of Loudoun’s western towns and rural areas. Loudoun Water provides drinking water from the Potomac River and Goose Creek. Goose Creek receives water from Beaverdam Reservoir and Goose Creek Reservoir. The Town of Leesburg uses surface water from the Potomac River. The western towns provide water from wells, and Purcellville augments this with surface water from the J. T. Hirst Reservoir. As of 2018, there are over 15,000 private groundwater wells, mostly in western Loudoun. Increasing impervious land cover contributes to diminishing groundwater capacity and stream degradation, as rainwater that was once filtered through the soil to replenish groundwater and remove pollutants is now kept above ground. Stormwater is then carried via culverts and stormwater pipes directly to local streams bypassing the natural filtration process.

Geologic and Soil Resources

The eastern half of Loudoun County is located in the Piedmont physiographic province, and the western half is in the Blue Ridge physiographic province. The Bull Run fault, coextensive with the eastern edge of the Catoctin Mountain, forms the boundary line between the two provinces. Soils and geologic information are important considerations in land development, predicting potential impacts on erosion, water quality and quantity, and failing slopes, as well as insight into mitigating post-development problems.

Limestone

An area of approximately 18,000 acres (approximately 5.5% of the County) that lies predominately north of Leesburg and east of Catoctin Mountain is
characterized as karst terrain (See Limestone Overlay District Map). Karst terrain refers to areas where mildly acidic water has gradually dissolved the underlying limestone and other carbonate rocks, creating a landscape characterized by underground cavities, sinkholes, and springs. These areas are susceptible to increased cavity collapse, ground slippage, groundwater pollution, and threats to the stability of foundations and structures. In 2010, the Board of Supervisors (Board) adopted amendments to the Zoning Ordinance that established the Limestone Overlay District (LOD), which regulates development in karst areas.

**Prime Agricultural Soils**

Prime agricultural soils are soils that are best suited for conventional agricultural use. Nineteen percent of the County consists of prime farmland as defined by the U.S. Department of Agriculture. These soils are usually found in areas that are nearly level to gently sloping, well drained, and with access to water sources. Loudoun’s remaining best agricultural soils are generally located in the Rural Policy Area. Prime agricultural soils in Loudoun are often seen as desirable for residential development. Once this land-based resource is lost, however, it cannot be reclaimed. Because the County has emphasized the rural economy as an important part of its overall economic health, prime farmland and agricultural soils are especially valuable. Since the establishment of the Loudoun County Agricultural and Forestal District (AFD) Program in 1979, over 43,000 acres are enrolled within 23 Agricultural and Forestal Districts (AFDs)\(^1\) throughout the County.

**Mountainside and Steep Slopes**

Loudoun’s mountains are a valued environmental resource and distinctive feature of the County’s scenic beauty. Mountainsides contain headwaters to many of the County’s streams and are identified as a critical groundwater recharge area for western Loudoun County. Residents, visitors, and rural businesses value the scenic vistas that the hills and mountains provide. They are also highly sensitive to land disturbance and development. In addition to the destruction of prime viewsheds, uncontrolled land disturbance within these areas can cause major soil slippage, debris flows, or landslides. Disturbances that can initiate these land surface failures include removal of trees and vegetation; cutting, filling, or blasting of the soil and bedrock; and altering the soil moisture content by excessive groundwater withdrawal or changing surface water runoff. The Zoning Ordinance regulates these areas through the Mountainside Development Overlay District (MDOD). The MDOD contains land use restrictions and performance standards

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\(^1\) As of September 25, 2017
to minimize the destruction of individual resources and the disturbance of the ecological balance of these resources. The boundaries of the MDOD are based on a range of both technical and aesthetic factors. Mountainside areas are divided into three areas depending on the elevation and the types of resources present as determined by weighted analytical criteria (Somewhat Sensitive, Sensitive, and Highly Sensitive). Policies in this Plan also encourage mountainside areas to be placed under permanent open space easement. Updates to the MDOD are included as an action step to bring the Zoning Ordinance and the Plan guidance into alignment.

Recognizing the importance of protecting steep slopes beyond the mountainous areas of the County, in 1993 the Board adopted an amendment to the Zoning Ordinance establishing standards for development on steep slopes. Since the adoption of the Steep Slope standards, several revisions have occurred, resulting in greater flexibility in the standards. Steep slopes and moderately steep slopes occupy an area of approximately 53,000 acres (approximately 16 percent of the County). Moderately steep slopes are areas with a 15 percent to 25 percent grade (identified by Slope Class D on Loudoun County soil maps). Steep slopes refer to more environmentally critical slopes with a grade greater than 25 percent (identified by Slope Class E on Loudoun County soil maps). Improper use and disturbance can trigger increased erosion, building failure, road failure, downstream flooding, and other hazards.

Forest, Trees, and Vegetation

The County’s forests and trees improve air and water quality, offer important habitat for birds, small mammals, and other wildlife, and provide buffers between communities. Forests and trees conserve energy by providing shade and evaporative cooling through transpiration. They also reduce wind speed and redirect airflow, reduce stormwater runoff and soil erosion, and can increase real property values. Riparian forests along streams provide the greatest single protection of water quality by filtering pollutants from stormwater runoff, decreasing stream bank erosion, and maintaining the physical, chemical, and biological condition of the stream environment. The County also has some of the state’s best hardwood stands for lumber and veneer production. Working forests in rural areas contain valuable stands of hardwood timber, while trees and forest resources in the more urban portions of the County help to make them attractive places to live, work, and visit.

The County supports the incorporation of existing tree cover into required buffers as well as the control and removal of invasive species. The use of existing vegetation to meet screening and landscape buffer requirements is preferred over the removal and planting of new vegetation. Action steps call for the submittal of a Tree Cover Inventory as part of development applications.
to evaluate existing tree cover and identify areas worthy of preservation. Forest resources are also protected through AFDs, easements, and other voluntary means, as well as through the implementation of the MDOD, LOD, and Steep Slope standards in the Zoning Ordinance.

**Historic and Archaeological Resources**

The cultural heritage of the County is reflected in its remaining rural landscapes, scenic road networks, historic structures, and archaeological sites. Identification, preservation, conservation, and sensitive reuse of these resources is critical for the retention of the County’s distinctive character. Where these resources have not yet been identified or studied, public and private resource surveys are increasingly important to inventorying and preserving them. Most of these elements will remain in private ownership and can be preserved through private stewardship, protective buffers, donation of open space easements, County historic district zoning standards, and context-sensitive site design. A number of incentive-based programs can also be used, including state and federal tax credit programs.

Since 1972, Loudoun County has helped protect its unique historic assets through the designation of local historic districts. There are six County-administered Historic and Cultural Conservation Districts (Aldie, Bluemont, Goose Creek, Oatlands, Taylorstown, and Waterford) and two County-administered Historic Site Districts (Welbourne and the Broad Run Toll House properties). The County has also designated a Historic Roadways District, the Beaverdam Historic Roadways District, which comprises a network of 32 rural roads (See Historic Districts Map). In addition, the incorporated towns of Leesburg, Middleburg, and Purcellville administer local historic districts through their zoning ordinances. There are also five National Historic Landmarks in the County, including Balls Bluff Battlefield, Dodona Manor, Oatlands Plantation, Oak Hill, and Waterford. Resource surveys have identified nearly 7,000 individual historic structures and archaeological sites in the County to date. The County has 88 sites listed in the National Register of Historic Places. The County last conducted a comprehensive architectural resource survey in 2004;
however, an analysis of the number of heritage resources that may have been impacted or lost in
the interim has not been conducted. The County’s inventory of heritage resources is constantly
expanding as property owners, developers, and preservation organizations document and record
new resources.

Most of the County-initiated comprehensive survey work was completed in the early 2000s, such
as the Post-Civil War Structure Survey (2003) and an African-American Historic Architectural
Resources Survey (2004). The County also conducted surveys in 2016 for the Ball’s Bluff
Battlefield Expansion Project and a Rural Schools Survey. The County and state database of
surveyed resources is largely augmented through the Phase 1 archaeological and historic resources
surveys that are required with legislative and preliminary subdivision applications, as well as
private property owners requesting listing in the National Register of Historic Places.

There is a difference: local, state, and national historic designation

- **National Historic Landmark (NHL)** (5 in Loudoun County) – **Honorary** – deemed significant to all
  Americans because of their exceptional values or qualities, which help illustrate or interpret the
  heritage of the U.S. If a property is named a NHL, it is also listed on the National Register of
  Historic Places (NRHP) and the Virginia Landmarks Register (VLR).

- **National Register of Historic Places** (76 County historic districts and individual properties within
  Loudoun County) – **Honorary** – includes buildings, structures, sites, objects, and districts
  significant in American history, architecture, archaeology, engineering, and culture.

- **Virginia Landmarks Register** (2 in Loudoun County) – **Honorary** – eligible for but not automatically
  listed in the National Register if a majority of property owners submit notarized objections to the
  VDHR.

- **Local Historic Designation** (6 local historic districts, 2 individual historic properties, and 1 historic
  roadway district) – **Regulatory** – the only designation regulated by the County or incorporated
  Towns through zoning overlays. Does not regulate routine repairs and maintenance.

The Board adopted the Heritage Preservation Plan (HPP) in 2003 and a subsequent amendment
to the HPP in 2009. The Board created the Heritage Commission (HC) in 2011 to implement many
of the recommendations in the HPP. The HC brings a range of public and private sector experience
and expertise to heritage issues. Since the adoption of the HPP in 2003, the County has recognized
the need to focus attention on heritage resources associated with historically marginalized
communities in the County. Because African American communities and Native American
communities are not well represented in the historic written record, the County recognizes the
importance of archaeological resources, oral histories, historic settlements, cemeteries, burial
grounds, and places of worship to understand, preserve, and interpret the lives and contributions
of these Loudoun residents (See African American Historic Communities Map). Development
applications will be evaluated using both the HPP and this Plan.
Cultural Landscapes

Cultural landscapes include heritage areas and corridors, scenic byways and waterways, battlefields, and historic cemeteries. There are several roadways within the County that are designated as Virginia Byways. Goose Creek and a portion of Catoctin Creek are designated as State Scenic Rivers. In 2002 the County established the Beaverdam Creek Historic Roadways District to protect a cultural landscape that has changed little since Loudoun County’s formation in 1757.

A nationally recognized heritage area, The Journey Through Hallowed Ground, as well as a state-designated heritage area, the Mosby Heritage Area, fall within the boundaries of Loudoun County. The Journey Through Hallowed Ground follows Route 15/29 from Gettysburg in Pennsylvania (a designated National Byway), through Loudoun County, to Monticello near Charlottesville, Virginia. In 2008, the Board passed a resolution in support of the Heritage Area, and the County is a partner with The Journey Through Hallowed Ground project. The Mosby Heritage Area, formed in 1995, represents the cultural landscape and landmarks of three centuries of our nation’s history. The Mosby Heritage Area encompasses parts of five counties, including all of Loudoun County.

Plant and Wildlife Habitats

Plants and animals play an important role in nature’s lifecycle and its ecosystems. For wildlife habitats, large contiguous parcels of natural open space are preferable to more numerous but disconnected and smaller areas. The creation of a larger network helps ensure the viability of the habitat.
While many high-quality plant and animal habitats have already been lost or altered due to land development, the County still has several unique and natural habitat areas. The largest contiguous areas of forest and naturally vegetated land are on mountainsides, steep slopes, and along stream channels. These areas play a key role in preserving the abundance and diversity of the County’s remaining plant and wildlife resources. The integrated approach to preserving natural and heritage resources is intended to help prevent habitat fragmentation, while enhancing ecological connections with larger areas.

The County strives to protect, preserve, and create large-scale plant and wildlife habitats that overlap with other important resources and resource systems. The County will also protect rare, threatened, and endangered plant and animal species habitats in accordance with the Federal Endangered Species Act. Action steps call for legislative development applications that have the likelihood of one or more natural heritage resources to conduct a species assessment and develop a plan for impact avoidance in cases where the presence of the species is identified.

**Complementary Elements**

Complementary elements consist of elements that are not directly a part of the land-based environmental and heritage resources but complement them. They include air quality, aural environment and lighting, and the night sky.

**Air Quality**

In order to meet the federal goals of the Clean Air Act, the County offers an integrated land use approach that protects air quality by planning development in locations that are close to major transportation facilities and transit nodes, limiting gross densities in the Rural and Transition Policy Areas, and promoting and implementing alternative modes of transportation. Loudoun is included in the United States Environmental Protection Agency’s (EPA) Washington, D.C. nonattainment area for meeting national standards for air contaminants. The County has an active role on the Metropolitan Washington Air Quality Committee (MWAQC) and the National Capital Region Transportation Planning Board (TPB).
Aural Environment

Efforts to protect existing and future residents from increased levels of environmental noise have focused primarily on airport noise surrounding Washington Dulles International Airport (IAD) and Leesburg Executive Airport (see Airport Impact Overlay District Map). The Airport Noise Impact Overlay District imposes development restrictions within specified areas to protect existing and future residents as well as maintains the economic viability of these important transportation and economic development resources. Future Airport Noise Corridor studies could lead to updates to the noise contours surrounding IAD.

The County also has policies to protect noise-sensitive uses adjacent to major roadways, calling for appropriate noise mitigation measures to be incorporated into the overall project design when Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Levels are approached or exceeded.

Lighting and the Night Sky

The County’s night sky is an asset that should be protected from excessive and improper lighting. The County recognizes the need for artificial lighting for the purposes of public safety and visibility, but such lighting should be designed and programmed to minimize light pollution. Action steps call for updating lighting standards that promote quality and energy-efficient lighting, preserve the natural beauty of the night sky, and minimize impacts on people, plants, and wildlife.

Sustainability

Sustainability seeks to achieve economic development, social equity, and environmental protection in a balanced manner. Sustainability is commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Over the last several decades, Loudoun County has integrated sustainability into the community fabric to foster a high quality of life. The County will continue its leadership and infuse a sense of responsibility among all sectors of the community to take a more active role in sustainability.

Sustainable development calls for practices that are cost-effective, enhance human health and well-being, and protect and restore the environment. The County has developed and implemented the following programs and plans that demonstrate a commitment to a more sustainable community:

- **Clean Waters Initiative**, which hosts educational and partner projects, from floating wetlands, to native tree planting, to rain gardens, to pasture and crop management, to stream protection.
- **The Loudoun County Energy Efficiency and Conservation Program**, which provides leadership, guidance, education, and technical expertise to reduce energy consumption, improve energy efficiency, reduce energy costs, and facilitate energy conservation in County facilities.
- **Energy Strategy 2009**, a 30-year road map of energy strategies for the Loudoun County government and community.
• **Environmental Policy**, which provides outreach and guidance regarding pollution reductions set by the Total Maximum Daily Load (TMDL), which was established by the EPA for the Chesapeake Bay. Monitors environmental legislation and regulatory activity that may have an impact on Loudoun County operations and residents, including federal legislation such as the EPA’s Chesapeake Bay TMDL.

• **Stormwater Management Program**, which addresses the design, development, improvement, operation, inspection, maintenance, and oversight of the stormwater management system.

• **Water and Wastewater Program, established through Water and Wastewater Needs Assessment Implementation Plan**, is a program that recognizes the need for a detailed, systematic approach to solve existing and potential future water and wastewater problems in the county, including assistance and support for communities experiencing issues with deficient or absent water and/or wastewater systems.

The County monitors inefficient energy sources at government facilities and eventually shifts to an alternative source of energy. As an example, Loudoun County converted Purcellville Library’s oil HVAC system to electric and propane.

Energy use is the major human cause of greenhouse gases. The electricity sector is currently the largest emitter of greenhouse gases, followed by the transportation sector; industry, commercial, and residential fuel use; and agriculture. In 2007, the **County Energy Strategy (CES)** concluded that if Loudoun County remained on a business-as-usual track with its countywide growth – while accounting for some expected improvements in the efficiency of both existing structures and new construction – then by 2040 the County would require 46 percent more energy to manage the expected growth. Over the same period, total greenhouse gas emissions would increase by 50 percent.

The County enforces the 2012 International Energy Conservation Code (IECC), the most current model code establishing the minimum design and construction requirements for energy efficiency. County policies have a goal of constructing County facilities to Leadership in Energy and Environmental Design (LEED) Silver, or equivalent standards, where it makes sense to do so. Green building rating systems provide a consistent metric for measuring site development and building performance. Also, rating systems raise awareness of the environmental impacts of site development and buildings and help determine measures to minimize those impacts.

Loudoun County is a member of the Metropolitan Washington Council of Governments (MWCOG). MWCOG focuses on the following environmental planning areas: water resources, air quality, climate and energy, recycling and solid waste, and agriculture and forestry. Loudoun County assists in advancing the goals laid out in MWCOG’s **Region Forward** for clean water, air, and land, and a more sustainable region.

The County is committed to policies, strategies, and actions that protect natural and heritage resources and integrate the concepts of sustainability into greater community planning and development goals. As the County continues to grow, so will the opportunities and challenges related to preservation and conservation of natural and heritage resources. A proactive approach
to water quality could help to avoid costly and time-consuming processes to restore water quality as part of TMDL Action Plans. Through watershed management plans, the County has the opportunity to identify areas where management practices will most effectively enhance water quality. The County also has the opportunity to document efforts to promote sustainability, environmental stewardship, and protect the environment. The County should continue to support and build upon work that has already begun and consider the development of a sustainability plan or an annual report highlighting work that is being done. The Board can use this report to identify future goals. Essential to the preservation of heritage resources and cultural landscapes is proactive survey and evaluation of these resources as provided in the HPP. The following Policies, Strategies, and Actions reflect these concepts and more, balancing the environmental, social, and economic factors that will shape the County for future generations.

**Policies, Strategies, and Actions**

Unless otherwise specified, the following Policies, Strategies, and Actions apply Countywide.

**Natural and Heritage Resources**

*(See also Chapter 6, Fiscal Management and Public Infrastructure)*

**NHR Policy 1: Provide protection for natural and heritage resources.**

**Strategy**

1.1. Support mechanisms to further the goals of conservation, preservation, restoration, recapture, and education to protect the health, safety, and welfare of Loudoun residents.

**Actions**

A. Maintain a map of natural and heritage resources as part of an integrated system and contiguous network of natural and passive open spaces and active recreational sites.

B. Identify those properties that are not conducive to development due to sensitive environmental, cultural, and historical characteristics, and promote their preservation through various public and private programs (such as the Open Space Preservation Program, conservation easements, etc.).

C. Adopt zoning regulations and development standards that implement a conservation design or similar process applicable to land development.
D. Update the *Facilities Standards Manual*, the *Land Subdivision and Development Ordinance*, and other development standards to implement the natural and heritage policies in this Plan.

E. Use the conservation design process, Use Value Assessment Program, AFDs, public-private partnerships, and other regulatory and incentive-based efforts for the preservation, conservation, restoration, and management of the County’s natural and heritage resources. Explore and implement additional incentive-based approaches.

F. Retain conservation easements as a tool to protect open space areas in subdivisions and to ensure long-term maintenance and protection of the area. Such easements will be recorded as part of the subdivision process and include public access where appropriate.

G. Direct public investment and resources toward completing a natural and heritage resource network and recapturing natural and heritage resources in developed areas.

H. Require development proposals that impact one or more natural and heritage resources to offset impacts by enhancing and/or recapturing natural and heritage resources elsewhere onsite.

I. Require development proposals to create links to adjacent natural and heritage resources to create an integrated network and prevent habitat fragmentation.

**Strategy**

1.2. Promote private, state, and federal conservation programs and their allocated resources to advance conservation programs within the County through public and private means such as grants, voluntary easements, and dedications.

**Action**

A. Study and, if feasible, aid in the establishment of a public-private conservation foundation to facilitate communication, grants, easements, education, and partnership opportunities to conserve and protect natural and heritage resources.
Strategy

1.3. Act as a leader and educator in environmental design to achieve and sustain a high-quality built environment.

Action

A. Provide incentives for innovative design and support collaborative public-private-community partnerships for program implementation including provisions for awards of certificates of excellence in environmental design for the public and private sectors.

Strategy

1.4 Link natural and heritage resources to create opportunities for open space corridors for the enjoyment of current and future generations.

Action

A. Encourage protection of the following priority open space areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means:

   i. Key green infrastructure features not already protected from development by conservation easements or regulation,
   ii. Rural areas immediately adjacent to the Towns, JLMAs, and Rural Villages that help form greenbelts and gateway buffers,
   iii. Areas adjacent to the Potomac, Catoctin, Bull Run, Goose Creek, and Broad Run floodplains to protect water quality,
   iv. Properties on the State or National Registers of Historic Places and within local historic districts,
   v. Corridors and sites identified for trails and parks and additions to existing parks provided they permit the construction of such facilities, and
   vi. Other areas of local natural, historic, or cultural significance including designated scenic rivers and roads.

River and Stream Corridor Resources

RSCR Policy 2: The County will protect natural ecosystems, restore water quality, serve Loudoun’s population, and support the built environment through healthy surface and groundwater resources.

Strategy

2.1. Establish and maintain a healthy river and stream corridor ecosystem that meets desired water quality standards, protecting from the damages of soil erosion and flooding while promoting biological diversity.
Actions

A. Amend zoning regulations and development standards, including but not limited to the Floodplain Overlay District (FOD) and Scenic Creek Valley Buffer sections, to address the objectives of the RSCR policies. Zoning regulations and development standards will establish performance standards and best management practice (BMP) requirements to ensure the health and biological integrity of the river and stream corridors and minimize adverse impacts.

B. Develop and implement a watershed management plan for each watershed, establishing development guidelines and performance standards to protect water quality. The County will follow the recommendations of the 2008 Comprehensive Watershed Management Plan.

C. Establish appropriate regulations for Catoctin Mountain, Short Hill Mountain, and the Blue Ridge Mountains to limit diversions of water from the Catoctin and Goose Creek headwaters and prevent stream pollution.

D. Maintain a working relationship with the Federal Insurance and Mitigation Administration of the Federal Emergency Management Agency (FEMA) for continued participation in the National Flood Insurance Program (NFIP). The County will also maintain its current status as a Cooperating Technical Partner in FEMA’s Flood Map Modernization program.

E. Work with the incorporated towns and Loudoun Water to establish overall water quality goals and specific standards for individual streams and river and stream corridors, consistent with County RSCR objectives and policies.

F. Coordinate with the Metropolitan Washington Airport Authority regarding water quality protection within the Broad Run watershed.

G. Promote and encourage community programs, such as the “Adopt-A-Stream” program, in order to keep river and stream corridors free of litter and debris and as a means of promoting public awareness of the County’s river and stream corridors.

H. Support the interstate 2014 Chesapeake Bay Watershed Agreement, a watershed partnership signed by the governors of Virginia, Maryland, West Virginia, Delaware, New York, and Pennsylvania, as well as the District of Columbia and the United States EPA. The County supports Virginia’s action towards meeting the Chesapeake Bay TMDL and WIP.

I. Support the mitigation of stream and wetland impacts and the creation of stream and wetland mitigation banks within Loudoun County to improve water quality in Loudoun.

J. Maintain the County’s Predictive Wetland Model and require submittal of digital wetland delineations in conjunction with land development applications in order to
Strategy

2.2. Establish River and Stream Corridor Resource (RSCR) buffers to promote river and stream health (streambank/streambed stability, temperature moderation, nutrient removal, sediment removal, flood control, and aquatic food and habitat).

Actions

A. Amend zoning regulations and development standards to establish a minimum 100-foot stream buffer to protect rivers and streams when floodplains and adjacent steep slopes do not extend beyond either bank by 100 feet.

B. Amend zoning regulations and development standards to establish a 50-foot management buffer as part of the RSCR surrounding floodplains and adjacent steep slopes. Specific criteria for allowable reductions in the 50-foot management buffer should be included to ensure that reductions do not adversely impact the other elements of the RSCR. The RSCR 50-foot management buffer will not be added to the 100-foot minimum stream buffer.

Examples of measures to help mitigate a reduction in the 50-foot management buffer:

i. Reforestation of open areas adjacent to the stream and floodplain;

ii. Increasing Tree Conservation Areas adjacent to the floodplain (especially when the floodplain is narrow);

iii. Buffering streams and wetlands outside of the RSCR;

iv. Enhanced stormwater and erosion and sediment control measures.
C. Develop and use incentives to encourage property-owners to establish and maintain a 100-foot minimum riparian stream buffer.

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<th>Permitted Uses in the RSCR</th>
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</thead>
<tbody>
<tr>
<td>Permitted uses within the RSCR are intended to support or enhance the biological integrity and health of the river and stream corridor. These uses are intended to have minimal adverse effects on natural and heritage resources. Development of such uses requires mitigating impacts while complementing the hydrologic processes of the river and stream corridors including flood protection and water quality. New uses should be limited to:</td>
</tr>
<tr>
<td>a. Road crossings, rail crossings, bridges, and drive-way crossings</td>
</tr>
<tr>
<td>b. Public water and sewer</td>
</tr>
<tr>
<td>c. Local and regional stormwater management facilities within the minor floodplain river and stream corridor resource only (subject to BMP requirements)</td>
</tr>
<tr>
<td>d. Public lakes and ponds (subject to BMP requirements)</td>
</tr>
<tr>
<td>e. Public water supply reservoirs</td>
</tr>
<tr>
<td>f. Historic and archaeological sites</td>
</tr>
<tr>
<td>g. Paths and trails – including footpaths, biking or hiking paths, and horse trails (of a permeable material only)</td>
</tr>
<tr>
<td>h. Passive recreation – limited to hiking, biking, horseback riding, picnicking, camping, climbing, hunting, fishing, and wildlife viewing</td>
</tr>
<tr>
<td>i. Active recreation within the minor floodplain river and stream corridor resource only</td>
</tr>
<tr>
<td>j. Agricultural activities, but not structures – including crop planting and harvesting and grazing (subject to appropriate BMP requirements)</td>
</tr>
<tr>
<td>k. Silviculture – as required to care for forests and not commercial forestry (limited to forest preservation and tree planting, limited tree clearing and clearing of invasive species, tree trimming and pruning, and removal of individual trees (subject to appropriate BMP practice requirements)</td>
</tr>
<tr>
<td>l. Planting native vegetation (subject to appropriate BMP requirements)</td>
</tr>
<tr>
<td>m. Conservation – including stream restoration projects, wetland mitigation banks, facilities and activities; Adopt-A-Stream programs; scientific, nature, and archaeological studies; and educational programs</td>
</tr>
<tr>
<td>n. Raised boardwalks</td>
</tr>
</tbody>
</table>

Strategy

2.3 Protect and improve stream quality and watershed health by decreasing the amount of stormwater runoff and pollutants from reaching local waters.

Actions

A. Develop appropriate standards and regulations to protect natural streams from the harmful effects of increased stormwater volume, velocity, and pollutant loads resulting from development.

B. Encourage stormwater BMPs on-site or as close to the area being treated as possible to prevent increased nutrient and sediment runoff.
C. Establish incentives and/or a funding program for reforestation, SWM/BMP projects, and SWM/BMP retrofits.

D. Support the retrofitting of older stormwater systems and the rehabilitation of degraded areas to enhance pollution removal capabilities and create open space amenities.

E. Promote the use of low-impact development to replicate natural hydrologic patterns and alleviate the strain on centralized systems.

F. Support and incentivize reforestation for degraded forested areas in upper stream reaches that do not include Major Floodplain and promote natural regeneration within the limits of the Major Floodplain to mitigate the loss of native canopy coverage as a result of construction.

G. Maintain standards for activities that propose pollution sources such as the storing and dispensing of fossil fuels, chemical storage, and sale or transfer of potential contaminants.

**Strategy**

2.4. Protect and enhance impaired streams and their tributaries to improve water quality and provide ecological benefits while also providing opportunities for passive recreation.

**Actions**

A. Encourage the implementation of enhanced pollutant control measures and watershed management strategies such as: downspout disconnection; tree planting/reforestation, especially within riparian areas; storm drain marking; stream restoration; wetland creation; adding BMPs; enhanced stormwater management ponds; enhanced pollution/erosion control measures; coordination and outreach with the Virginia Department of Transportation (VDOT) and owners associations on use of sand and anti-ice materials in snow removal/road clearing operations; and stormwater pond water quality enhancements.

B. Actively participate in regional water quality initiatives to protect and improve water quality.

C. Comply with the Virginia General Permit for stormwater discharges from small Municipal Separate Storm Sewer Systems (MS4 General Permit).

D. Prepare and implement TMDL Action Plans, as necessary to meet TMDL requirements. The Action Plans, designed to improve the County’s surface water quality may include working with other entities, such as the Loudoun Soil and Water Conservation District (LSWCD) and Virginia Cooperative Extension-Loudoun (VCE-Loudoun).

E. Collaborate with the Department of Environmental Quality on any pollution impairment issues within streams and support volunteer water quality monitoring.
efforts and coordination of these efforts with federal, state, and local water quality data collection.

Surface Water Resources

Strategy

2.5. Protect rivers and public drinking water reservoirs to ensure a clean, safe, and adequate supply of drinking water.

Actions

A. Protect public water supply reservoirs, Scenic Rivers, the Potomac River, and the Bull Run by establishing a 300-foot no-build buffer or the other elements of the RSCR buffer, whichever is greater. Areas outside of the no-build buffer are priority open space areas for the creation of a greenbelt. The greenbelt could be created through various mechanisms such as land donations, conservation easements, and other land conservation mechanisms.

B. Protect lands that are critical to the quality of key water supplies through easement, fee simple acquisition, regulatory measures, or other sufficient measures. Restore filtration and erosion control functions through the re-naturalization of these areas.

C. Develop and implement a watershed overlay district for all public water supply reservoir watersheds, establishing more stringent development guidelines and performance standards to protect water quality.

D. Develop and implement a Potomac River shoreline management plan and seek to coordinate this effort with adjacent jurisdictions (local, state, and regional organizations, advisory boards, and citizen groups). This Plan should include:

   i. The boundaries of the study area,
   ii. A comprehensive natural resources inventory,
   iii. Existing and proposed private/public water access entry points,
   iv. Policy recommendations for river corridor management and protection,
   v. A process for integrating the participating groups, and
   vi. A plan for acquiring and managing open space corridors along the Potomac River.

E. Establish appropriate standards and land uses in consultation with Loudoun Water and/or incorporated towns to protect drinking water supplies.

F. Develop a community-based Source Water Protection Plan in cooperation with Loudoun Water.
Groundwater Resources

Strategy

2.6. Preserve and protect groundwater quantity and quality.

Actions

A. Develop and implement a comprehensive groundwater protection strategy to ensure adequate and sustainable water supply.

B. Initiate and maintain a comprehensive pollution management program to protect groundwater resources.

C. Local wellhead protection plans will be taken into consideration during review of development applications to maintain drinking water quality and protect groundwater from contamination.

D. Limit the installation of additional wells and limit the number of additional households and irrigation systems that are dependent on wells through water conservation efforts and through the use of communal and/or central water systems where feasible and as approved by Loudoun Water.

E. Ensure the location, depth, and rate of extraction of individual wells do not impact the quality and quantity of municipal wells.

F. Assess the recharge and consumption rates for groundwater in each watershed by analyzing data from groundwater level monitoring and stream flow measurements. If negative impacts are detected, the information will be presented to the Board of Supervisors for appropriate action.

G. Develop standards for uses that consume and/or require the usage of large quantities of water in those areas that could affect neighboring wells and aquifers.

H. Provide education to school children and homeowners on the use and consumption of groundwater for areas of the County that are not connected to the central water supply.

Additional Notes:

- The RSCR performance standards, BMP requirements, and list of permitted uses will apply to the no-build and transitional buffer, except adjacent to existing or planned drinking water reservoirs where stormwater management facilities are not permitted.
- The limits of the 300-foot no-build buffer for reservoirs is based on their projected high water mark where expansion is proposed.
Soils and Geologic Resources
SGR Policy 3: Preserve and protect the County’s soils, unique geologic characteristics, farmland, steep slopes, mountainsides, and ridgelines recognizing their sensitivity to land disturbance and development as well as their contribution to healthy ecosystems and the quality of life valued by residents and visitors.

Limestone Geology Areas

Strategy

3.1. Protect limestone geology areas susceptible to sinkholes, cavity collapse, ground slippage, pollution, and other hazards.

Actions

A. Maintain performance standards for lands within areas underlain by limestone — including minimum setback distances from Karst features (e.g., sinkholes and rock outcrops) — to ensure structural stability and prevent adverse impacts to environmental and public health.

B. Limit density and intensity of development within areas underlain by limestone, especially on sites proximate to identified Karst features.

C. Require communal water and wastewater systems built to Loudoun Water standards for new development in areas underlain by limestone.

D. Encourage and support potable water supplies in any portions of the limestone overlay district and/or where subsurface karst geology exists to install treatment technology that treats groundwater to a surface water level of treatment standard, following Loudoun Water’s Engineering Standards Manual, as a condition of approval.

E. Identify pollution sources and establish appropriate standards for reducing pollution in areas underlain by limestone.

Prime Agricultural Soils

Strategy

3.2. Preserve and protect prime farmland and agricultural soils, recognizing their importance to the overall economic health of the rural economy.

Action

A. Develop a public education program that will focus on communicating advantages associated with private protection of Prime Agricultural Soils.

B. Encourage the retention and conservation of prime agricultural soils within open space areas.
Steep Slopes, Moderately Steep Slopes and Mountainside Areas

**Strategy**

3.3. Protect steep slopes, ridgelines, and mountainside areas against destabilization, erosion, building and/or road failure, downstream flooding, and other hazards and to maintain the scenic and rural nature of these areas.

**Actions**

A. Manage development in mountainside areas using performance standards and regulations to minimize negative environmental impacts; minimize land disturbance; protect the ridgelines; maintain woodlands, plant, and wildlife habitats; and preserve natural features and rural character as requirements for approval of the location of proposed development.

B. Prohibit land disturbance on naturally occurring very steep slopes, with limited exceptions such as access easements to existing lots where no other access is possible. Agricultural or silvicultural activities, excluding structures, may be allowed provided that a County approved Farm Management Plan or Forest Management Plan, whichever is applicable, is implemented. Apply performance standards to protect soils, vegetation, and other environmental features when roads are permitted or allowed by special exception.

C. Apply performance standards to protect moderately steep slopes to include BMPs and locational clearances for clearing and grading. Develop incentives to locate development outside of moderately steep areas.

D. Preserve forests and native vegetation on very steep slopes. Limit clearing to only essential clearing that is necessary for home construction, road construction, and utility installation on moderately steep slopes.

E. Protect ridgelines through updates to the Mountainside Development Overlay District or the development of a Ridgeline Protection Overlay District.

F. Require special exception approval for the subdivision of properties into three or more lots in Sensitive and Highly Sensitive Mountainside Areas.

G. Seek the expansion of passive outdoor recreational opportunities in mountainside areas, including the development of public park sites and improving access to existing recreational facilities such as the Appalachian Trail.

H. Review and amend zoning regulations and development standards to ensure consistency with the objectives of the mountainside area policies.

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Very steep slopes are those with a grade of more than 25 percent and/or with the soil Slope Class of E.

Moderately steep slopes are those with a grade from 15 to 25 percent and/or with the soil Slope Class of D.
I. Establish performance standards for unavoidable development on questionable soils as defined by the International Building Code.

Forests, Trees, and Vegetation

FTV Policy 4: Preserve, protect, and manage Loudoun County’s forests and trees for current and future use and enjoyment, recognizing these resources provide many benefits, such as improving air and water quality; offering important habitat for birds, small mammals and other wildlife; providing buffers between communities; conserving energy; reducing wind speed and redirecting airflow; and reducing stormwater runoff and soil erosion.

Strategy

4.1. Preserve, protect, and manage forest resources for their economic and environmental benefits.

Actions

A. Require applicants to submit a Tree Cover Inventory as part of all development applications and, where applicable, require applicants to submit a Tree Conservation Plan for designated Tree Conservation Areas; such Tree Conservation Plan should demonstrate a management strategy that ensures the long-term sustainability of these designated areas and address the removal and monitoring of invasive woody vegetation and insects.

B. Incentivize and encourage the preservation of existing trees within required landscape buffer areas and for screening of uses.

C. Require the removal of invasive plant species during the development process.

D. Develop and adopt a Tree Preservation Ordinance.

E. Inventory and map trees and native vegetative resources to be preserved or managed in accordance with County standards and create and maintain a database of these resources to include, but not be limited to, old growth forests, significant tree stands, specimen trees, heritage trees, and State or National Champion trees.

F. Participate in community tree projects such as the Arbor Day Foundation’s Tree City USA Program.

Strategy

4.2. Promote tree planting and preservation to reduce the heat island effect, manage stormwater run-off, and improve water quality, air quality, and wildlife habitat.

Actions

A. Prioritize the planting of native vegetation, specifically along those corridors that
provide connections to other natural and heritage resources.

B. Develop Countywide goals and objectives for the creation, maintenance, and preservation of the County’s tree canopy.

**Historic, Archaeologic, and Scenic Resources**

**HASR Policy 5:** Loudoun County’s distinctive cultural landscapes encompass scenic and heritage resources, including Scenic Rivers and Byways, historic buildings, archaeological sites, battlefields, and historic cemeteries. These resources are foundational elements of the County’s changing landscape that together tell the story of the formation and settlement of the County. The County will protect and enhance these resources, recognizing them as relevant, character-defining elements of both the natural and built environments.

**Strategy**

5.1. Preserve cultural and scenic character through conservation and preservation of designated heritage areas, battlefields, cemeteries, scenic corridors, Scenic Rivers, the Potomac River, significant geological features, archaeological sites, historic structures and their settings. Convey the benefit of these resources to the public through public education in collaboration with private landowners and preservation organizations.

**Actions**

A. Evaluate land development applications within the context of this Plan as well as those more specific policies contained in the Heritage Preservation Plan.

B. Evaluate the *Heritage Preservation Plan* every five years and update if necessary.

C. Require an archaeological and historic resources survey for all development applications. This survey must include a plan for recordation of identified resources and measures for preservation, mitigation, and adaptive reuse. The County will maintain a repository for artifacts recovered from required surveys; such artifacts will be used for research and public education purposes.

D. The County will update its cultural resource inventory through the land development process and County-sponsored historic surveys.

E. Evaluate the historic or archaeological value of inventoried resources based on criteria set forth in the Secretary of the Interior’s Standards, which include historic context and site integrity. The County will evaluate resources for consideration for state and National Registers. Identify, through survey and community outreach, locally important historic and archaeological resources that meet criteria for listing on the County Heritage Register as outlined in the Heritage Preservation Plan.

F. Identify, delineate, and map historic cemeteries, burial grounds, and graves to ensure
they are protected from destruction or neglect. Ensure that adequate buffers are provided around these sites to protect them during the development process.

G. Identify African American and Native American cultural resources to fill voids in the County’s database of heritage resources and create policies and programs that protect, preserve, and interpret these resources for the benefit of County residents.

H. Maintain the County’s database by using the inventory of cultural resources as a dynamic body of data to be reevaluated as needed.

I. Conduct a staff assessment to determine historic significance prior to issuing a demolition permit for a structure that is 50 years old or older.

J. Work with local communities to protect and enhance the character of cultural landscapes and historically significant sites through the designation of County Historic and Cultural Conservation Districts.

K. Preserve and protect significant cultural and scenic resources from development impacts by promoting private or public acquisition and/or conservation easements.

L. Where consistent with the applicable provisions of the Virginia Code Section 15.2-2303, applicants may provide cash contributions to the County for the enhancement and/or improvement of historic features within Loudoun to fulfill the open space guidelines if the historic feature is in the same planning subarea identified in the latest Capital Needs Assessment and the County agrees to or requests the exchange.

M. Prioritize the adaptive reuse of historic structures that are of local, regional, or national significance as the primary method of preserving the County’s diverse collection of historic architecture within the framework of sustainable development.

N. Amend zoning regulations and development standards to ensure the viability of adaptive reuse, particularly in the County’s villages where the ability to reuse historic structures is vital to the historic character and vitality of these communities.

O. Prepare and implement corridor management plans, including identifying and defining viewsheds for the County’s Scenic Rivers to protect their natural and scenic quality.

P. The County does not permit diversion of Scenic Rivers under any circumstances.

| A viewshed analysis for a Scenic River typically involves looking at both the view from the resource itself as well as the view towards the resource. |
Natural Heritage Resources

NHR Policy 6: Preserve, protect, and create a network of privately and publicly protected open space, favoring large contiguous areas rather than smaller disconnected areas, maintaining green infrastructure assets, preventing habitat fragmentation, and reinforcing the unique character of the diverse communities in the County.

Strategy

6.1. Conserve and protect natural heritage resources including rare, threatened, and endangered plant and animal species; species of greatest concern; exemplary natural communities, habitats, and ecosystems; and other natural features of the County.

Actions

A. Utilize open space requirements, passive recreation, nature preserves, incentives, and regulations to protect areas of natural biodiversity and rare, threatened, and endangered plant and animal species, and plant communities to foster the implementation of the Federal Endangered Species Act and the Virginia Wildlife Action Plan.

B. Development applications will identify Loudoun County’s natural heritage resources through coordination with the Virginia Department of Conservation and Recreation (VDCR) – Division of Natural Heritage and the Virginia Department of Game and Inland Fisheries (VDGIF). For those development applications that have a likely presence of one or more natural heritage resource, the County will require the applicant to conduct a species assessment. In cases where the presence of the species is identified, the County will require the applicant to develop and submit a plan for impact avoidance.

C. Ensure that the study of natural heritage resources is conducted by qualified research organizations such as the VDCR and VDGIF, and develop implementation strategies for the preservation of identified natural heritage resources.

Wildlife Habitats

Strategy

6.2. Conserve and protect wildlife habitats, wildlife travel corridors, and access to streams and water sources through the preservation of natural resources such as native vegetation, forest cover, woodlands, floodplains, streams and stream corridors, wetlands, and undeveloped areas associated with steep slopes.

Actions

A. Require development proposals to create links to adjacent open space and natural resources to help prevent habitat fragmentation and foster biodiversity.
B. Identify essential wildlife corridors and encourage protection of these areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means.

C. Ensure that new development, redevelopment, and infill development incorporates existing native vegetation and plantings of native vegetation into the landscape design.

D. Encourage the preservation and plantings of native vegetation to protect pollinators, migrant birds, and other wildlife.

E. Promote and support the establishment of public and private nature preserves throughout the County as part of the protection and enjoyment of natural and heritage resources.

**Complementary Elements**

**CE Policy 7:** The County promotes healthy air and low levels of noise and light pollution as essential elements for current and future residents.

**Strategy**

7.1. Preserve and protect air quality.

**Actions**

A. Comply with the requirements of the Federal Clean Air Act Amendments of 1990 through support of the State Implementation Plan (SIP).

B. Evaluate methods to reduce emissions of airborne pollutants including particulates, greenhouse gases, ozone precursors, and other gases known to adversely affect human and environmental health.

**Strategy**

7.2. Protect noise sensitive uses.

**Actions**

A. Continue to support the Washington Dulles International and Leesburg Executive Airports by continued and complete prohibition of new residential and other noise sensitive land uses from the areas located within the Ldn 65 and higher aircraft noise contours for both airports and by requiring non-noise sensitive land uses within these noise impact areas.

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*The Airport Noise Impact Area (ANIA) consists of three (3) components or aircraft noise contours:*

1. **Within the Ldn 65 or higher**
2. **Between the Ldn 60-65**
3. **Outside of but within one mile of the Ldn 60**
B. Continue to work with the Metropolitan Washington Airports Authority to understand and minimize the effects of airport operations and routes on existing noise sensitive areas within the 60 to 65 Ldn noise contour at Washington Dulles International Airport and minimize residential and noise sensitive development in noise sensitive areas.

C. Prohibit residential encroachment into the existing areas designated as within the Ldn 65 or higher aircraft noise contours to ensure that residential development will not create pressure for reductions in the intensity of service or prohibit the expansion of service at the airport.

D. Continue to enforce and update with the most current information, as appropriate, the Airport Noise Impact Overlay District included as part of the Loudoun County Zoning Ordinance.

E. Require roadway noise studies for residential, institutional, or other noise sensitive uses adjacent to existing or proposed arterial and major collector roads to ensure that forecasted noise levels fall within acceptable levels, or can be abated to meet County standards (See also Loudoun 2040 Countywide Transportation Plan, Chapter 8, Environmental and Heritage Resources).

**Strategy**

7.3. Prevent light pollution.

**Actions**

A. Update lighting standards to achieve the following:
   i. Promote the use of lighting for convenience and safety without the nuisance associated with light pollution;
   ii. Promote a glare-free environment through proper lighting performance standards to improve visibility and enhance public safety;
   iii. Promote appropriate lighting standards to conserve energy;
   iv. Develop appropriate lighting standards to prohibit unnecessary and intrusive light trespass that detracts from the beauty and view of the night sky; and
   v. Promote Dark Sky standards to prevent light pollution.

**Sustainability**

SUS Policy 8: Encourage sustainability efforts throughout the County.

**Strategy**

8.1. Support sustainability practices within the Loudoun County Government.
Actions

A. Update and implement the County Energy Strategy (CES) due to unpredicted growth in population and high energy demand uses, technological changes allowing improved energy storage, changing renewable energy markets, and the impacts of climate change.

B. Continue to evaluate the energy demands of government buildings as well as transportation needs and develop plans for energy efficiency.

C. Encourage benchmarking the energy use of existing and planned County buildings to establish a baseline for energy demand estimates.

D. Use the data from benchmarking the energy use to influence policy and regulations in the County.

E. Whenever feasible, build County-constructed facilities to LEED Silver, or equivalent, standards.

F. Continue to evaluate all sustainability efforts and improve efforts as new options and technologies become available.

G. Continue to monitor and support all efforts with MWCOG.

H. Support Loudoun Water in the expansion of the reclaimed water network.

I. Incorporate green infrastructure and BMPs into County Energy Strategy.

J. Prioritize government purchase and use of goods and services that have reduced impacts to human and environmental health.

K. Prioritize the use of Loudoun farm products in government purchase of food.

L. Develop a Sustainability Plan for the County that provides the framework to achieve economic development, social development, and environmental development in a balanced manner.

Strategy

8.2. Support energy efficient practices for all in Loudoun County.

Actions

A. Evaluate the energy demands of residential and non-residential buildings, including data centers as well as transportation needs and develop plans for energy efficiency.

B. Research and support opportunities for micro-grid energy and district energy systems.

C. Encourage the use of Commercial Property Assessed Clean Energy (C-PACE) and
research and support residential PACE program.

D. Prioritize public investment in energy efficient, clean products and infrastructure.

**Strategy**

8.3. Support sustainable economic practices within Loudoun County to strengthen economic growth and innovation.

**Actions**

A. Create partnerships with universities and private sector companies to foster growth of a sustainable economy that supports workers and students in the advanced technology and science industries.

B. Promote the production and access to sustainable, healthy local food.

C. Support and expand community gardens throughout the County.

**SUS Policy 9:** Encourage sustainable development practices, including long-term water conservation, green building principles, sustainable site design, renewable energy, preservation and adaptive re-use of historic structures, and integrated energy management planning.

**Strategy**

9.1. Promote water conservation through innovative, cost-effective reuse systems, domestic water saving devices, and low impact development techniques, which integrate hydrologically functional designs with methods for preventing pollution and educational programs.

**Actions**

A. Educate and encourage the harvesting of rainwater for non-potable use, such as landscape irrigation.

B. Establish incentives for sustainable development.

**Strategy**

9.2. Promote the use of salvaged, recycled, or locally produced materials whenever possible.

**Strategy**

9.3. Evaluate the establishment of Eco-districts within the County.

**Strategy**

9.4. Promote green building standards and green building.
Strategy

9.5. Support renewable energy.

Actions

A. Adopt solar zoning and permitting best practices for accessory use solar development.

B. Become certified as a “solar-ready” community under the Department of Energy’s SolSmart program.

Reference Maps

Natural Resources (Map #2018-141)
River and Stream Corridor Resources (Map #2018-142)
Watersheds (Map #2018-143)
Historic Districts (Map #2018-144)
Airport Impact Overlay District (Map #2018-145)
African American Historic Communities (Map #2018-201)
Impaired Streams (Map #2018-203)
Limestone Overlay District (Map #2018-204)
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Loudoun County
Historic Districts
2040 General Plan

National Register Historic Districts
National Historic Landmarks
Town Historic Districts
Virginia Historic Landmark District

Loudoun County Historic Districts
- Aldie Historic District
- Beaverdam Creek Historic District
- Bluemont Historic District
- Goose Creek Historic District
- Oatlands Historic District
- Taylorstown Historic District
- Waterford Historic District
- Historic Site Districts

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Impaired Streams
2040 General Plan

Stream impairment data is based on Virginia Department of Environmental Quality’s (DEQ) 2016 305(b)/303(d) Water Quality Assessment Integrated Report. As stream impairments are evaluated and summarized by DEQ biennially, please refer to the DEQ’s website for current stream impairment information.

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Chapter 4 - Housing

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Chapter 4 - Housing

Vision
Provide housing options that can accommodate a variety of lifestyles, households, ages, cultures, market preferences, incomes, and needs.

Introduction
The County’s primary housing objective is to ensure that an adequate supply of housing—varied in type and price and located near necessary services and amenities—is available for existing and future residents. The fundamental concept of a continuum of housing\(^1\) refers to the variety of housing types, sizes, and prices (both for rental and homeownership) required to meet the County’s anticipated needs, and the County seeks to align housing availability with this spectrum. *Loudoun 2040* provides a renewed opportunity for the County to adopt a policy direction that promotes an inclusive, diverse, and flexible housing environment that aligns with our larger land use and community development goals.

Figure 1 illustrates the continuum of housing concept as discussed in this chapter. *Loudoun 2040* takes a multifaceted approach to increasing the availability of diverse housing stock in the County and aligning housing availability with the continuum of housing. *Loudoun 2040* anticipates that market-driven increases in the provision of a variety of housing types, facilitated through targeted regulatory changes and new approaches to planned land use, will help fulfill the demand for market rate sales and rental units and temper rising housing costs overall. A variety of existing and planned County initiatives and programs, used in coordination with state and federal grants and incentives, will continue to provide housing options for more vulnerable population groups.

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\(^1\) This chapter introduces several new concepts and terms to facilitate the discussion of Loudoun County’s housing trends, needs, and objectives. These terms are italicized and defined for clarity and emphasis and are also included in the glossary of this document.
The Code of Virginia requires that each locality’s comprehensive plan include “the designation of areas and implementation measures for the construction, rehabilitation, and maintenance of affordable housing, which meets the current and future needs of residents of all levels of income” while also considering the current and future needs of the region in which it is located (Code of Virginia, Section 15.2-2223). A sufficient supply of housing that is affordable—that is, requiring no more than 30 percent of household income—for all households at all income levels is vital to the economic health of the entire community. A continuum of housing choices is necessary to attract and retain employers and workers and to create a resilient, inclusive, and diverse community. The approach to housing in Loudoun 2040 recognizes that the amount, type, location, and cost of housing is a critical consideration in Loudoun County’s long-range planning, with major implications for land use, economic development, community character, and resident economic stability.

This chapter aims to address the housing needs of Loudoun’s current and future population. The Trends and Influences section describes Loudoun’s evolving housing landscape, identifying the challenges and opportunities that will continue to affect the provision of a continuum of housing to diverse and dynamic demographic groups. The policies, strategies, and actions in the Plan support the use of the County’s land use authority to facilitate the fulfillment of unmet housing needs, which are defined as the lack of housing options for households earning up to 100 percent of the Area Median Income (AMI). Loudoun 2040 further acknowledges that the County’s current and future housing challenges will require collaboration among government, private sector, and non-profit stakeholders. Significant changes to the County’s land use and zoning regulations will be necessary to address the County’s housing needs, with a particular focus on identifying appropriate areas for new residential growth, redevelopment, and increased residential densities.

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2 Area Median Income is defined as the middle income in a specific metropolitan area; half of households of a particular size have incomes higher and half have incomes lower. AMI is used to determine eligibility for housing programs.
This chapter affirms policies, actions, and programs that have proven successful while setting forth new and innovative strategies and a commitment to implement them.

**Trends and Influences**

Since the start of the 21st century, Loudoun County has experienced tremendous growth because of its convenient access to Washington, D.C, high quality of life, and scenic environment. This growth creates strong demand for residential housing. The County has primarily accommodated this growth in the eastern portion of the County where the market forces for new development have been strongest, mainly due to the area’s proximity to Washington, D.C., an expanding regional job market, and the availability of central water and sewer. This development has resulted in a shrinking supply of available land for additional residential growth in traditional suburban development patterns. However, there remains strong market demand for housing in Loudoun County, necessitating housing strategies that increase density, incentivize innovation in unit types, facilitate affordability by design and price, and reduce development costs.

Key demographic changes occurred within the County between 2000 and 2017 and have included substantial increases in ethnic and cultural diversity. Age demographics have shifted as well, with young families and workers and adults over the age of 55 comprising a greater share of the population in 2017 than 2000. These factors, among others, will drive housing preferences in Loudoun County in the coming decades.

Over the Loudoun 2040 planning horizon, the County has many challenges to overcome in order to meet its goal of providing a continuum of housing choices. During the development of the Plan, the public expressed broad concerns regarding rising housing costs and the availability of diverse housing products to meet the needs of the County’s growing and diversifying populace. As development pressure grows, the County’s older housing stock, which often comprises smaller and lower priced units, is also vulnerable to redevelopment. The policies of this chapter are designed to influence development trends to better meet residents’ needs across the continuum of housing.

**Housing Demand and Inventory**

The County has undertaken two studies in recent years to project the future market demand for new housing units. The 2017 Housing Needs Assessment produced by Lisa Sturtevant and Associates, LLC, in collaboration with the George Mason University Center for Regional Analysis, assessed the County’s current and future housing needs based on economic and demographic forces ([https://www.loudoun.gov/documentcenter/view/127559](https://www.loudoun.gov/documentcenter/view/127559)). In January 2018, Kimley-Horn completed a Market Analysis as part of the Envision Loudoun effort ([https://www.loudoun.gov/DocumentCenter/View/131399](https://www.loudoun.gov/DocumentCenter/View/131399)). Both studies confirmed that the demand for new residential development will remain high and highlighted the demand for a continuum of housing to meet the demand of a growing population. The housing needs of the County have changed over the last decades. Despite adding over 204,100 people and 67,600 housing units between 2000 and 2015, the Housing Needs Assessment concluded that the housing units provided were not keeping pace with the evolving needs and demands of Loudoun’s populace in terms of availability, type, and price.
The residential rental vacancy rate, or the proportion of rental units that are available for rent or otherwise unoccupied, is an indication of supply in the home rental market. According to the Market Analysis, a rental vacancy rate of 7 percent indicates a healthy balance in which there is an adequate supply of vacant units to provide renters with options while still meeting the cash flow needs of the community. Low vacancy rates in the rental market can be an indication that demand exceeds the supply of housing units. According to the Housing Needs Assessment, the County’s rental vacancy rate has remained below 5 percent since 2009 despite adding rental units during that time. The 2013-2017 U.S. Census Bureau American Community Survey (ACS) estimates for vacancy rates by tenure in Loudoun County were 3.9 percent for rental units as compared to 5 percent for the metropolitan area overall. These consistently low vacancy rates indicate an increasingly tight rental market with high demand for units, which can result in higher rental prices.

Months of supply, which measures how many months would be needed to sell all of the existing home sales inventory available at the current rate of demand, is an indication of supply for the home sales market. This is calculated by dividing current inventory by current sales. A 6-month supply indicates a balanced market. A market with fewer than 6 months of supply favors sellers, and a market with more than 6 months of supply favors buyers. In December 2018, there were 2.1 months of supply available in Loudoun County, compared to 1.9 in December 2017. Similar to the rental market, this limited supply puts upward pressure on the cost of home sales prices.

**Housing Affordability**

Increased housing costs have outpaced wage growth nationally and locally over the last several decades. According to the Department of Housing and Urban Development (HUD), from 2000 to 2017, the AMI for the Washington Metropolitan Area increased by more than 30 percent. In that same time period, median existing home prices in Loudoun County jumped 116 percent and median rental prices increased 75 percent. In 2000, a household in Loudoun County would have required approximately 80 percent AMI to afford a home at the median sales price. By 2017, a household would need to earn 138 percent AMI to affordably purchase a home at the median sales price. If this trend continues, even more households, including households of higher incomes, will have difficulty finding housing that is affordable to them. As detailed in this section, a growing proportion of households is unable to afford the housing that is available and are forced to either live outside of the County or spend a greater proportion of their income in order to live in the County. This has created an affordability gap, which is defined as the difference between the cost of housing and the amount households can afford to pay.

As indicated in the following table, the median sales price across all housing units is outside the affordability range of a growing number of households, even those earning more than the Washington Metropolitan AMI, which was $110,300 in 2017. This is especially true of new construction, which commands an average cost more than 35 percent higher than existing homes. Among homes sold in 2017, only existing multifamily units had an average price below 100 percent of AMI. As shown in Table 1 below, new housing commands a premium and is selling

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for 20 to 44 percent more than existing housing. As of 2017, the estimated *purchasing power* – calculated as household income multiplied by three – was $330,900 for a household earning 100 percent AMI, while the median sales price was $469,500.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Existing</th>
<th>New</th>
<th>% AMI Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Types</td>
<td>$458,500</td>
<td>$622,418</td>
<td>138% to 188%</td>
</tr>
<tr>
<td>Single-Family Detached</td>
<td>$605,200</td>
<td>$730,408</td>
<td>182% to 220%</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>$381,900</td>
<td>$550,434</td>
<td>115% to 166%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>$275,000</td>
<td>$391,000</td>
<td>83% to 118%</td>
</tr>
</tbody>
</table>

The affordability gap is also apparent with rental housing: the unit sizes available for larger families require higher incomes and even the smallest rental units that would house a single person tend to be unaffordable for households earning less than 40 percent of AMI. According to the Urban Institute’s 2017 study of rental housing, Loudoun County has a deficit of approximately 2,500 rental units affordable to *extremely low income households* (ELI), or those households with income at or below 30 percent of the AMI. Based on their data, 4,000 extremely low income households existed in the County, but only 1,550 units were available at rents those households could reasonably afford. For extremely low income residents unable to find housing they can afford in Loudoun, their options are to become cost-burdened, crowd several households into a single housing unit, or seek housing elsewhere.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Median Monthly Rent</th>
<th>% AMI Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>$1,120</td>
<td>40%</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>$1,431</td>
<td>52%</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>$1,667</td>
<td>60%</td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>$2,055</td>
<td>75%</td>
</tr>
<tr>
<td>Four Bedroom</td>
<td>$2,485</td>
<td>90%</td>
</tr>
<tr>
<td>5 or more bedrooms</td>
<td>$2,791</td>
<td>101%</td>
</tr>
</tbody>
</table>

The rental price data from the 2013-2017 ACS demonstrates that the affordable housing challenges in the County are not limited to ELI households and that households of higher incomes also do not have enough access to affordable units. It takes just over 50 percent AMI to afford a median-priced one bedroom unit and 60 percent AMI to afford a two-bedroom unit. As rents continue to increase, without growth in lower priced units, this gap will continue to impact higher income households.

The low supply of housing, both rental and for sale, across all price ranges contributes to the high cost of housing for the average County resident and is an ongoing issue in Loudoun, as indicated by persistently high numbers of *cost-burdened households*, or those that spend 30 percent or more of their income on their rent or mortgage. Households paying more than 50 percent of their income

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4 Loudoun County Commissioner of the Revenue; Dulles Area Association of Realtors  
5 https://apps.urban.org/features/rental-housing-crisis-map/detail.html?fips=51107  
6 U.S. Census Bureau, American Community Survey 5-Year Estimates 2013-2017
on housing are considered *severely cost-burdened*. Cost burden can occur at any income level along the housing continuum and affect both homeowners and renters. Cost burden does not consider other costs that affect the cost of living in the areas such as transportation. The greater the percentage of income that households have to spend on housing, the less income that is available to spend on the other goods and services needed to live in the County. Figure 2 below, which was compiled using 2013-2017 ACS data, demonstrates that cost burden in the County varies by income level and between those who own and those who rent their homes.

**Figure 2. Cost-Burdened Households by Income, 2013-2017**

Households with a median income exceeding $75,000—the highest household income category for ACS cost burden data—comprise approximately 75 percent of households and face cost burden rates of 13 percent among homeowners and 11 percent among renters. Cost burden increases precipitously among the remaining households with a median income below $75,000. Housing costs are especially burdensome for renters making less than $35,000 a year. This data highlights that households at all income levels face housing affordability challenges in the County, and this

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7 U.S. Census Bureau, American Community Survey 5-Year Estimates 2013-2017
challenge is especially significant for households of lower incomes. The *Housing Needs Assessment* identifies other demographic groups that face cost burden at a higher rate than County households overall, including young adults (age 25 or below), older adults living alone, Hispanic households, single-parent families, and persons with disabilities.

As stated earlier, Loudoun County has a deficit of approximately 2,500 rental units affordable to extremely low income households.\(^8\) Extremely low income residents that leave the County as a result of their inability to find housing further strain County transportation systems and, as discussed in the following section, lose important social and employment connections. Renters who want to become homeowners in Loudoun County face similarly difficult choices. In the third quarter of 2018, the National Association of Realtors found the typical value of a home in Loudoun County to be $539,928, which would require an annual income of over $104,000. Forty percent of the County’s population earns less than $105,000 and would find it difficult to become a homeowner in Loudoun County.

**Importance to the Economy**

As discussed in Chapter 5: Economic Development, the County works to attract, grow, and retain targeted businesses of all sizes. Housing variety, availability, and affordability are among the factors that corporations, companies, and organizations use to determine where to locate. Housing availability, and cost in particular, enable companies to attract and retain employees; they are less likely to locate in a community where finding housing is a substantial issue for their employees and undercuts the ability of employers to attract workers. Conversely, when the workforce is unable to find housing or continue to afford the housing they have, they will explore other options, sometimes driving them away from the community. This causes workforce instability, especially in lower paying industries, and adversely affects Loudoun’s economic development prospects.

As shown in Table 3, households earning less than 100 percent AMI comprise significant segments of the County’s workforce, including retail and service workers, skilled tradespersons, and various professional workers. According to the Department of Economic Development, in 2016 over 48 percent of Loudoun's workforce had occupations that earned less than 40 percent AMI. Additionally, approximately 55 percent of the workforce earned less than 65 percent of AMI.

As demonstrated in Figure 3, a Department of Economic Development analysis found that employees working in industries supplying the most jobs in the County—including Retail, Accommodation and Food Services, and Educational Services—do not earn enough to afford the average rent for a one-bedroom apartment in the County. Employees in higher wage sectors face housing affordability challenges as well. For example, newly constructed homes in the County are, on average, not affordable to employees in the Professional, Scientific, and Technical Services sector, which provides more jobs than any other sector in the county. This illustrates the challenge facing employers and their employees regarding the availability of jobs in close proximity to housing affordable at current wages.

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8 https://apps.urban.org/features/rental-housing-crisis-map/detail.html?fips=51107
Table 3. Incomes and occupations in the Greater Washington D.C. Metro Region

<table>
<thead>
<tr>
<th>Income Group (FY2018)</th>
<th>What type of household is this?</th>
</tr>
</thead>
</table>
| 0-30% AMI
Extremely low-income (ELI)
$0-$35,150 family of four
$0-$24,650 single person | People who are unable to work due to disability or age; Seniors on fixed incomes; or Low-wage workers, including many retail, restaurant, and day care workers. |
| 30-50 percent AMI
Very low-income (VLI)
$35,150-$58,600 family of four
$24,650-$41,050 single person | One person working as an administrative assistant, electrician or teacher’s assistant; or Two workers in the retail, restaurant, or child care sectors. |
| 50-80 percent AMI
Low-income (LI)
$58,600-$77,450 family of four
$41,050-$54,250 single person | One or two workers in entry-level jobs including research associates, program managers, nursing aides, or nurses (LPNs). |
| 80-100 percent AMI
Moderate income (MI)
$77,450-$117,200 family of four
$54,250-$82,188 single person | One or two workers in entry-level or mid-level jobs, including police officers, fire fighters, school teachers, and IT support personnel |
| 100-120 percent AMI
Low-income (LI)
$117,200 - $140,640 family of four
$82,188 - $98,626 single person | One or two workers in mid-level jobs, including accountants, loan officers, and machinists |

9 Table taken from *A Guidebook for Increasing Housing Affordability in the Greater Washington Region* – updated figures with HUD 2018 Income Limits.
Figure 3. Housing Costs and Employment/Annual Wages in Loudoun County by Industry

[Graph showing different industries and their corresponding housing costs and annual wages]
Affordability challenges can drive employees to seek housing in other jurisdictions and require that they commute into the County for work. As of 2016, approximately 56 percent of Loudoun’s workforce resided in the County, while the remaining 44 percent commuted into the County daily. According to the Housing Needs Assessment, 61,600 workers commuted each day into Loudoun from 2009-2013. Ten percent had commutes that were 90 minutes or longer, compared to 5.5 percent for the DC metro area. Of these in-commuters, many worked in relatively low-wage industries such as Construction, Transportation & Utilities, and Leisure & Hospitality. Lower-wage employment sectors are growing, so the rate of in-commuting will increase if Loudoun does not have a continuum of housing to accommodate the workforce. As more workers find housing in more distant areas, congestion on roadways into and through the County will continue to increase.

The availability of a continuum of housing may also affect the economic viability of Loudoun’s planned Metrorail stations. For the Silver Line Metrorail expansion to be successful and gain sufficient ridership, neighborhoods within close proximity to the Metro stations need a mix of housing types and prices to ensure greater housing affordability and provide access to a greater diversity of households. In addition, the availability of housing with access to transit affects employer’s ability to attract and retain employees.

In addition to employees of local businesses, teachers, nurses, police officers, firefighters, and others who provide critical services in every community also require housing. As shown in Table 3, such occupations are typically moderate income, or earning between 80 and 100 percent AMI. For many of these professions living close to work is important because of the need to respond quickly to emergencies or work long shifts. However, incomes in these professions do not align with the housing available in Loudoun County, creating quality of life concerns both for public servants and the communities they serve. Households above 100 percent AMI also struggle with housing affordability in the County; Table 4 shows that typical rents in the County do not align with what families can afford. Additionally, homeownership costs are not affordable to most households; even households earning up to 120 percent AMI face limited choices.

<table>
<thead>
<tr>
<th>Income Group (FY2018)</th>
<th>How much can they afford to spend on housing each month?</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-30% AMI</td>
<td>$0-$881 family of four $0-$617 single person</td>
</tr>
<tr>
<td>30-50 percent AMI</td>
<td>$881-$1,466 family of four $617-$1,027 single person</td>
</tr>
<tr>
<td>50-80 percent AMI</td>
<td>$1,466-$2,345 family of four $1,027-$1,644 single person</td>
</tr>
<tr>
<td>80-100 percent AMI</td>
<td>$2,345-$2,932 family of four $1,644-$2,055 single person</td>
</tr>
</tbody>
</table>

Table taken from A Guidebook for Increasing Housing Affordability in the Greater Washington Region – updated figures with HUD 2018 Income Limits.
### Income Group (FY2018)

<table>
<thead>
<tr>
<th>How much can they afford to spend on housing each month?</th>
</tr>
</thead>
<tbody>
<tr>
<td>100-120 percent AMI</td>
</tr>
<tr>
<td>$2,932 – 3,907 family of four</td>
</tr>
<tr>
<td>$2,055 - $2,740 single person</td>
</tr>
</tbody>
</table>

### Planned Residential Growth Approach

Between 2000 and 2016, Loudoun County’s population and number of housing units more than doubled. Residences built during this time are primarily located along the western and southernmost portions of the Suburban Policy Area and in parts of the Transition Policy Area, with other concentrations of new homes built in the Towns and their JLMAs. The vast majority of the land planned for residential uses in the Suburban Policy Area is either developed or approved for development. In response to these constraints, Loudoun 2040 seeks to provide new housing units through a combination of increased residential densities and targeted opportunities for clustered compact neighborhoods in the Transition Policy Area.

As described in Chapter 2, Loudoun 2040 anticipates the majority of additional residential growth to occur in the Urban Policy Areas and parts of the Transition Policy Area, with limited higher density growth in the limited greenfield and redevelopment areas of the Suburban Policy Area. Throughout these areas, the Plan emphasizes opportunities to create places that will meet the needs of the diversifying community. The Urban Policy Areas create opportunities for new housing types to locate in close proximity to planned Silver Line Metrorail stations, anticipated employment centers, services, retail, and entertainment. A mix of compact single-family detached and single-family attached housing products are envisioned in limited parts of the Transition Policy Area to help address the unfulfilled demand for these housing types in the County.

Maturing neighborhoods, primarily concentrated in the Suburban Policy Area, may also provide limited opportunities for redevelopment or infill communities that better meet the needs of the County’s changing populace. These opportunities are described in greater detail in the Infill and Redevelopment section of Chapter 2. As the County adopts policies and regulations that help guide such developments it is important that such policies prevent displacement of existing affordable housing.

### Housing Needs of a Diverse Community

Demand is growing for diverse housing types to address the needs of the County’s changing population. As discussed in the Urban Land Institute’s survey of American housing preferences *America in 2015*, Millennials have demonstrated a greater preference for vibrant, walkable communities with convenient access to outdoor spaces and amenities that allow them to rely less on cars. The aging Baby Boomer generation (born between 1946 and 1964) creates a need to provide a range of senior housing opportunities. Multigenerational family living arrangements have risen considerably over the past several decades. As of 2016, approximately 20 percent of Americans lived in multigenerational households, up from a modern low of approximately 12
percent. The Housing Needs Assessment summarized these evolving housing market trends for Loudoun County through 2040, noting increasing demand for:

- Low-cost, small unit rental housing for entry level workers below the age of 35;
- Small, modestly-priced housing for young families;
- Accessible housing and communities for older adults and persons with disabilities;
- Multigenerational housing;
- Housing options affordable to extremely low-income, very low-income, low-income and moderate-income households; and
- Single family housing for high-income earners.

Universal Design
Housing and community design is constantly evolving to meet the needs of populations with diverse abilities. Some past attempts to increase accessibility in the built environment have focused on conspicuous retrofits or the provision of “separate but equal” facilities for persons with disabilities or other access limitations. Increasingly, planners, designers, and advocates are emphasizing the importance of creating environments that are designed to meet the needs of anyone who wishes to use them as a basic principle of good design — a concept known as universal design. Universal design requires construction that is useable by all people to the greatest extent possible without the need for adaptation or specialized design. In addition, universal design features increase safety and ergonomic use by residents.

Universal design is a particularly important consideration in the development of new housing. The provision of universally functional homes helps create more inclusive, integrated communities, allowing populations diverse in age and ability to live and interact in the same community. The policies, actions, and strategies described in this chapter, as well as those in Chapter 2, promote the provision of housing units that reflect these principles as an important step toward achieving the broad housing continuum needed to serve the entire community.

The Missing Middle
Suburban and urban localities are exploring new ways to meet the demand for diverse housing types close to services and amenities while maintaining the scale and community character of existing neighborhoods. One approach encourages the development of missing middle housing, which utilizes a mix of small scale single-family units, accessory dwelling units, and limited multi-family units with a lower perceived density. This approach is intended to add to the continuum of housing and provide housing choices and prices between large-lot, single-family detached units and large-scale multi-family units, while fostering the neighborhood scale that many residents continue to seek.

Missing middle housing is generally discussed in terms of design; specifically, it focuses on the form, scale, size, and massing of units, their relationship to the street, and the design of streets themselves. *Loudoun 2040* envisions creative residential and mixed-use development proposals in appropriate areas of the County that will help achieve the continuum of housing through the provision of missing middle housing products. Several place types envisioned in the Urban Policy Areas, Suburban Policy Area, and Transition Policy Area accommodate these housing formats, including Urban Transit Center, Suburban Compact Neighborhood, Suburban Mixed Use, Transition Compact Neighborhood, and Transition Commercial Center. Neighborhood place types provide opportunities for smaller, less expensive housing types that would blend with the existing neighborhood scale of these areas. In mixed-use and other higher intensity mixed-use place types, missing middle housing can be used to create transitions between higher density nodes and adjacent residential neighborhoods. These elements are described in greater detail by place type in Chapter 2 of the Plan.

*Loudoun 2040* includes flexible land use policies and encourages streamlined regulations that facilitate the development of missing middle units, taking a form-based rather than a use-based approach to land development regulations. Regulations focusing on lot size, building and unit size rather than overall density will help accommodate a greater diversity of housing types and prices while ensuring compatibility with the scale and character of existing suburban and urban neighborhoods.

**Figure 4. The Missing Middle Housing Spectrum**

![Image](https://www.loudoun.gov/cif)

*Courtesy of Opticos Design, Inc.*

**Housing Cost Impacts of Current Fiscal Policy**

Development of new housing attracts new residents, and with new residents comes increased demand for public services such as law enforcement, fire protection, emergency medical services, and education. To implement these services, the County has developed Capital Intensity Factors (CIF) to estimate the anticipated per unit costs of new residential development to construct needed capital facilities ([https://www.loudoun.gov/cif](https://www.loudoun.gov/cif)).

Where allowed by State Code, the County works with the development entities of residential projects to mitigate the capital facility impacts; this is typically done with contributions to capital facilities formalized in proffer statements. Since market conditions dictate the sales price of housing units, a developer adds the cost of the capital facility contribution in each unit’s sales
price, which increases the cost of housing. For Affordable Dwelling Units (ADU) provided pursuant to Article 7 of the Zoning Ordinance, which are restricted for occupancy by households whose income falls within 30 to 70 percent AMI, the County absorbs the capital facility impacts generated by that housing by crediting the developer the costs for each ADU’s impacts.

Since the County’s CIF has been based on unit type, rather than unit size, and development entities intend to maximize profit margins, an incentive to develop smaller or modest sized housing has typically not been present. Instead, this has led to the construction of larger, higher cost residential housing units that are affordable to households with incomes greater than 100 percent of AMI. As reflected in the policies of this chapter, identifying these influences provides the County an opportunity to address the issues that could enable or incentivize development of smaller, more modestly sized houses to occur within the market, which would be more affordable by design.

**Policies, Strategies, and Actions**

Loudoun County must take a collaborative approach to providing a full continuum of housing solutions to support the community. This approach will require collaboration and partnership within the government and with the private sector and the community. This approach affirms policies, actions, and programs that are successful and sets forth new and innovative strategies and a commitment to implement them.

Unless otherwise specified, the following policies, strategies, and actions apply Countywide.

**Housing Policy 1: Increase the amount and diversity of housing that is available in terms of unit type, size, and price and promote innovative designs throughout Loudoun County that are desirable and attainable to all income levels.**

**Strategy**

1.1 Use innovative and flexible regulatory approaches to help fulfill the continuum of housing needs in a variety of targeted locations and settings throughout the County.

**Actions**

A. Promote mixed-income housing developments.

B. Amend zoning regulations to accommodate more innovative and flexible density, building height, lot size, lot line, parking, setback, and design standards through the implementation of a planned unit development (PUD) ordinance.

C. Allow by-right dormitory housing, tenant dwellings, and portable housing units for farm workers where otherwise permissible according to Loudoun County Health Department standards and regulations.

D. Regulate multi-family development by floor area ratio (FAR) instead of by dwelling units per acre.

E. Develop zoning regulations and design standards to facilitate compact residential and mixed-use development that emphasizes the physical form and the character of the
built environment to integrate uses and add density to support innovation and lower costs in housing production.

F. Amend zoning regulations and design standards to permit accessory housing product types (e.g., carriage houses, accessory apartments, and cottages) in residential and mixed use zoning districts and incentivize the integration of universal design features in accessory units.

G. Amend zoning regulations to expand the number of districts where manufactured housing, accessory units, and alternative housing types are allowed (e.g., small lot, zero lot-line, micro-units, maximum unit sizes, and innovative housing types).

Strategy
1.2 Promote and/or incentivize compact and dense housing product that is affordable by design and price, especially in urban settings close to transportation alternatives.

Actions
A. Amend zoning regulations and design standards to incorporate density bonuses and other incentives into appropriate zoning districts to encourage the provision of housing to address the County’s unmet housing needs in areas currently served by or planned for mass transit.

B. Require fewer parking spaces in new developments located proximate to public transit that achieve a continuum of housing of types and prices.

Strategy
1.3 Reevaluate Capital Facility Impacts to acknowledge broader diversity of unit types, sizes, and households.

Actions
A. Identify alternatives in calculating the costs of development for the impact on capital facilities (such as a rating system) to reduce costs and to encourage diversity in unit types produced. Explore the use of square footage and/or number of bedrooms to assess capital facility costs associated with a broad range of unit types to encourage the development of needed unit types (for example, studio and one bedroom apartments, smaller homes).

Strategy
1.4 Ensure that housing for special needs populations is integrated within existing and planned communities.

Action
A. Amend zoning regulations and design standards to incentivize the integration of universal design elements in residential units and in the design of neighborhoods.

Strategy
1.5 Provide for diverse housing options with access to a range of amenities and transportation options for older adults (55+).
**Actions**

A. Provide incentives to developers to provide a diversity of housing types within active adult and/or age restricted housing development projects.

B. Incentivize the provision of age-restricted housing units for residential or mixed-use development proposals in transit centers and other areas planned for an integrated mix of uses to support older adults’ option to live in close proximity to transit, retail, service, and entertainment uses.

**Strategy**

1.6. Support mixed-use development projects that provide a continuum of housing types, sizes, and prices as well as commercial uses such as retail, entertainment, and offices in a walkable environment.

**Actions**

A. Provide incentives to encourage zoning map amendments or zoning concept plan amendments on previously entitled properties that increase the provision of a mix of smaller housing types.

B. Research and implement effective incentives, such as appropriate density increases for the provision of affordable housing proximate to major employment centers and the Silver Line Metrorail stations, as well as the offset of capital facilities contributions to reduce housing development costs to foster a continuum of housing affordability for workers in Loudoun.

**Strategy**

1.7. Ensure that infill and redevelopment projects provide a continuum of housing in areas with existing infrastructure and services.

**Actions**

A. Develop zoning regulations and design standards to implement form-based approaches for infill and redevelopment areas that facilitate the development of “missing middle” housing product types.

**Housing Policy 2: Preserve existing affordable housing stock and ensure housing remains safe and habitable.**

**Strategy**

2.1. Leverage public and private resources to maintain housing that helps address unmet housing needs in Loudoun County.

**Actions**

A. Bring existing housing in need of indoor plumbing, operational septic and water systems, and major system repair (e.g., new roofs or heating and cooling systems) up to safe and livable conditions.
Strategy

2.2. Preserve housing affordable to households earning less than 100 percent AMI that is currently provided by the market, and integrate it into redevelopment projects.

Actions
A. Create an inventory of housing stock using County assessment data that identifies the type of unit, its location within the County, and general characteristics of the units.
B. When redevelopment projects are proposed for areas with existing housing affordable to households earning less than 100 percent AMI in otherwise good condition, incentivize the preservation and rehabilitation of that existing housing stock.
C. Require that redevelopment projects removing existing affordably priced units provide a one-for-one replacement of similarly priced housing units in order to ensure no net loss of affordably priced units.
D. Explore local funding options and implement housing programs that preserve and improve existing affordably priced housing.

Housing Policy 3: Ensure County residents are able to access housing they can afford.

Strategy

3.1. Focus County funding, resources, and programs on the unmet housing needs of households earning up to 100 percent of the Washington Metropolitan Area Median Income (AMI).

Actions
A. Develop an affordable housing strategic plan that specifically identifies strategies, actions, programs, and best practices to address the County’s current and future unmet housing needs. The plan would include estimates on unmet housing needs, establish development targets, and evaluate how housing programs address those needs every five years.
B. Emulate, when appropriate, successful housing programs in other jurisdictions.
C. Develop zoning regulations and design standards that remove barriers and incentivize the development of housing affordable to households at or below 100 percent AMI.
D. Reduce or waive proffer requirements as a means of incentivizing the provision of housing affordable to households earning less than 100 percent AMI in new transit-oriented development.
E. Create an expedited permit process to fast-track applications for developers who commit to providing additional units affordable to households earning less than 100 percent AMI.
F. Provide incentives such as those included in Article 7 of the Zoning Ordinance to support LIHTC projects to encourage zoning map amendments or zoning concept plan amendments on previously entitled properties that increase the provision of housing affordable to households earning less than 100 percent AMI.

G. Strengthen regulations in Article 7 and Chapter 1450, to the greatest extent that the State Code allows, to increase the development of housing that helps address the County’s unmet housing needs in all residential and mixed-use development.

H. Require housing units that help address the County’s unmet housing needs to be provided in residential developments that contain 20 or more dwelling units and are served by public sewer and water.

I. Develop effective incentives that enable development to meet unmet housing needs to include housing for households with incomes at or below 30 percent AMI, which is the area of greatest need.

J. Address the housing needs of extremely low-income or vulnerable households including older adults on fixed incomes and persons with disabilities by exploring partnerships with healthcare providers, local nonprofits and philanthropy to develop targeted housing for this population.

K. Preserve the County’s investment in ADUs by continuing to purchase ADUs approaching the 15-year covenant expiration and extending the covenants.

L. Maximize the County’s investment in ADUs by extending the affordability covenants for new projects beyond the current 15-year period.

Strategy
3.2. Increase the financial resources gained from federal, state, local, and private sources to address the unmet housing needs in the County.

Actions
A. Identify and designate a dedicated local funding source to support the County’s plan to provide a continuum of housing.

B. Use the EDA to issue tax exempt bonds for qualified residential rental projects and to make grants or loans of its own funds (or funds received from another governmental entity) with respect to single or multifamily residential facilities, in order to promote high-quality and affordable housing in the County.

C. Leverage strategic geographies with federal programs, such as opportunity zones and qualified census tracts, and proactively pursue grants and other funding from federal, state, and private foundation sources, such as HOME, Emergency Solutions Grants, State and Federal Housing Trust funds.

D. Evaluate/reformulate the Community Development Block Grant (CDBG) program to a housing focus to include property acquisition, rehabilitation, and construction.
E. Use public and private partnerships, programs, tools, and incentives to address unmet housing needs and increase the County’s capacity to compete for federal, state, and private sector assistance.

F. Use the Economic Development Authority (EDA) to assist with property acquisition, tax exempt bond financing, and leverage gap financing, and stimulate cooperative partnerships toward the preservation and production of housing to address unmet needs.

G. Work in partnership with nonprofit, public, and private entities that are committed to provide a wide range of housing opportunities by offering technical and financial assistance such as loans, gap financing, tax credits, and grants.

Strategy
3.3. Explore offering free or subsidized public land to developers seeking to address the unmet housing need in the County.

Actions
A. Develop a proactive “public land for public good” program that offers public property to reduce the cost of housing development by reducing or eliminating the land cost.

B. Establish a community land trust/land bank and assemble properties, including tax sale properties, for the construction of housing that addresses the County’s unmet housing needs.

C. Use public property to offset the land costs to nonprofit and for-profit housing developers seeking to build housing for persons with special needs and/or households earning less than 50 percent AMI.

D. When purchasing real property for public use, promote collocating public facilities with affordable housing.

Strategy
3.4. Expand the County’s existing home purchase programs.

Actions
A. Expand and increase the funding for the Down Payment and Closing Cost Assistance and Public Employee Grant programs to help households earning up to 100% AMI purchase a home.

B. Create and implement home buyer readiness financial literacy classes to help educate first-time home buyers.

C. Promote and facilitate the First-time Home Buyers Savings Plan which enables the establishment of a savings plan for the purchase of a home and exempts the earnings on the savings (Code of Virginia Chapter 32, sections 55-555 through 55-559).
D. Expand the employer-assisted housing program to help meet the private sector’s workforce housing needs.

**Strategy**

3.5. Promote cross-sector collaboration to help address the County’s unmet housing needs.

**Actions**

A. Facilitate collaboration among residential developers, affordable housing developers, lenders, the Virginia Housing Development Authority, economic development agencies, and transportation officials.

B. Develop a housing ambassador program to Loudoun’s towns to raise awareness and provide technical assistance to assist them in establishing and maintaining programs that address their unmet housing needs.

C. Conduct regular focus groups with the building industry, the CEO Cabinet, and major employers.

D. Convene an Annual Housing Summit to check in with stakeholders on issues and successes.

E. Coordinate with the Virginia Regional Transit and other transit providers to ensure access to and from housing to jobs and services.

F. Implement a robust community outreach plan to promote the importance of housing to Loudoun’s quality of life and the economy.
Chapter 5 -
Economic Development

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Chapter 5 - Economic Development

Vision
A diverse and globally competitive Loudoun economy.

Introduction
Loudoun County has emerged as a leading hub of economic activity in the Washington, D.C. Metropolitan Area. Two major economic drivers have helped Loudoun’s economy grow exponentially – Washington Dulles International Airport and the world-class digital fiber network – and a third economic driver is on the horizon with the Silver Line Metrorail expansion to Ashburn.

Three Economic Growth Factors

Growth remains constant in technology sectors such as aerospace, cybersecurity, and data centers. The federal government continues to fuel employment for almost one-third of the County’s rapidly expanding population. Loudoun continues to have a strong agriculture-based business sector, in large part due to the growth of value-added agricultural products. Start-ups and corporations that span all of these burgeoning industries are thriving due to Loudoun’s location in the region, proximity to Washington Dulles International Airport, a highly-educated workforce, and a business-friendly government.

Loudoun’s sustained economic growth generates significant local tax revenue from businesses that supports quality schools, parks, public facilities, infrastructure, and low residential tax rates. These assets help create a high quality of life for the County’s residents, workers, and visitors. The list of accolades for Loudoun’s economy is long, however there are eight “number ones” that set the County apart from the rest of the region, nation, and the world:
The median household income in Loudoun is more than double the state average, and ranks number one nationally for jurisdictions with a population of 65,000 or greater. Part of that can be attributed to having one of the most educated workforces in the country (almost 60 percent have at least a bachelor’s degree), as well as one of the lowest unemployment rates in the region.¹

Loudoun also leads the U.S. in investment for counties of its size.² Since the start of Fiscal Year 2014, Loudoun has announced more than 344 deals, representing approximately 13.5 billion dollars of commercial investment and 16,280 jobs created or retained.³

Much of this economic growth is fueled by the world’s largest and fastest-growing data center hub, which is a strong revenue source for the County’s General Fund; for every dollar in services Loudoun County provides for data centers, it receives back more than $9.50 in tax revenue. Major industry leaders such as Amazon, Verizon Business, Google, Facebook, and Salesforce rely on the connectivity in Loudoun County.

In addition to the tech infrastructure, Loudoun has expanding economic roots in agricultural business including almost 1,400 working farms. The quantity and quality of breweries, wineries, grapes, bees, and horses outpace all other jurisdictions in the state. This has helped Loudoun develop into a tourist destination, with an annual economic impact from domestic tourism of more than 1.7 billion dollars and approximately 17,000 tourism jobs.⁴

**Background**

In 2000, the Board of Supervisors adopted a guiding strategy for a sustainable economy in the County’s *Revised General Plan*. This fundamental economic development strategy identified five goals for the Loudoun community: 1) foster a prosperous and diverse business environment, 2) create a globally recognized economy, 3) maintain sound fiscal health, 4) develop an innovative

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¹ U.S. Census, 2012-2016 American Community Survey.
³ Loudoun County Department of Economic Development, 2018.
⁴ Virginia Tourism Corporation, 2018.
rural economy, and 5) become a world-class visitor’s destination. It also identified Loudoun’s primary competitive advantages:

- Washington Dulles International Airport;
- Location in the Washington, D.C. Metropolitan Area;
- Qualified workforce skilled in advanced industries;
- Quality of life;
- Infrastructure that enables access to the region; and
- Greenfield land zoned for commercial development.

The County refines its economic strategy regularly with assistance from specialized research consultants. Continually refreshing economic development Policies, Strategies, and Action items is essential since economic climate, county assets and constraints, and projected trends for the future are dynamic.

Targeted Cluster Strategy

Since 2008, the Board of Supervisors has focused economic development efforts on targeted clusters and overlays of businesses that have the largest employment sectors, demonstrated past growth, or have potential for future gains based on innovations and trends in the market. This economic development approach is based on industries that are more concentrated in Loudoun relative to the state/nation, and industries that are adding firms because of Loudoun’s strengths and opportunities. The County’s targeted clusters and sub-clusters are:

Cluster 1. Information & Communications Technology
   a. Data Analytics and Technology Advancement
   b. Cybersecurity
   c. Data Centers

Cluster 2. Highly Specialized Manufacturing

Cluster 3. Agricultural Businesses

Overlays that are targeted for business intensification include: (1) major projects, headquarters and associations; (2) small business and entrepreneurship; (3) international business attraction; (4) existing businesses (retention and expansion); and (5) Metrorail stations.

The Information and Communications Technology (IT) cluster continues to play a major role for Loudoun County in terms of employment, establishments, earnings, name recognition, and potential for future growth. The IT assets that Loudoun has cultivated over the last few decades including infrastructure (e.g. data centers), workforce, and general economic environment create a wealth of opportunities within the cluster for continued expansion.

The Highly Specialized Manufacturing cluster includes industries and companies that are producing goods that are high-value and specialized in nature and, therefore, typically need to be

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5 Camoin Associates, Atlas Integrated and ACDS are different economic consultants that have helped the County develop marketing, agricultural business, and cluster development strategies.

made in small batches and shipped to their supply chain or final destination quickly. This cluster continues to be an emerging opportunity based on the County’s assets including Washington Dulles International Airport, existing manufacturing companies, a highly skilled labor force, and information technology strengths.⁷

The Agricultural Business cluster is made up of farms that provide value-add agricultural products⁸, traditional commodities, and agri-tourism. With direction and support of the Board of Supervisors, the County’s Rural Economic Development Council (Council) developed a blueprint for strategies that support the agricultural economy. Along with multiple stakeholders, and with the assistance of the County’s Department of Economic Development, the Council crafted the Rural Economy Business Development Strategy to guide marketing, research, and education; create financial tools to support agricultural entrepreneurs; provide resources; and inform public policy.

To strategically grow existing industry clusters or develop new ones, the County devotes resources (people and research) to becoming cluster experts that can anticipate the needs of businesses in a targeted cluster. This is achieved proactively through knowledge, relationships, and earned reputation. Cluster experts communicate the County’s competitive advantages for a targeted industry, connect prospective businesses to other businesses or resources in their cluster, and seek solutions to any barriers to entry. The objective is to attract new businesses to the cluster so that the global competitive advantage of Loudoun is strengthened in the targeted industry.

**Trends and Influences**

Non-residential forecasts identify that short-term growth will be led by data center development. However, mid to long-term forecasts show data center construction slowing as land and resources become scarce. Diversifying the economic base, creating desirable places to attract new corporate headquarters, investing in the skill set of local workforce, marketing the County on a global scale, and promoting Loudoun as a tourism destination will help maintain a strong community for the next twenty years and beyond.

As part of the Loudoun 2040 General Plan process, the County reevaluated its economic advantages, challenges, and opportunities based on existing local market conditions. Additionally, macro trends were analyzed that will impact economic development in the areas of workforce, globalization, digitization, tourism, and demographics.

**Local Opportunities and Challenges**

The IT cluster, which includes data centers, remains a strong local competitive advantage. Northern Virginia has an exceptionally high concentration of tech talent, as measured by the number of civilian employed persons in computer and mathematical occupations—more than Seattle and comparable to that in the entire San Francisco/Silicon Valley area. Out of the cities and counties in Northern Virginia, Loudoun County has the highest concentration of people employed

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⁸ Value-add implies that an agricultural business is taking a raw product and adding value in the manufacturing process to create a different product (e.g. craft beverages).
in computer and mathematical occupations.\textsuperscript{9} Other economic development advantages include: 1) Washington Dulles International Airport and future Metrorail stations; 2) business-friendly local regulations and services; 3) highly-educated workforce and top-notch schools; 4) farms and agritourism; 5) affluent and culturally diverse residents; and 6) exceptional quality of life.

Despite the high concentration of tech workers in the region, talent attraction is still one of the biggest challenges that existing and potential Loudoun businesses face. The emerging workforce desires walkable urban places with a mix of amenities and housing types. A recent survey by the County’s Nighttime Economy Advisory Committee found that the younger workforce wants 1) special events; 2) arts, cultural, and entertainment districts; 3) attainable and desirable housing; 4) mixed-use and walkability; and 5) multimodal transportation alternatives.\textsuperscript{10} Lack of housing options and traffic congestion for commuting has also been cited by many business leaders as a challenge for employee recruitment.\textsuperscript{11}

**Workforce**

As of 2017, the number of Americans on unemployment rolls has dropped to a 17-year low, which indicates the labor market nationwide is tightening and companies are facing challenges recruiting skilled workers.\textsuperscript{12} Some best management practices for economic development organizations to help address the expected talent shortage include: conducting a workforce sustainability study, collaborating with regional educational institutions, and developing industry-specific online portals for jobs.

The labor force participation rate in Loudoun is approximately 77 percent, which is higher than the national rate of 66 percent.\textsuperscript{13} Analysis of commuting pattern data illustrates just how interconnected the County’s employment and labor force is with the larger region − with the region relying on Loudoun and Loudoun relying on the region for workers and places of employment. Data shows that over 86,000 people come into Loudoun County each day from surrounding areas, over 123,000 Loudoun residents travel out of the County to their jobs, and over 54,000 live and work in Loudoun. The most common home or work location, besides Loudoun County, is Fairfax County.\textsuperscript{14} As of 2016, 50 percent of the County’s residents were working and living in Loudoun, which is a steady increase from approximately 41 percent in 2000.\textsuperscript{15}

Self-employment in Loudoun accounts for approximately 7 percent of all employment; this is higher than within Maryland and Virginia (5.5 percent) and slightly higher than the rest of the nation (6 percent). Most of the self-employed individuals are government contractors and/or in the IT sector. Opportunities exist to encourage new start-ups and transition willing and interested

\textsuperscript{9} U.S. Census, 2012-2016 American Community Survey.
\textsuperscript{10} Loudoun County Nighttime Economy Advisory Committee, 2016.
\textsuperscript{11} Loudoun County Department of Economic Development, Business Community Interviews, 2017.
\textsuperscript{13} U.S. Census, 2012-2016 American Community Survey.
\textsuperscript{14} Camoin Associates, 2017.
\textsuperscript{15} U.S. Census, 2012-2016 American Community Survey.
companies from self-employment/sole-proprietorship to employing staff, which will support innovation, research and development, and job growth in the county.\textsuperscript{16}

Loudoun County is home to seven institutions of higher education providing undergraduate, graduate, and continuing education opportunities. These include: George Washington Virginia Science & Technology Campus, George Mason Enterprise Center, Virginia Tech Equine Medical Center, Shenandoah University, Northern Virginia Community College, Strayer University, and Patrick Henry College. Local universities and colleges have partnered with local businesses and organizations to provide places for business ideas to incubate and grow, expand research and development opportunities, and provide targeted educational training opportunities. This continued collaboration strengthens the partnerships among government, business, universities, and public schools to ensure continued development of Loudoun’s highly skilled workforce.

As part of an international strategy, attracting immigrants to the workforce helps ensure a steady flow of skilled and unskilled workers. Loudoun County is well on its way to diversifying its local employment base, as one out of every four residents are foreign-born.\textsuperscript{17}

**Globalization**

The County’s economic development strategies need to be prepared for the global economy. One in five American jobs are tied to international trade, and 95 percent of consumers – three-quarters of the world's purchasing power – is found outside United States borders.\textsuperscript{18} Locally, the percentage of Loudoun’s gross domestic product devoted to exports (9.9 percent) is top five for the Greater Washington area. Loudoun is also top five in Greater Washington for numbers of jobs in foreign establishments.\textsuperscript{19}

Best practices for increasing foreign direct investment, attracting international companies, and recruiting international workforce are straight-forward: devote full-time staff to international trade missions and developing leads and recruiting abroad. Furthermore, globalization is no longer confined to the coastal cities, so the future domestic workforce (students) should be prepared early by emphasizing foreign studies and learning different languages.

**Digitization**

Digitization of the local government development process has become standard for larger local jurisdictions, which helps businesses start and expand easier and faster. Electronic plan submittals, business license portals, and online permit or entitlement tracking increase accountability and provide more certainty for the business community.

The continual shift to digital information, communication, and transactions results in steady demand for data storage infrastructure and IT workers. Loudoun is thriving in both business areas as 30 percent of the world’s physical data center buildings are in Loudoun County, and the

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\textsuperscript{16} Ibid, 2017.
\textsuperscript{17} U.S. Census, 2012-2016 American Community Survey.
\textsuperscript{18} The Trade Partnership, 2015.
\textsuperscript{19} Brookings, 2014.
concentration of employees in IT as it relates to total County employment is stronger than the IT cluster in the states of Maryland and Virginia combined.

**Tourism**

Tourism and economic development are inextricably linked, as visitors to desirable destinations become repeat visitors, which can lead to relocation, entrance into the workforce, and potentially moving or starting a business. Loudoun County’s tourism industry is thriving and ranks third in overall visitor spending in the Commonwealth with $1.69 billion in 2016.²⁰ Loudoun is uniquely situated in the Washington, D.C. region due to its agricultural economy in the western half of the County that also supports regional tourism. Northern Virginia generates the most agri-tourism revenue of all 10 state regions, contributing more than $552 million to Virginia’s $2.2 billion agri-tourism industry. Loudoun County farm businesses make up 51 percent of Northern Virginia’s agri-tourism venues.²¹

Best management practices for aligning economic and tourism development include using consistent “destination” branding across multiple lines of government, building recognition for year-round activities, and identifying the local community as a progressive tourism destination in marketing materials to business prospects.

**Demographics**

The generation still entering the workforce is the biggest cohort in United States history.²² The demographic shift brings changes in consumer spending, office amenities needed to attract workforce, housing preferences, and political ideologies. In general, the newest generation of workers are unique because of technological aptitude and reliance, propensity towards social tolerance, and high educational attainment.²³

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²² Business Insider, 2015.
Most innovative companies looking to attract the next generation of workers are seeking “urban” places for their expansion or relocation efforts because they cluster offices, retail, entertainment, cultural attractions, services, and housing options in close proximity. The emerging workforce desires this amenity-rich environment and expects transportation options such as walking, biking, or transit for commuting or consuming daily goods and services. Transit-oriented on-Metro developments in Northern Virginia have seen remarkable growth, and Loudoun County is poised to capture this trend with the opening of the new Metrorail stations.

The key demographics of Loudoun County, including the growing population, lower median age, high education levels, and high income levels present opportunities to support a variety of well-paying knowledge and skills-based industries in addition to creating the demand for high-quality place and related amenities. Being able to attract and retain employees in Loudoun County will ensure companies will continue to choose Loudoun for their business.

**Policies, Strategies, and Actions**

The following Policies, Strategies, and Actions help achieve the County’s economic development mission and vision, as well as the overall economic development priority set by the Board of Supervisors to grow the commercial tax base.

Across all departments and within each economic development policy emphasis is placed on providing a stable and predictable business environment through customer-focused solution-oriented public service. Unless otherwise specified, the Policies, Strategies, and Actions apply Countywide.
Policy 1: Diversify the economy by strengthening targeted industry clusters.

Strategies
1.1. Attract new businesses in key industries so that the global competitive advantage of Loudoun is strengthened in the targeted industry clusters.

1.2. Work with existing businesses proactively and retain businesses that may be considering leaving Loudoun by helping with relocation or expansion efforts.

1.3. Catalyze start-ups and entrepreneurial growth by providing quality resources.

1.4. Continue to sustain economic growth at and around the Washington Dulles International Airport and the Leesburg Executive Airport, including support of land use restrictions in noise-sensitive areas located within 65 Ldn noise contours.

1.5. Expand international relationships and attract foreign businesses within targeted clusters.

Actions
A. Embed staffing resources in each cluster/overlay to attract or expand businesses using industry expertise, relationships, and earned reputation.

B. Use marketing and research to create promotional materials, conduct market analysis, assist with site selection, and provide ombudsman services.

C. Provide assistance with the regulatory process and streamline when possible using electronic plan submittals and online portals to get clients to market more quickly, provided all public safety, health, and welfare regulations are met.

D. Create mechanisms for the rural economy to maintain its status as a regional agricultural leader and local advantage.

E. Focus on providing resources, networking/education events, and other programs to startup companies that place a high value on growth, including assistance with establishing additional incubators, accelerators, co-working spaces, and makerspaces.

F. Reserve adequate amounts of developable commercially-zoned land for cluster growth.

G. Strategically use economic incentives as needed for attraction and retention.

H. Ensure new development does not create flight obstructions, or otherwise impede flight operations at Washington Dulles International Airport and Leesburg Executive Airport, notwithstanding building and height standards recommended elsewhere in Loudoun 2040.

I. Require developments that are subject to Federal Regulation 14 CFR Part 77 to provide the County with certification from the Federal Aviation Administration (FAA) that it will not constitute a hazard to air navigation. In addition, developments will comply with any recommendation(s) found in an FAA decision that results in a no hazard determination.
Policy 2: Create desirable places in key corridors and employment centers.

Strategies

2.1. Ensure that the design and infrastructure of key economic corridors and employment centers creates desirable places for workers, businesses, residents, and visitors.

2.2. Support development projects near the Ashburn and Innovation Metrorail stations that provide a continuum of housing types, retail, entertainment, and employment options in a walkable environment.

2.3. Be flexible, customer-focused, timely, and open to interpretation in review and approval of commercial or mixed-use projects to keep pace with business innovations and reduce time to market.

2.4. Encourage multimodal infrastructure design, especially within biking distance of Metrorail stations and near other employment and major hotel centers, which minimizes impact to development potential of land.

2.5. Support a diversity of available commercial products when planning land use to improve attraction of a multifaceted business base.

2.6. Accommodate all types of critical infrastructure when planning for transportation; complete streets, power, water, and fiber.

Actions

A. Establish State-endorsed “Technology Zones” for the encouragement of new and expanding technology businesses that enable reduction of user and permit fees, local tax incentives, special zoning treatment, and exemption from local ordinances.24

B. Streamline the process for amending the Comprehensive Plan to allow for flexible and timely responses to evolving market conditions and technological innovation and to reduce project time to market.

C. Periodically update the County’s zoning regulations and design standards to keep pace with innovation in the marketplace.

D. Extend support to the Towns to plan for enhancing the economic base.

Policy 3: Invest in the skilled workforce needed for continued economic growth.

Strategies

3.1. Support continual growth of the workforce through recruitment assistance, training, and placement programs.

3.2. Proactively attract workforce, develop existing pipeline, and explore ways to increase access to qualified job applicants in targeted clusters.

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3.3. Cultivate partnerships with schools, colleges, and businesses to link all levels of education (including K-12) to targeted industry needs.

3.4. Develop housing programs to create a continuum of housing types that are attainable and desirable to all levels of the workforce.

**Actions**

A. Collaborate with community and academic partners on connecting people to careers, expanding “learn by doing” programs, securing funding sources for training, and developing vocational training and industry certification and degree programs.

B. Actively engage local businesses to determine workforce challenges and needed skills.

C. Incentivize construction of attainable workforce housing using density bonuses, fee waivers, revolving loans, or assistance with required infrastructure.

D. Consider using the Economic Development Authority for property acquisition to bank land for public-private partnerships on workforce housing projects.

**Policy 4: Market the County as a world-class business ecosystem.**

**Strategies**

4.1. Market the County as a world-class place to do business using a variety of tools and communication platforms.

4.2. Promote gender and ethnic diversity of the local business community.

4.3. Market Washington Dulles International Airport as a destination portal to a diverse Loudoun economy.

**Actions**

A. Tailor messaging to decision makers and influencers who play a role in starting, expanding, or relocating businesses (e.g., owners, executives, site selectors, or brokers).

B. Post and respond on the County’s economic development website and social media channels in a timely fashion to maintain credibility.

C. Maintain economic development brands for custom professional-grade collateral.

**Policy 5: Support the promotion and development of Loudoun County as a tourism destination.**

**Strategies**

5.1. Collaborate with Visit Loudoun to support the development and enhancement of tourism and hospitality infrastructure, including hotels, bed and breakfasts, event facilities, and cultural attractions.

5.2. Encourage and support tourism destination development and marketing.
**Actions**

A. Establish State-endorsed “Tourism Zones” that enable the County to be eligible for gap financing from the State for tourism-related development projects. 

B. Refresh online content and optimize for search engines regularly, translate into multiple languages, and focus design to reflect Loudoun’s unique personality and strengths.

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Chapter 6 - Fiscal Management & Public Infrastructure

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Chapter 6 - Fiscal Management & Public Infrastructure

Vision
Provide high quality, efficient, and environmentally sensitive infrastructure systems supporting growth management goals and delivering innovative services to the community.

Introduction
Sustained growth since 2000 requires Loudoun County meet a significant demand for new public facilities, such as parks and recreation, fire and rescue, and schools. While the County has maintained a reputation for quality facilities and services and sound fiscal management, funding and competing priorities have led to a shortfall or delay in certain public facilities. As the County has grown, the increasing scarcity of land and the diversity of facility and service needs has further affected the County’s ability to meet demands. Service providers have employed various measures to adapt to these challenges. Schools are being designed to fit on smaller parcels. Libraries are sharing commercial space in Brambleton and Stone Ridge and Sheriff’s Office substations co-locate with Fire and Rescue stations. Loudoun 2040 supports continued innovation, particularly in co-location and site design to not only add new facilities but to better adapt to changing community design, particularly in compact mixed use and transit-oriented developments.

Loudoun County maintains close connection between land use and fiscal planning. Managing utilities, principally sewer and water, has directly influenced where new development occurs. Consistent policies and close collaboration with Loudoun Water has allowed the County to maintain an urban growth boundary and to subsequently focus other investments in roads and public facilities in eastern Loudoun. Loudoun Water’s strategy for a long-term water supply and its investment in high-quality water and sewer treatment has provided the County with a strong basis for growth decisions. Loudoun 2040 does not address the fiscal management and operational priorities of companies and authorities that operate key utilities serving County residents but are independent of the County. Nonetheless, the cooperative relationship between the Board of Supervisors (Board), Loudoun Water, the Virginia Department of Health (VDH), the Virginia Department of Environmental Quality (DEQ) and other entities continues to ensure a close connection between infrastructure and land use planning.

The County’s fiscal program requires the Board to adopt a ten-year Capital Needs Assessment (CNA) every two years following a recommendation by the Planning Commission regarding the consistency of proposed facility locations with the Comprehensive Plan, and adopt a six-year Capital Improvement Program (CIP) annually during the Board’s budget deliberations. The annual CIP funding plan and budget then align annual capital expenditures with County fiscal policy. The County has relied on proffers to mitigate capital and transportation costs, consistent with the authority granted through state enabling statutes. That funding mechanism has proven less effective in recent years due to state-imposed constraints on use of proffers as well as a changing development environment. Loudoun 2040 supports the continued use of proffers and proposes changing the capital cost calculation to address transportation needs and expanding the proffer
process to the Transition Policy Area. The Plan also encourages the Board to seek legislation authorizing a reasonable impact fee program that would apply to all residential building permits throughout the County.

Loudoun County maintains a strong commitment to preserving open space and agricultural land and protecting natural and heritage resources. Conservation easements in 2018 protect over 72,000 acres of land throughout the County. The County holds over 26,000 acres of these easements. Over the years, County policies have emphasized preserving open space in its natural setting, undisturbed, to protect the environmental value of the space. *Loudoun 2040* recognizes the community desire and economic value to expanding public access to and enjoyment of open space through trails and recreational uses. A key objective is to create a connected network of parks, trails, and natural areas, which can offer expanded environmental, design, and recreational benefits.

**Public Facilities**

The County’s fiscal management strategy is designed to anticipate and accommodate the impacts of increased demand for public services and facilities. As discussed in the Fiscal Management section of this chapter, careful development forecasting—including its location, type, and timing—is essential to anticipating facility needs. The County projects the capital needs associated with development proposals to determine expected impacts on public facilities and to calculate anticipated contributions to mitigate a project’s “fair share” of those impacts. Major components of the land use picture in Loudoun are public schools, parks and recreation, libraries, and emergency services. These important elements of the community fabric typically require land proximate to new development.

**Loudoun County Public Library** (LCPL) is the information center of the community, providing free and equal access to innovative technologies and a full range of library resources to enhance the quality of life and meet the informational, educational, and cultural interests of the entire community. LCPL provides library materials, programs, technology, and services. It promotes the joy of reading and lifelong learning through early literacy programs, teen initiatives, humanities and arts events, technology training, and other educational opportunities.

LCPL currently has nine branches ranging in size from 4,000 square feet to 42,000 square feet. The Ashburn, Cascades, Lovettsville, Middleburg, Purcellville, and Rust branches are standalone facilities, while Gum Spring, Law Library, Brambleton, and Sterling share structures with businesses or other County facilities. LCPL Administration shares space in Leesburg with the Leesburg Senior Center.
LCPL continues to evolve to meet the needs and expectations of the community. The Library is expanding language learning services to non-native speakers. It also offers more Science, Technology, Engineering, and Math (STEM) programs, which are complemented by “maker spaces” that include 3D printers, robotics, recording studios, design software, computer labs, and other equipment for creating and learning. High-speed wireless internet access is essential to customers and is available at every facility. In addition, demand for conference and study rooms continues to rise; thus large, multi-purpose rooms are an essential component for current and future branches. Also, as the number of residents without personal transportation increases, locations that offer ease of access through public transportation are increasingly important.

LCPL recognizes the need to locate in high community activity areas and adapt to the County’s changing development patterns. For example, in recent years LCPL has opened facilities in commercial space in Brambleton Town Center and in Stone Ridge. Libraries have also located with or near senior centers, parks, and schools. Library programming is similarly evolving to accommodate community activities and educational programs that meet new needs of area residents.

The Department of Parks, Recreation, and Community Services (PRCS) operates a system of County-owned or maintained facilities that includes over 1,700 acres of open space, more than 60 miles of trails, 200 athletic fields, 27 parks (including three regional parks), 18 playgrounds, 10 community centers, six sports complexes, two indoor and two outdoor swimming pools, four historic/heritage sites, three adult day centers, and three senior centers. PRCS also operates a senior activity center, a recreation center, a nature preserve, a nature center, a performing and visual arts center, an industrial catering kitchen, and administrative offices.

PRCS and Loudoun County Public Schools cooperatively offer activities at County school sites. Programs and services comprise childcare, preschool, after-school care, sports and recreation, community outreach, aging services, youth services, adaptive recreation, summer camp, health and fitness, planning and development, facility maintenance, customer service, and environmental stewardship. Offerings include sports activities for youth and adults, instructional and interpretive classes, programs for senior citizens, visual and performing arts, child care, preschool, after school activities, trips, camps, special events, volunteer opportunities, educational and prevention programs for youth, and programs for individuals with disabilities. In 2018, annual park visits for special events totaled 875,000. Over 55,000 children participated on sports teams and over 156,460 meals were served to senior residents.
PRCS faces significant challenges securing additional parks and trails to meet the service demands of the County’s growing population. A lack of available land in eastern Loudoun, where the facilities are needed most, complicates the County’s ability to provide the desired facilities. A decreasing supply of land also means rising land values, which affects landowners’ contributions of land for parks facilities. Changing development patterns in eastern Loudoun, such as the urban development around the Metrorail stations and other high-density developments, will require new recreation concepts, and changing demographics will likewise necessitate new types of facilities. For example, the population of residents 55 years and older increased nearly 50 percent from 2010 to 2016, resulting in higher numbers of older adults seeking not only recreational programs, but also other support services. PRCS offers community outreach events and increasingly serves as a conduit for a variety of services to the senior population.

Loudoun County Public Schools (LCPS) is the third largest school division in the Commonwealth of Virginia. Each year, approximately 2,500 new students enroll and one-to-three new school facilities are opened to accommodate them. In 2018, LCPS served more than 83,000 students in 92 facilities including 15 high schools, 16 middle schools, 57 elementary schools, and four special purpose schools (Academy of Engineering and Technology, Academy of Science, C.S. Monroe Technology Center, and Douglass School).

The LCPS student Class of 2017 had an on-time graduation rate of 95.5 percent and earned more than $54.7 million in scholarships. The Virginia Department of Education reports that 100 percent of LCPS schools were fully accredited in 2017. The student body is ethnically and economically diverse, with 52 percent of the population reporting as African American, Asian, Hispanic, or multi-racial. Approximately 19 percent of the student population is identified as economically disadvantaged. This cultural and economic diversity raises the need for a variety of academic and extracurricular programs to assist students, particularly in elementary schools, which have the highest percentage of economically challenged students.

Increasing demand for services is placing significant pressure on the school system, which each year must hire hundreds of additional classroom teachers and staff, expand support systems, and open multiple new schools. Families continue to endure shifting school boundaries as new students are assimilated into the school system. Securing building sites for new schools that are cost-effective but that also reflect their important social and civic functions in terms of location and design is an ongoing challenge. Changing development patterns in eastern Loudoun further complicate these issues. In the past, the County has relied on the donation and timely delivery of proffered school sites from the development sector. However, the supply of sites has not kept up with demand or with the LCPS construction timetable.
Urban development around the Metrorail stations and other high-density developments will require innovative designs for new school facilities using less land and more vertical designs. Alternative school configurations that established urban communities have used successfully, such as shared space and public/private facilities, will become increasingly important.

As the population increases and continues to diversify, schools will likely continue to play a larger community role, such as accommodating a variety of non-school activities, sharing recreational facilities with the public, co-locating with compatible uses such as libraries, affordable housing and other services, and opening classrooms and space to other organizations.

Loudoun County Fire and Rescue (LCFR) delivers essential emergency and non-emergency Fire and Emergency Medical Services (EMS) from 19 stations, responding to more than 29,000 incidents annually. LCFR, as part of the Loudoun County Combined Fire and Rescue System (LC-CFRS), provides administrative, operational, and logistical support to the County’s 15 volunteer fire-rescue companies, the LC-CFRS Executive Committee, and its governance structure. Through the Oliver Robert Dubé Training Academy, LCFR coordinates the delivery of certification and continuing education programs for all System members.

LCFR functions as the Public Safety Answering Point (PSAP) for the County’s 9-1-1 system and operates the County’s emergency communications system. The Fire Marshal’s Office (FMO) has a multifaceted mission that includes fire prevention; fire lane plans review; life safety education; community risk reduction; investigation of fires, explosions, and hazardous materials releases; and an oversight of the bomb squad.

LCFR has been in a consistent state of transition as the County has grown, moving from an all-volunteer system to a combined system, serving an increasingly suburban environment, and responding to growing service demands. As areas of the County transition to a more urban development pattern, LCFR will continue to adapt to different demands and environments. Compact and higher density development and the introduction of Metrorail will affect emergency response times and equipment and training needs, and introduce other new challenges. In rural Loudoun, ongoing areas of attention will include updating existing stations and meeting service demands associated with growth in the rural economy.

**Open Space Assets**

Open space assets as defined in this chapter include linear parks, trails, recreational areas, and passive open space. These assets make up much of the County’s network of natural resources and may be held in private or public ownership. The County, conservation partners, and individual property owners manage these elements through the regulation of protective buffers, performance
standards, and stewardship of open space easements

The open space assets addressed by this Chapter are aimed at enhancing and encouraging public interaction with the County’s network of natural resources through:

a. A network of linear parks and other recreational resources along or extending from the banks of the Goose Creek, Broad Run, Bull Run, Catoctin Creek, Potomac River, and other river and stream corridors to form an interconnected system of linear open space.

b. Trails within and among communities that offer potential for walking and bicycling, and connecting neighborhoods to parks, schools, and other community destinations.

c. Forested areas along public rights-of-way, within neighborhoods, and elsewhere to filter air pollutants, provide shade, screen uses, and define communities and places.

d. A network of active and passive parks of various sizes and functions throughout each community to beautify neighborhoods and offer opportunities for recreation.

Utilities & Infrastructure

Sewer and Water (See also Chapter 2, Towns and JLMA)

On May 27, 1959, the Board took action to create the Loudoun County Sanitation Authority as a public body politic and corporate under the provisions of the Virginia Water and Waste Authorities Act. This body, now known as Loudoun Water, is chartered by the State Corporation Commission and is responsible for providing water and wastewater service to unincorporated areas of Loudoun County. As a political subdivision of the State, Loudoun Water is not a department of the County government and receives no tax money from the County. All Loudoun Water income is received from customers as payment for water and sewer service or as connection (tap) fees from land developers. Loudoun Water is governed by a Board of Directors consisting of nine members, each appointed by the County Board. Members of the Loudoun Water Board of Directors serve four-year terms and can be reappointed.
Loudoun Water owns and operates water and wastewater treatment facilities and systems and has purchased capacity for wholesale water supply from Fairfax Water and wastewater treatment from DC Water. These water and wastewater systems serve the eastern region of Loudoun County. The Potomac River is the primary source of water for Loudoun County and the greater Washington, D.C. Metropolitan Area. Loudoun Water further benefits from using the Goose Creek, Beaverdam Creek Reservoir, and may use reservoirs created from retired rock quarries for storage in the future. With numerous water supply sources and local reservoirs, Loudoun Water has a resilient system to meet the demand for safe and healthy drinking water.

To ensure the overall environmental quality of the water supply (watersheds and aquifers), Loudoun Water supports broad-based source water protection, management, and stewardship programs.

In the western region of Loudoun County, Loudoun Water currently owns and/or operates smaller water and wastewater treatment systems. Community water and wastewater systems are freestanding systems usually serving residential developments that were installed by developers and are now operated and managed by Loudoun Water. These systems are also funded in part by the County, which has an active program of rectifying public health issues in a number of historic villages. There are additional expenses and inefficiencies associated with building and operating such systems and historically the cost was borne by the relatively few system users. In April 2016, the Loudoun Water Board adopted a single rate for all customers; that is, those served by the central facilities as well standalone community systems, the costs of which are materially greater to install and operate. Land use policies going forward need to recognize the added cost burden that central system customers bear due to standalone community systems.

Incorporated towns in the County operate their own municipal water and sewer systems. Water is drawn from springs or wells and, in the case of Leesburg, also drawn from the Potomac River. Leesburg, Hamilton, and Round Hill have extended utilities into the surrounding Joint Land Management Areas (JLMA). Loudoun 2040 continues to rely on the town systems to serve development in the JLMA, both to encourage future annexation of JLMA’s into the town and to encourage a development pattern similar to the town. Loudoun 2040 does not recommend extending municipal systems into adjacent rural areas except when necessary to resolve public health issues in existing communities.

Loudoun Water’s Capital Improvement Plan is a 10-year roadmap for creating, maintaining, and funding present and future infrastructure needs. The Loudoun Water CIP is approved by the Loudoun Water Board of Directors. Capital water and wastewater improvements are complex and interrelated and often require a great deal of planning over many years to define their extent,

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1 The Loudoun Water Capital Improvement Plan can be accessed at [www.loudounwater.org](http://www.loudounwater.org).
location, and cost. The underlying strategy of the CIP is to plan for facilities necessary for the safe and efficient delivery of water, wastewater, and reclaimed water services in accordance with policies, goals, and objectives adopted by Loudoun Water. A critical element of a balanced Capital Improvement Plan is to preserve and enhance existing facilities as well as provide new assets to respond to growth of the community and changing service needs as outlined in *Loudoun 2040* and other Board policies.

**Waste Management**

The Loudoun County Department of General Services, Waste Management Division operates the Solid Waste Management Facility (“landfill”) and provides recycling opportunities for residents and businesses. Landfill operations are fee-supported. The County also offers recycling drop-off centers, household hazardous waste collection events, collection of seven materials for recycling or diversion at the landfill, and educational programs. The County anticipates continuing operations at the Evergreen Mills Road landfill site and relying on continued recycling and commercial facilities to redirect a significant amount of waste material. International demand for recycled material is, however, a key factor in the success of recycling success. Continued review and updating the County’s Solid Waste Management Plan will provide the more detailed management and planning necessary to meet State requirements to anticipate future needs.

**Energy and Communication**

Electrical demand in the County has grown dramatically in recent years with the development of data centers in eastern Loudoun. Demand is expected to continue to grow with new data center construction, the operation of the Silver Line Metrorail, and other land development. Changes in data center technology have resulted in continually changing electrical demand increasing from 100 watts up to 300 watts per square foot. Demand for data center development within the County is anticipated to be strong for the foreseeable future.

Electrical and communication services are provided under the purview of state and federal agencies. This limits the County’s ability to mitigate certain impacts. For example, the County regulates the location of electrical substations but not the high voltage distribution lines to and from the substations. Similarly, the County may review the location of cell towers and monopoles for impacts on surrounding properties, but cannot prescribe locations and, therefore, cannot require broadband or communication service in underserved areas. The County does, however, work with the providers to encourage improved service and locations.

Rather than a centralized, regional substation to serve the County’s growing electrical demands, smaller substations have been constructed for individual providers. As demand for electrical power continues, consideration should be given to the appearance of substations and power lines and adequate screening of these facilities to reduce the visual impact upon the community.

Broadband internet service is an increasingly important asset to business in Loudoun as e-commerce grows throughout the nation. The lack of broadband service in western Loudoun is cited as a major constraint on the rural economy. It also puts western households and students in particular at a disadvantage. County efforts to extend broadband service have included regulatory changes to support new technologies. With limited control over market factors and federal regulation, the County will encourage landowners to put in place the conduits and other infrastructure to help minimize the cost of extending the service, and will explore other incentives.
to encourage network expansion.

**Fiscal Management**

Loudoun County uses an integrated approach to land use and fiscal planning. This approach uses economic and demographic forecasting models, as well as service and facility standards, to help determine current and future capital facilities needs in the County. The Board established Loudoun County’s Fiscal Impact Committee (Committee) in 1992. This advisory committee reviews assumptions about future growth and capital facility needs. The Committee provides recommendations to the Board on four key documents that the County uses to coordinate land use and financial planning: 1) long-range forecasts and demographic, economic, and financial information included in the Fiscal Impact Committee Guidelines; 2) Capital Facility Standards (CFS); 3) CNA; and 4) Capital Intensity Factors (CIF).

The capital facility planning and budgeting processes are different, but completely interrelated. CFS, CNA, and CIF are the three main aspects of the capital facility planning process that shape the CIP budget. The capital planning processes are integral in the development of:

1. Capital-facility-related cash, land, and other in-kind proffer dedications to the County as a result of land use applications;
2. The development of the type, timing, and geographical placement of capital projects to be considered for funding in the CIP; and
3. The programmed use of proffers for capital facility development in the CIP.

**Capital Needs Assessment**

The CNA divides the County into ten planning subareas and uses the County’s forecasted population growth and adopted CFS to identify the type and quantity of facilities needed in each subarea. The CNA time period extends for ten years beyond the most recent CIP period. Using the population standards set by the CFS and factoring in facilities that already exist or are funded in the CIP, the CNA determines which facilities are needed to meet the adopted CFS standards. The CNA is generally updated every two years.

The population within each subarea drives the demand for facilities. In this way the County can identify more accurately where the demand is greatest and plan accordingly. The subareas define broad communities such as Leesburg and its environs or the three western towns along Route 7. However, the boundaries are based on Traffic Analysis Zones (similar to census tracts), which sometimes divide smaller communities. Furthermore, while the CNA is based on population, it does not account for the diversity of Loudoun’s population and the associated variations in facility needs and community desires. For these reasons, the Planning Commission, during their review of the FY 2020-2030 CNA, recommended the Board investigate a more community-driven planning approach that could address demographic differences, development constraints, and community expectations.

**Capital Facilities Standards**

The CFS determines the general size and scope of facilities by establishing a maximum land use area (acreage) and construction footprint floor area. As design and engineering of a facility progresses, and specific sites are chosen, acreage and floor area may differ from the CFS standard. County departments provide information on what standards to use for each of their facilities. The
CFS also establishes a population threshold ("trigger") for each type of facility. A fiscal analysis of the 2040 Plan estimated 4,171 acres will be needed by 2040 using the 2016 adopted Capital Facilities Standards.

Example: The CFS determines a need for one fire station for every 25,000 persons in the Ashburn planning subarea. The current population forecast for Ashburn is 83,000 persons in 2017 and is projected to increase to 125,000 persons by 2023. As of 2017, the current need for fire stations is 3.32 (83,000 divided by 25,000). There are currently three fire stations existing in Ashburn and another one funded in the CIP (for a total of 4.0). The total need for fire stations will increase to 5.0 (125,000) by 2023, therefore, the CNA would identify one additional fire station by 2023.

Capital Intensity Factor
The CIF translates the anticipated capital cost and land requirements derived from the CFS into a per-housing-unit cost. The calculation determines costs per capita and costs per student, which then helps estimate the cost associated with different housing unit types based on average household sizes. The resulting cost per housing unit is valuable during development review to estimate impacts of individual applications and in proffer negotiations to determine a developer’s capital facility contributions.

1993 Choices and Changes General Plan standardized the County’s use of a CIF to calculate capital facilities proffers. The County, by policy, anticipated a landowner contribution of 25 percent of the anticipated capital impact of each residential unit over a base density of 1.6 units per acre. At that time, the CIF was a countywide number. With the adoption of the 2001 Revised General Plan, County proffer policy called for landowners to mitigate 100 percent of the capital facilities impact for each unit above a base density established by existing zoning or one unit per acre, whichever was lower. The County also developed a separate CIF for each policy subarea. The refinement acknowledged notable differences in land costs and other differences associated with constructing facilities in each subarea. The Board has also incorporated a separate CIF for age-restricted housing and additional housing types. Recognizing a pressing need for certain transportation improvements, the County also allows landowners to redirect capital facilities contributions to transportation infrastructure in certain situations.

Capital Improvement Program
CHAPTER 6-12

The six-year CIP refines the County’s CNA-forecasted future capital facility growth, providing a six-year program of the County’s general government and public schools’ land, facility, and equipment needs, and a financing plan to implement each need. The CIP schedules land acquisition, design, construction, and capital equipment procurement for each project. Potential projects are evaluated in relation to each other to prioritize funding of specific projects. Essential improvements are planned in a manner commensurate with the County's ability to pay.

The CIP is developed biennially, with the six-year period moving out an additional two years every other fiscal year. The CIP is a multiyear plan that does not constitute or require an appropriation of funds beyond those for the current fiscal year. Funding decisions concerning the CIP are made in conjunction with decisions regarding the County's operating budget. Most new facilities require an ongoing commitment in operating funds for new employees, utilities, and other costs.

Going forward, the County will pursue additional refinements to the proffer guidelines to accommodate urban development concepts and more diverse housing into the CIF. In light of state legislation adopted in 2016 that limits the use of proffers, the County will also explore other mechanisms to diversify funding opportunities, including impact fees. Impact fees would apply equally to all residential units, whether permitted by-right or by rezoning. Additional state enabling authority would be necessary to effectively use impact fees; existing legislation is limited in scope and imposes difficult implementation requirements, leading very few localities to take advantage of this tool.

As part of its strategic planning efforts on growth management, the County will consider expanding discussion of net impacts, including the capital needs and costs of individual projects on countywide infrastructure and the economic and revenue benefits of new development. As such, the County would evaluate 1) the impact of a rezoning application on the local transportation network and public facilities, 2) what the application is or is not doing to mitigate the impact, and 3) what facilities exist and/or are funded to serve the subject property and surrounding area during the development review process. Additionally, the County is developing an analysis model to assist with evaluating the fiscal impact of future development.

**Policies, Strategies, and Actions**

Unless otherwise specified, the following policies, strategies, and actions apply Countywide. All of the Policies, Strategies, and Actions set forth in all of the following paragraphs of Chapter 6 shall apply and be applied by the County only subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4 as applicable. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions, and for those applications subject to Section 15.2-2303.4, the County shall accept only those proffers permitted or deemed reasonable under Virginia Code Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4.

**Fiscal Policy 1: Provide public facilities to meet identified needs.**

**Strategy**

1.1 Use the CNA Program to plan and coordinate facility needs and location criteria to ensure
adequate dispersal and timely availability of County facilities.

Actions
A. Support LCSB acquisition of needed sites through the fiscal planning and land development processes.
B. Co-locate public safety and other facilities whenever it will improve service efficiencies.
C. Make school-related open space and athletic fields available for joint use by PRCS.
D. Combine public open space and parks with public facilities and civic buildings, in community centers, town centers, and other gathering places and include amenities such as seating areas, public art, playgrounds, gardens, etc.
E. Design public facilities to be a distinguishing feature of the community using sustainable materials, context-sensitive design, and attractive architectural features.
F. Design new public facilities to 1) be functional and efficient to persons with diverse abilities, 2) to reflect the physical character of the surrounding community, and 3) to maximize the broader social and cultural role the facility can play in the community.
G. Establish an expansion plan for the Fire and Rescue Training Academy based on a needs assessment of the existing campus as the needs of LCFR and the County increase. Ensure the requirements of Fire and Rescue training remain a priority during the development of surrounding areas.

Strategy
1.2 Support continued use of existing public facilities through ongoing capital asset replacement, renovation, and modernization, particularly where facilities play an important role in social and economic activity of the local community or are historically significant.

Action
A. Maintain and modernize existing County facilities to meet current resource demands and customer needs; for example, improve library space for collaborative, hands-on learning (“maker spaces”) with computer labs and large, multi-purpose rooms to meet the growing community demand for spaces to host community events.

Strategy
1.3 Strategically locate facilities where they can serve the community efficiently and effectively.

Actions
A. Locate new facilities on sites that can accommodate future expansions and allow co-location with other public agencies with similar activities or clients when possible. Use the expansion space around new facilities for parks, commuter parking, and other interim uses that are compatible with the new facility until expansion is required.
B. Investigate co-locating County facilities with complementary uses that would create a mutually beneficial relationship; for example, locate schools with affordable
housing or libraries with parks and make surplus County lands available for affordable housing projects.

C. Locate Fire and Rescue and Sheriff’s Office facilities in accordance with adopted response time goals and at the most strategic point in a proposed service area.

D. Locate libraries and other high traffic uses in highly visible, accessible locations with adequate automobile and pedestrian access; examples of such locations include mixed-use centers, towns, and villages.

E. Integrate housing, human services facilities, and other services for special needs populations in the Urban, Suburban, and Transition Policy Areas, Towns, and JLMAs to provide ease of access to associated commercial services, jobs, and amenities.

F. Link new facilities and adjacent neighborhoods with sidewalks, greenways, and trails.

G. Locate new public facilities in western Loudoun in close proximity to the Towns and JLMAs when suitable land is available and locations can meet response time and other service standards.

H. Establish and maintain effective levels of public open space in all residential and mixed-use communities.

I. LCSB will determine the need for new public school sites and facilities in Loudoun County. The County will coordinate with LCSB to identify suitable sites based on the Loudoun 2040 Comprehensive Plan and its land use and growth policies in concert with LCSB’s standards and levels of service as adopted by the Board of Supervisors.

J. The County will acquire school sites in advance of LCSB’s recognized short and long-term future needs to minimize school transportation costs and to structure future planned growth.

**Strategy**

1.4 Encourage partnerships that contribute toward significant, meaningful, shared public facilities.

**Actions**

A. Support and encourage partnerships that develop sustainable housing for special needs populations, including the elderly, the mentally and physically handicapped, low income persons, and the homeless.

B. Support the acquisition of land and development of facilities such as the Potomac Heritage National Scenic Trail.

C. Work with the United States Department of the Interior, the Virginia Tech Conservation Management Institute, the Virginia Department of Historic Resources, NOVA Parks, and other local, regional, and state organizations and the incorporated Towns to define and recommend areas for open space preservation and development of a trail network that links the County’s natural, historic, and recreational resources.
D. Work with homeowners’ associations (HOA) and other property owner associations (POA) to encourage greater public access to association open space and facilities.

E. Collaborate with Loudoun Water and NOVA Parks to support safe, compatible public access and recreation at water supply reservoirs.

F. In subdivision plans for villages and clusters in the Rural Policy Area, include a plan outlining the proposed use of associated open space and suitability for rural economy uses.

G. Coordinate recreation planning efforts with the Towns to prevent duplication of services.

H. Identify opportunities, such as public/private partnerships and co-location, to work with the private sector to provide public facilities.

I. Locate telecommunications facilities and equipment associated with public safety agencies in accordance with communication utility standards and the Comprehensive Plan.

Emergency Services Development Standards
Fiscal Policy 2: Enhance efficient and effective public safety and emergency services response through the implementation of appropriate development standards.

Strategy
2.1 Ensure adequate fire suppression for residential uses that are not served by an on-site water source and/or are located outside minimum response times of existing stations.

Actions
A. Create and maintain development regulations that require an adequate water supply, such as dry hydrants or tanks, for new residential subdivisions of more than five dwelling units when an alternative water source is not available on site.

B. Encourage and offer incentives to voluntarily provide sprinklers in new residential construction.

C. As part of residential rezoning applications in areas that are subject to approved small area plans or approved Metrorail service districts, recommend that sprinklers be installed in all new residential construction that is located outside of the recommended emergency services response times established in agency services plans.

Strategy
2.2 Ensure adequate and efficient access for emergency vehicles.

Actions
A. Eliminate non-contiguous street names, duplicate street names, and sound-alike street names, and ensure that addresses reflect the access location.
B. Coordinate with Virginia Department of Transportation (VDOT) to ensure that all new traffic signals are equipped with signal preemption equipment to provide priority access to emergency vehicles responding to a call.

C. Establish a program that retrofits existing traffic signals, subject to VDOT approval, with signal preemption equipment to provide priority access to emergency vehicles responding to a call.

D. Require development applications to demonstrate adequate access for emergency apparatus.

E. Ensure that development regulations address the installation and maintenance of emergency apparatus access roads for fire and rescue resources.

F. Discourage the use of “emergency access only” gates and other roadway barriers.

**Open Space (see also Chapter 3, Natural and Heritage Resources)**

**Fiscal Policy 3: Retain the County’s unique combination of urban, suburban, and rural communities by using open space to protect natural resources and habitat, to create a network of high-quality active and passive recreation spaces, and to delineate our built environments.**

**Strategy**

3.1 Use contiguous linear parks, connected trails, and natural open space corridors to improve public access to open space, encourage healthy lifestyles, and link destinations throughout the County.

**Actions**

A. Build on and encourage links to current planned trails and park areas, placing greater emphasis on connected, publicly usable, and accessible open space and identify desired locations and connections of future trails and parks to facilitate acquisition and development.

B. Establish programs and regulatory mechanisms to increase publicly accessible open space through easements, land dedications, and purchase; ensure that such programs and mechanisms are consistent with County facilities plans.

C. Incorporate open space amenities into the design of stormwater facilities and link such facilities by trails to create a network of water-based parks and greens.

D. Ensure that new developments extend publicly-accessible trails and linear parks into and through their projects with the intent of creating a network of public trails that is consistent with the County plans.

E. Language in HOA/POA bylaws should allow public access to some or all linear parks and trails, particularly those connecting to public facilities and to outside trails or parks.
F. Establish and maintain desirable levels of usable, public open space in all residential and mixed-use communities.

G. Increase the number of access points to key trail systems from adjacent neighborhoods and destinations.

H. Seek through public purchase, proffer, donation, or third-party easement, the preservation of natural areas and the development of linear parks, recreation space, and trails.

I. Continue the Open Space Preservation Program, to the extent permitted by Virginia Code Section 15.2-2303.4, linking the loss of open space associated directly with low-density land use to the provision of open space or funds towards the purchase of open space that provides publicly accessible and usable open space as follows:

   i. In the Suburban Policy Area, residential neighborhoods or land bays proposing densities lower than 6 dwelling units per acre or floor area ratios of less than 0.4 should augment required open space with voluntary participation in the Open Space Preservation Program providing:

      a. The equivalent of 40 percent public open space in the Suburban Neighborhood place type and 20 percent in the Suburban Compact Neighborhood and Suburban Mixed Use place types, consisting of onsite open space required by development regulations and additional usable and publicly accessible open space proximate to the development, or

      b. A cash contribution, equivalent to the value of the additional open space towards the Open Space Preservation Program.

   ii. In the Urban Policy Area, residential or mixed-use land bays proposing densities less than 12 dwelling units per acre or floor area ratios of less than 0.6 should augment required open space with voluntary participation in the Open Space Preservation Program providing:

      a. The equivalent of 20 percent open space consisting of on-site open space required by the zoning regulations and design standards and additional usable and publicly accessible open space proximate to the development, or

      b. A cash contribution, equivalent to the value of the additional open space towards the Open Space Preservation Program.

   iii. Link modifications reducing on-site open space, buffer widths, or landscaping requirements with the provision of an equivalent or greater amount of open space or an equivalent or greater cash contribution towards the Open Space Preservation Program.

   iv. Use open space easements or funding provided by projects in the Urban and Suburban, Policy Areas through the Open Space Preservation Program to extend existing public trails, provide active and passive parks or to protect priority sites (see 3.1.J., below).
J. Institute a program whereby the County facilitates acquisition of conservation easements by others by providing assistance such as a revolving loan program to reduce or defer the landowner cost of establishing conservation easements. The program should emphasize protecting the priority open space areas that are identified in this Plan that are not otherwise protected.

K. Encourage protection of the following priority open space areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means:
   i. Key natural and heritage resource features not already protected from development by conservation easements or regulation;
   ii. Rural areas immediately adjacent to the Towns, JLMAs, and Rural Villages that help form greenbelts and gateway buffers;
   iii. Areas adjacent to the Potomac River, Catoctin Creek, Bull Run, Goose Creek, and Broad Run floodplains, to protect water quality;
   iv. Properties on or eligible to be listed on the State or National Registers of Historic Places and within local historic districts;
   v. Corridors and sites identified for trails and parks and additions to existing parks; and
   vi. Other areas of local natural, historic, or cultural significance including but not limited to designated scenic rivers and roads, ridgelines, and battlefields.

L. Amend the zoning ordinance and development regulations as needed to permit a percentage of the open space required on an individual site to be met through off-site permanent open space that creates a more usable, desirable, or environmentally significant open space (see 3.1.J, above) that is in the same planning subarea identified in the latest Capital Needs Assessment.

Sewer and Water (see also Chapter 2, Towns and JLMA)
Fiscal Policy 4: The County will work with Loudoun Water, and the Health Department, to ensure timely provision of central, community, or on-site sewer and water in accordance with the land use policies of this Plan. The County will encourage water and wastewater service to be provided in the most efficient & effective manner possible and promote the use of the best utility system in accordance with the policies of this Plan.

Countywide Strategies
Strategy
4.1 Implement strategies to resolve sewer and water issues in existing communities.

Action
A. Pursue funding sources to rehabilitate homes that currently lack adequate sewer and water systems.
Strategy 4.2 Define specific service areas for utility systems to protect the viability of County land use goals.

Actions
A. Establish the geographic limits of standards-based utility service, and ensure adequate capacity and supply safeguards through the Commission Permit process prior to expanding existing service boundaries, or adding new boundaries in the case of the Rural Policy Area.
B. Prohibit connection to water distribution and wastewater collection systems when such requires crossing land outside a defined water or sewer service area.

Strategy 4.3 Prohibit the use of any standalone or community system that does not ensure long-term safe, sustainable, and environmentally sound water supply and wastewater treatment.

Actions
A. Require development proposals outside of areas served by central system facilities to demonstrate a safe, adequate, and long-term sustainable potable water supply and sewage treatment capacity in accordance with the land use policies of this Plan.
B. Encourage concentrating development away from water supply reservoirs and water supply sources.
C. Implement a pollution prevention and mitigation program to protect and improve the County’s surface water quality.
D. Permit pump-and-haul operations only as a last resort and a temporary wastewater disposal method and only to address a proven public health issue.

Urban, Suburban & Transition Policy Areas – Central Sewer and Water

Strategy 4.4 Loudoun Water will be responsible for the provision of central water and sewer service in the Urban, Suburban, and Transition Policy Areas.

Actions
A. Collaborate with Loudoun Water to ensure safe and adequate long-term water supply and wastewater treatment systems to meet County development goals.
B. Facilitate development and efficient operation of retired quarries as water supply reservoirs and protect reservoirs by establishing effective and sustainable watershed protection measures.
C. Expand the use of Loudoun Water’s reclaimed water network.
D. Require new development in the Urban, Suburban, and Transition Policy Areas to connect to Loudoun Water’s central water supply and wastewater treatment systems.
E. Encourage existing residences and communities served by onsite or community facilities to connect to central water or sewer facilities when such facilities become available via long-term financing or other incentives.

F. Assist existing communities or residences to connect to a nearby central water or sewer system if on-site water supply or waste treatment capability has deteriorated to a point where there is a potential public health risk.

G. Construct new central wastewater and water lines and facilities in a manner that causes the least environmental risk and visual disruption.

Rural Policy Area – On site and Community Systems

Strategy
4.5 Protect the rural character of western Loudoun by considering the ability of an area to support onsite or community water and wastewater systems for any areas proposed for development.

Actions
A. Prohibit extension of central water and wastewater service into the Rural Policy Area, except as allowed herein to address a public health threat to an existing rural community.

B. Institute a wellhead protection program in all areas not served by central system facilities to ensure adequate water quality.

C. Discourage the use of groundwater for nonagricultural irrigation such as automated lawn sprinklers and swimming pools and other nonessential purposes.

D. Maintain oversight of siting, design, installation, and maintenance of conventional, alternative, and alternative discharging on-site sewage disposal systems.

E. Require the installation of technology that treats groundwater to a surface water level of treatment standard, in accordance with Loudoun Water’s Engineering Standards Manual, as a condition of approval for development of potable water supplies in any portions of the Limestone Overlay District and/or where subsurface karst geology exists.

F. Implement an inspection and maintenance program for conventional on-site sewage disposal systems and provide homeowner educational materials on this and related well and septic safety for residents in the Rural Policy Area, particularly in the Limestone Overlay District.

Strategy
4.6 Collaborate with the Health Department in conjunction with Loudoun Water to identify viable alternative water supply and wastewater treatment methods to individual well, septic and drainfield-based systems, including community treatment plants and onsite treatment to support clustered residential development.
Actions

A. Implement water and wastewater treatment and disposal standards for alternative systems that protect water quality.

B. Allow community water and wastewater systems in the Rural Policy Area:
   i. to serve rural economy uses and residential clusters as defined in this Plan,
   ii. to solve potential public health risks, and
   iii. to serve public facilities.

C. Support construction of community systems for existing rural communities facing a potential public health risk. In such cases, the community system may be available to undeveloped lots within the existing community to support development that extends the viability of the community and is consistent with the scale, density, and character of the community.

D. Require Loudoun Water to own and operate all public community water and wastewater systems with more than 15 connections.

E. Require a Commission Permit, establishing a defined service area, prior to the construction of any community water or wastewater system.

F. Permit the extension of municipal (town) sewer and water into the Rural Policy Area to serve public facilities or to address a potential public health risk.

G. Require financing of community water and wastewater systems by the developer or by those who will be directly served by the system. A financing plan will be required to address initial capital costs and operating costs. The system must be designed, organized, and operated to be financially self-sustaining to pay all costs incurred by Loudoun Water for operation and maintenance and to provide appropriate reserves. The County may provide financial assistance in the form of loans or grants to assist in the construction of such a facility for existing rural communities if the system is needed to solve a significant public health threat.

Solid Waste Management

Fiscal Policy 5: Continue to implement an integrated solid waste management strategy that prioritizes reduction, reuse, and recycling of solid waste above resource recovery, incineration, and disposal into landfills.

Strategy

5.1 The County Solid Waste Management Plan will identify the type and level of service to be provided in the community.

Actions
A. Continue to ensure that the County always has an acceptable means of local waste disposal through the County landfill operations, should other waste disposal alternatives fail or become ineffective.

B. Continue to seek private sector support for the provision of current and future Solid Waste Management Services.

C. Develop a hazardous waste education program and increase residential access to the safe disposal of hazardous waste to protect groundwater resources.

D. Reduce landfill waste by promoting recycling and composting.

**Electrical**

Fiscal Policy 6: Support expanded electrical capacity through generation facilities that use clean burning and environmentally sound fuel sources and energy efficient design.

**Strategy**

6.1 Encourage local electrical generation in appropriate locations throughout the County.

**Actions**

A. Establish zoning regulations and design standards that permit alternative electrical generation such as wind and solar generation by and for individual users.

B. Encourage the safe grouping and burying of utility lines and facilities.

C. Work with electrical providers to identify potential high voltage distribution lines and substation locations that minimize impacts on key travel corridors, sensitive cultural and historic resources, and existing residential communities or to place high voltage distribution lines underground when approaching such areas; and where possible, use existing transmission corridors and substation sites to expand capacity.

D. Encourage the use of design techniques that will minimize the visual impact of electrical substations adjacent to major travel corridors or residential communities including the use of stealth design techniques.

E. Continue to monitor and minimize energy use in County facilities and create a program that would encourage benchmarking energy use in private buildings.

**Communication**

Fiscal Policy 7: The County supports the development of a high-quality wired and wireless telecommunications network to serve businesses, residents, and visitors.

**Strategy**

7.1 The County’s Strategic Land Use Plan for Telecommunication Facilities and other regulations and standards will be regularly updated to address emerging technologies, to create an environment attractive to businesses, and provide high-quality services to meet the demands of the County.
**Actions**

A. Review and update the County’s *Strategic Land Use Plan for Telecommunication Facilities* to facilitate the expansion of fiber and broadband service throughout the County.

B. Adopt zoning regulations and design standards requiring open access conduit to all development projects to facilitate future broadband extensions.

C. Establish performance standards for wireless communication facilities to minimize the need for legislative action.

D. Incorporate the capacity to locate broadband and wireless facilities into the design, approval, and construction of all public facilities.

**Fiscal Management**

Fiscal Policy 8: The County will link the goals of the Board of Supervisors’ adopted Fiscal Policy and the County’s Comprehensive Plan.

**Strategy**

8.1 Maintain a diversified and stable revenue structure by balancing residential and non-residential development.

**Actions**

A. Seek further revenue diversification to increase fiscal stability and thereby mitigate tax burdens on Loudoun County taxpayers.

B. Direct the majority of public investments into currently developed communities, Towns and non-residential areas of the County where development is planned according to the Comprehensive Plan and give priority to the redevelopment and enhancement of existing infrastructure, capital facilities, and services.

C. Where permitted, continue to seek private sector support for improvements or provision of current and future public facilities and sites, including proposals of cash and in-kind assistance for public facilities in addition to the timely provision of dedicated sites.

D. Seek authority from the state legislature to establish impact fees and a reasonable implementation process applicable in areas of the County where rezonings are not anticipated or where the provision of improvements and facilities through proffers associated with rezonings for new residential development is restricted by State legislation.

**Strategy**

8.2 Capital facility planning and budgeting will reflect anticipated needs based on forecasted development.

**Actions**
A. Update financial and planning tools regularly to evaluate long-term land use, fiscal, and demographic issues under the oversight of the Board and its advisory committee, the Fiscal Impact Committee.

B. Maintain long-range forecasts of residential and non-residential development, population, households, and employment.

C. Develop demographic, economic, and financial data that are used as inputs to demographic forecasts and for fiscal impact modeling.

D. Develop and regularly update the CIF – the dollar amount of the capital facilities impact measured by unit type or unit characteristics and geographic location that is calculated using County CFS and demographic inputs. The County uses the CIF to assess the capital facilities impacts of new residential development and provides a guideline for proffer negotiations during residential rezonings.

E. Regularly refine CFS, including the type, acreage, and size of future capital facilities, along with “triggers” based on population, population characteristics, or other community factors.

F. Regularly refine the CNA, including the type and number of capital facilities needed over a ten-year planning period beginning at the end of the current six-year CIP.

G. Where permitted, ensure that the users or beneficiaries of a development will finance an equitable portion of public facility and infrastructure development costs that are directly attributable to a particular development project.

H. Evaluate, consistent with the Virginia Code Sec. 15.2-2283 and 15.2-2284, the adequacy of existing and planned public facilities and services when reviewing impacts of any legislative application for more intensive use or density. To fairly implement and apply this policy, the County will consider the following:
   i. existing facilities;
   ii. facilities included in the CIP;
   iii. the ability of the County to finance facilities under debt ratios and limits established by its fiscal policies;
   iv. CFS and the effect of existing and approved development, and the proposed development, on those standards;
   v. service levels of the existing transportation system – the effect of existing and approved development and the proposed development on those service levels and the effect of proposed roads which are funded for construction;
   vi. commitments to phase the proposed development to the availability of adequate services and facilities;
vii. the availability of non-profit or HOA facilities to provide equivalent public access and programming; and

viii. other mechanisms or analyses as the County may employ that measure the adequacy of such services and facilities for various areas or that measure the County’s ability to establish adequate services and facilities.

Strategy
8.3 Until such time as the General Assembly grants authority for other options, the County will consider landowner proposals of cash and in-kind assistance to mitigate capital facilities costs associated with new development, subject to the limitations established by Virginia Code 15.2-2303.4.

Actions
A. Consider proposals of the timely dedication of land, cash, and in-kind assistance from a landowner through proffered conditions submitted in accord with Virginia Code Sections 15.2-2303 and 15.2-2297, as applicable, in the provision of public facilities identified in the CIP or CNA.

i. The County expects that such proposals of public facility and utility assistance by developers will occur in conjunction with any rezoning request seeking approval of densities above the existing zoning regulations and design standards.

B. Ensure that an equitable and a proportionate share of public capital facility and infrastructure development costs that are directly attributable to a particular development project are financed by the users or beneficiaries.

C. Apply all of the proffer policies and actions and guidelines set forth in this document only subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4 as applicable. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions.

D. For those land development applications subject to Virginia Code Section 15.2-2303.4, the County shall accept only those proffers permitted or deemed reasonable under Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4.

E. Where and to the extent permitted by law, the County will structure residential proffer guidelines based upon the respective levels of public cost of capital facilities generated by various factors such as size, location, and type of dwelling units.

F. To assist the County in an equitable and uniform evaluation of developer proffers and other proposals, for proposed densities above the specified base density for each planning policy area, which otherwise conform with the policies of this Plan, the
County anticipates developer assistance valued at 100 percent of capital facility costs associated with such increased densities.

G. The County will consider differentiating between conventional suburban housing and other types of housing such as age-restricted, accessory, and micro units, and consider commitments to small unit sizes or affordability in estimating the capital facility needs and CIF.

H. Review the Capital Policy Subarea boundaries to ensure, to the extent feasible, that they do not divide existing communities and consider service standards that provide flexibility to respond to demographics, land availability, and other characteristics of specific communities.

I. Consider developing capital standards for roads to incorporate into the CIF or providing credit against the anticipated capital facilities proffers for transportation proffers that exceed the anticipated transportation impact mitigation of the proposed development.

J. Establish the boundaries for Small Area Plans, authorized under Code of Virginia Section 15.2-2303.4, encompassing the Urban Policy Area, Suburban Policy Area, Transition Policy Area, and Leesburg JLMA, and the three Silver Line Metrorail Stations within the County. The planned land use within these Small Area Plan boundaries will reflect the land uses developed in the Loudoun 2040 Comprehensive Plan for each policy area until such time as the Board adopts more detailed plans.

Strategy

8.4 Use the following capital facilities proffer guidelines to evaluate proposed capital facility proffers subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4 as applicable.

Actions

A. Use the following definition of “Capital Facility Proffer” to evaluate proffers: “A contribution consistent with County policies and service needs, in cash or in kind (land or improvement), that benefits County residents at large and is agreed to as a condition of a rezoning.”

To be considered a proffer based on this definition, the following criteria shall apply:

i. The proffered facility is dedicated to the County or to a local, state, federal, or regional authority or otherwise satisfies a need identified in the CFS, CNA, or CIP;

ii. The measure of credit will be determined on a case-by-case basis and may not exceed what the County would expect to supply given the CFS and the population served at the date of official acceptance of the application or at the date of reactivation of an inactive application;

iii. The contribution has a quantifiable value;
iv. The value of land contributed for public use or use as a public facility site is recognized as a capital facility proffer;

v. Land for County facilities should be conveyed to the County or its designee;

vi. The contribution would not be required under existing statutes or ordinances; and

vii. The proffer is irrevocable.

B. Seek annual adjustments for proffers involving cash contributions based on the Consumer Price Index (CPI).

C. Base density thresholds beyond which capital facilities proffers will be anticipated are specified by planning policy areas as follows:

i. Rural Policy Area: The planned density for the Rural Policy Area is implemented by the existing zoning pattern and zoning amendments are not anticipated. However, for zoning map amendment applications within existing villages and other similar applications, include capital facility contributions for units above the density permitted by current zoning regulations.

ii. Transition Policy Area: Evaluate capital facilities proffers against the base density permitted by current zoning regulations.

iii. Suburban and Urban Policy Areas: Evaluate capital facilities proffers against the base density permitted by the current zoning regulations or a base density of 1.0 dwelling unit per acre, whichever is lower.

iv. Joint Land Management Areas: Evaluate capital facilities proffers against the base density permitted by the current zoning regulations or a base density of 1.0 dwelling unit per acre, whichever is lower.

D. To evaluate proffers for public use sites, determine the per-acre value of unimproved land by a market appraisal of the site compared to properties with the same densities proposed by the applicant. The appraisal shall be conducted by an appraiser agreed to by the County, paid for by the developer, and the results provided to the County. For improved sites, consideration will be given as applicable to:

i. Site-preparation including clearing and grubbing, grading, erosion control, and related engineering and permitting costs.

ii. Project infrastructure such as stormwater management ponds, sanitary sewer lines, and major off-site and on-site roadways serving the site.

iii. A proportional share of improvements directly related to providing access to the site (pedestrian underpasses, construction of adjacent streets, trails, and sidewalks).
Reference Maps
Existing Facilities (Map #2018-147)
Small Area Plan Boundaries: 2018 (Map #2018-154)
Trails and Parks (Map #2018-157)
Water/Sewer Service Areas: 2018 (Map #2018-158)
Loudoun County

Existing Facilities

2040 General Plan

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Chapter 7 - Implementation

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Chapter 7 - Implementation

Vision
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.

The *Loudoun 2040 General Plan* vision and goals encompass the County’s desire to preserve the principles that have led to Loudoun’s success, while also addressing trends and influences that will impact Loudoun’s future. Chapters 2 through 6 of the *Loudoun 2040 General Plan* include policies, strategies, and actions designed to achieve the Plan’s vision and goals. The implementation of the *Loudoun 2040 General Plan* begins with the adoption of the Plan. A new Zoning Ordinance, small area plans, design guidelines, and capital improvement projects are all products that can contribute to the implementation of the *Loudoun 2040 General Plan*. The County will periodically monitor and evaluate the Plan’s progress to ensure that visions and goals are being met.

Implementing the Plan

Implementation Matrix
The ability to monitor and evaluate the progress of the *Loudoun 2040 General Plan* is crucial to determining whether the Plan is achieving the community’s vision and goals. The implementation matrix that follows gives a roadmap with prioritization and general timeframes of all action items found in the Plan. The implementation matrix will continue to be amended and refined. The implementation matrix is provided as a tool for the Board of Supervisors to use as the framework for developing a work program to implement this Plan.

Comprehensive Zoning Ordinance
The *Loudoun 2040 General Plan* is designed to lay the groundwork for a new comprehensive Zoning Ordinance with policies, strategies, and actions that highlight new regulations needed in order to achieve the vision and goals of the plan.

Small Area Plans
The *Loudoun 2040 General Plan* is meant to be the overarching guiding policy document for the County. As the County grows and shifts from greenfield development to infill and redevelopment and urban-focused development, Small Area Plans may become vital tools that build upon the Plan’s goals, policies, strategies, and actions. These plans would speak to community identity and ensure development that fosters the unique sense of place for each community.

Capital Improvement Projects
The *Loudoun 2040 General Plan* presents opportunities and tools to help prioritize key capital improvement projects needed as the County grows.
Design Guidelines
Ensuring high quality of life is a significant characteristic of the Loudoun 2040 General Plan. Design guidelines are tools to help promote an overall sense of place and build upon existing high-quality development in the County.
### IMPLEMENTATION MATRIX

#### Chapter 2

**Quality Development**

**Policy:** Provide flexible design guidelines in all policy areas and in priority areas of the County to create more specific design guidelines that encourage innovation and appropriate architectural, site, and landscape design in all development.

**Strategy 1.1** Identify and prioritize areas in the County where more specific design guidelines are desired.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, or High)</th>
<th>Responsibility (Loudoun County Department or Agency)</th>
<th>Schedule (Short Term: 1-5 years, Mid Term: 5-10 years, or Long Term: 10+ years)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop user-friendly, illustrative design guidelines. Promote an overall sense of place through design elements that in-part relate to block size, circulation and connectivity, streetscape and street sections, building form, placement (setbacks), orientation, articulation, parks and open spaces, public and civic uses, landscaping, and sustainability.</td>
<td></td>
<td>Planning &amp; Zoning, Transportation &amp; Capital Infrastructure, Parks &amp; Recreation, Design Cabinet</td>
<td>Short Term</td>
<td>□□□□</td>
</tr>
<tr>
<td>Create incentives that provide the opportunity to implement design guidelines.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term to Mid Term</td>
<td>□□□□</td>
</tr>
<tr>
<td>The County will consider the development of zoning regulations and design standards that incorporate the design guidelines of this plan and any design guidelines that may be created in the future.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term to Mid Term</td>
<td>□□□□</td>
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</tbody>
</table>

**Strategy 1.2** Encourage the submission of site development and architectural guidelines for new developments, where applicable.
**Policy:**  Create compact, walkable development patterns characterized by smaller blocks, shorter distances among uses, inter-parcel connectivity, greater diversity of uses on the same street, and connected open spaces that facilitate social interaction and offer affordable and convenient lifestyles.

**Strategy 2.1**  Ensure related County guidelines, zoning regulations, and design standards encourage a compact, walkable development pattern.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consider the development and implementation of zoning regulations or design guidelines that support a compact, walkable development pattern.</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term</td>
<td>○○○○</td>
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**Policy:**  Provide diverse environments and experiences in all development.

**Strategy 3.1**  Ensure that context and development potential are considered by integrating uses with the natural environmental features from site to site.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop flexible guidelines, regulations, and design standards that support diverse environments and experiences.</td>
<td></td>
<td>Planning &amp; Zoning, Parks &amp; Recreation, Design Cabinet</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Create incentives to ensure a mix of environments and experiences within a development.</td>
<td></td>
<td>Planning &amp; Zoning, Public-Private Partnership</td>
<td>Short Term to Mid Term</td>
<td>○○○○</td>
</tr>
</tbody>
</table>
Use the conservation design process in order to integrate natural environmental features into the development. *(see Chapter 3 for more information on conservation design)*

**Policy:** Design spaces to maximize pedestrian, bicyclist, and other multimodal activity, comfort, and convenience.

**Strategy 4.1** Development must ensure pedestrian and bicyclist connectivity and safety while pursuing high-quality design.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create guidelines, zoning regulations, and/or design standards that ensure bike lanes, shared spaces, and paths of travel are created.</td>
<td>Planning &amp; Zoning, Transportation &amp; Capital Infrastructure, Parks &amp; Recreation</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Create guidelines, zoning regulations, and/or design standards that ensure innovative traffic calming designs.</td>
<td>Transportation &amp; Capital Infrastructure, Design Cabinet</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
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<tr>
<td>Policy:</td>
<td>Ensure greater interaction between activity inside buildings and the public realm.</td>
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<tr>
<td><strong>Strategy 5.1</strong></td>
<td>Ensure that design guidelines emphasize the quality of the pedestrian experience in public spaces.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
<td><strong>Responsibility</strong></td>
<td><strong>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</strong></td>
<td><strong>Progress</strong></td>
</tr>
<tr>
<td>Develop design guidelines, zoning regulations and/or design standards, and additional design elements that contribute to the quality of the human experience in the built environment.</td>
<td></td>
<td>Planning &amp; Zoning, Design Cabinet</td>
<td>Mid Term</td>
<td>○○○○</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy:</th>
<th>Promote high-quality design and a mix of uses to encourage activity and longer stays in spaces, in order to create vibrant areas and a sense of place.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategy 6.1</strong></td>
<td>Ensure the development of inviting public spaces that encourage longer stays and increase the vibrancy of the area, such as public/civic gathering spaces, outdoor rooms, public art spaces, and passive/active recreation spaces.</td>
</tr>
<tr>
<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
</tr>
<tr>
<td>Create guidelines that address public seating, art, landscaping, outdoor rooms, safety, and other innovative elements that can maximize opportunities for the public.</td>
<td></td>
</tr>
</tbody>
</table>
**Policy:** Ensure high quality development where the natural and built environment contribute to an area's "sense of place."

**Strategy 7.1** Ensure the place types complement the current built and natural environment of the County, while fulfilling the land use patterns and community characteristics envisioned for each policy area.

<table>
<thead>
<tr>
<th>Action</th>
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</tr>
</thead>
<tbody>
<tr>
<td>The density and use intensity of a place type will be defined by gross area. Structured parking and open space is not included within the floor area ratio of a place type.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>The percentage of Open Space required is based on gross acreage regardless of the use and the floor area ratio.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>The three use lists of a place type are a guide where: core uses are most prevalent in the place type, complementary uses support the core uses, and conditional uses are to be considered on a case-by-case basis.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Follow the preferred mix of uses for each place type which is an approximate amount that would be needed to achieve the full intent of the place type. The appropriate use mix of a development may differ from the preferred mix within the ranges noted in the place type as justified on a case-by-case basis depending on street and open space network, project size, and/or surrounding context.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Amend zoning regulations and design standards to implement place types. It may be necessary to utilize incentive provisions in order to achieve the maximum development intensity or residential density stated in this Plan for any individual place type.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Mid Term</td>
<td>〇〇〇〇</td>
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</tr>
<tr>
<td>Within the Urban Policy Area, projects less than 5 acres in size that can demonstrate that they help meet the intent of the place type will not be strictly held to the use mix specified for that place type. This can be demonstrated if the effect of a proposed development is to shift the use mix for an area within ¼ mile of its boundaries closer to the preferred mix for the place type. Such projects will be evaluated by Policy 3, Strategy 3.1 in the Infill and Redevelopment section.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>〇〇〇〇</td>
<td></td>
</tr>
<tr>
<td>Within the Suburban Policy Area, projects less than 20 acres in size that can demonstrate that they help meet the intent of the place type will not be strictly held to the use mix specified for that place type. This can be demonstrated if the effect of a proposed development is to shift the use mix for an area within ½ mile of its boundaries closer to the preferred mix for the place type. Such projects will be evaluated by Policy 3, Strategy 3.1 in the Infill and Redevelopment section.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>〇〇〇〇</td>
<td></td>
</tr>
</tbody>
</table>
**Strategy 7.2** Ensure the place types complement the current built and natural environment of the County, while fulfilling the land use patterns and community characteristics envisioned for each policy area.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure interim development types, locations, or intensities are not a deterrent or barrier to implementing the long-term vision that will maximize economic development for Loudoun County.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Require projects that are proposing a phased development program or an interim use to include a plan that achieves the ultimate development of the site, consistent with the intent of Loudoun 2040.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Require development proposals to design and build infrastructure, buildings, parking lots, and parks and landscaped areas to support the ultimate, higher density development.</td>
<td>County Government, Planning &amp; Zoning,</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
</tbody>
</table>
| Determine acceptability of interim development phases and land uses against:  
   A. Location, site constraints, relationship to surrounding uses,  
   B. How well the interim use complements and supports community life and activity of the surrounding development, and  
   C. How well the project retains the capacity to achieve the ultimate development pattern and meet the | County Government, Planning & Zoning, | Short Term Ongoing | ○○○○ |
Encourage development in its ultimate condition to rely on structured parking but consider a mix of structured parking, on-street parking, and surface parking as an interim land use.

| Policy: | Ensure revitalization initiatives and redevelopment, infill development, and adaptive reuse projects will enhance quality of life and neighborhood character, fulfill community needs, and improve economic opportunities. |
| Strategy 1.1 | Where infill development, redevelopment, and revitalization initiatives could affect established neighborhoods, facilitate community engagement to build County and community support for future projects. |

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop criteria to identify and prioritize areas for redevelopment, infill development, adaptive reuse, and revitalization, with the Priority Commercial Redevelopment Areas Map serving as the source for initial areas of focus.</td>
<td>County Government, Planning &amp; Zoning, Economic Development</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Create a common vision and objectives for areas identified for redevelopment, infill development, adaptive reuse, and revitalization through a public process.</td>
<td>County Government, Planning &amp; Zoning, Economic Development</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
</tbody>
</table>
Address redevelopment, infill development, adaptive reuse, and revitalization as part of community and small area plans. Pay particular attention to a community’s historic assets and function in areas with under recognized historic resources or limited historic resources protections, such as the legacy village cores of Ashburn, Arcola, and Old Sterling.

Identify methods for ensuring developers will follow through on commitments to communities that are products of a facilitated engagement process between the developer and the surrounding neighborhoods and developments.

Evaluate the creation of overlay districts to encourage revitalization and convey community support and buy-in for investment in priority/targeted areas.

**Strategy 1.2** Support projects that provide community amenities, fulfill community needs, and benefit the surrounding communities.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conduct analysis of local market demands to determine what is needed to foster successful redevelopment.</td>
<td>Low, Medium, High</td>
<td>Planning &amp; Zoning, Economic Development</td>
<td>Short Term</td>
<td>OOOO</td>
</tr>
<tr>
<td>Identify priority redevelopment areas and targeted strategies through the small area planning process.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>OOOO</td>
</tr>
<tr>
<td>Ensure residential and mixed-use projects increase and diversify housing opportunities when in conformance with other Plan policies.</td>
<td></td>
<td>Family Services, Planning &amp; Zoning</td>
<td>Long Term</td>
<td>OOOO</td>
</tr>
<tr>
<td>Requirement</td>
<td>Responsible Parties</td>
<td>Timeframe</td>
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<tr>
<td>Require redevelopment projects to replace, at a minimum, market-provided</td>
<td>Family Services, Planning &amp; Zoning</td>
<td>Long Term</td>
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<tr>
<td>affordable units lost through a redevelopment process.</td>
<td></td>
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<tr>
<td>Develop strategies to address displacement and housing affordability, when re</td>
<td>Family Services, Planning &amp; Zoning</td>
<td>Mid Term to Long Term</td>
<td></td>
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<td>development occurs.</td>
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<tr>
<td>Require the provision of comparable community amenities to any lost through</td>
<td>Planning &amp; Zoning</td>
<td>Long Term</td>
<td></td>
<td></td>
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<tr>
<td>a redevelopment process.</td>
<td></td>
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<tr>
<td>Encourage annexation of residential projects into adjoining homeowners’</td>
<td>Planning &amp; Zoning</td>
<td>Long Term</td>
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<tr>
<td>associations (HOAs) to make the provision of amenities more economical.</td>
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<tr>
<td>Develop criteria, such as site constraints, important resources, and</td>
<td>Planning &amp; Zoning, Transportation</td>
<td>Long Term</td>
<td></td>
<td></td>
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<tr>
<td>community amenity gaps, to identify infill sites appropriate for use as</td>
<td>&amp; Capital Infrastructure, Parks &amp;</td>
<td></td>
<td></td>
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<tr>
<td>park, civic, and open space rather than private development.</td>
<td>Recreation</td>
<td></td>
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<tr>
<td>Promote the development of interim uses on underutilized properties that</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td></td>
<td></td>
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<tr>
<td>are compatible with the surrounding development pattern, such as community</td>
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<tr>
<td>gardens, playgrounds, park-and-ride lots, and farmer’s markets.</td>
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<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
<td>Responsibility</td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
<td>Progress</td>
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<tr>
<td>Identify and prioritize neighborhoods with an emerging need for revita</td>
<td></td>
<td>County Government, Public-Private Partnership</td>
<td>Mid Term</td>
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<tr>
<td>lization and reinvestment, and work with these communities to identify</td>
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<tr>
<td>needs and desires and build support for revitalization.</td>
<td></td>
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<tr>
<td>Identify strategies to preserve and enhance a community’s sense of p</td>
<td>Planning &amp; Zoning, Design</td>
<td>Mid Term</td>
<td></td>
<td></td>
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<tr>
<td>lace, social fabric, and historic assets and functions.</td>
<td>Cabinet, Transportation &amp; Capital Infrastructure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify, and include in the Capital Budget, capital facilities impr</td>
<td>County Government, Transpor</td>
<td>Short Term Ongoing</td>
<td></td>
<td>○○○○</td>
</tr>
<tr>
<td>ovements necessary to support revitalization in targeted areas.</td>
<td>tation &amp; Capital Infrastructure, Planning &amp; Zoning, Parks &amp; Recreation</td>
<td></td>
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<tr>
<td>Identify and utilize funding sources for community revitalization str</td>
<td>County Government, Manage</td>
<td>Long Term</td>
<td></td>
<td>○○○○</td>
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<tr>
<td>ategies.</td>
<td>ment &amp; Budget,</td>
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<tr>
<td>Educate the community about funding sources for home improvement and</td>
<td>County Government, Family</td>
<td>Short Term</td>
<td></td>
<td>○○○○</td>
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<tr>
<td>repair.</td>
<td>Services</td>
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</tbody>
</table>
Provide incentives and resources for the provision of community amenities, such as pedestrian/bicycle facilities, sidewalks, traffic calming, street lighting, bus stops, cultural centers, and community gathering places.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop incentives that encourage the private sector to improve retail and commercial establishments in targeted areas.</td>
<td></td>
<td>Public-Private Partnerships, Economic Development, County Government</td>
<td>Short Term</td>
<td>0000</td>
</tr>
<tr>
<td>Provide resources for community-based initiatives, such as neighborhood volunteer watch groups and teen programming.</td>
<td></td>
<td>County Government, Family Services, Parks &amp; Recreation, Community Organizations</td>
<td>Mid Term</td>
<td>0000</td>
</tr>
</tbody>
</table>

**Strategy 1.4** Facilitate redevelopment, infill development, and adaptive reuse projects through technical assistance, an improved regulatory framework, and streamlined review processes.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide general project guidance, such as best practices, tool kits, examples of “approvable” development types, and profiles of successful projects.</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Transportation &amp; Capital Infrastructure</td>
<td>Mid Term to Long Term</td>
<td>0000</td>
</tr>
<tr>
<td>Pro Develop and maintain a redevelopment webpage with information and resources for residents and developers.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>0000</td>
</tr>
</tbody>
</table>
Develop flexible zoning regulations and design standards that account for existing conditions, allow for creative design and emerging development types, and provide certainty and clear direction for developers.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1.5</td>
<td>Incentivize redevelopment, infill, and adaptive reuse projects, and revitalization efforts in priority areas to be established by the County, using the Priority Commercial Redevelopment Areas Map to determine initial priority areas.</td>
<td>Evaluate and implement the use of fiscal tools to incentivize redevelopment, such as tax increment financing (TIF) and public improvement districts (PID).</td>
<td>County Government, Management &amp; Budget, Economic Development</td>
<td>Short Term</td>
</tr>
</tbody>
</table>
Evaluate entering into public-private-partnerships to initiate redevelopment and adaptive reuse efforts and reduce development risks in priority areas.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct public investment and resources to priority areas to facilitate redevelopment.</td>
<td>County Government</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Establish programs to assist in business retention, expansion, and recruitment when commercial redevelopment projects occur.</td>
<td>Economic Development</td>
<td>Short Term</td>
<td>○○○○</td>
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</tbody>
</table>

**Strategy 1.6**  
Achieve unified site design, efficient use of existing infrastructure, and maximum land development potential through the consolidation of small, adjacent, underutilized properties.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilitate redevelopment of multi-ownership sites through a planning process that engages owners and the larger community in the creation of a shared vision for the area.</td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tbody>
</table>
Create incentives for parcel assembly and funding opportunities for infrastructure improvements associated with redevelopment projects to alleviate private sector risk and costs.

<table>
<thead>
<tr>
<th>Strategy 1.7</th>
<th>Ensure that projects proposed for eastern Loudoun’s legacy village cores – including Ashburn, Arcola, and Old Sterling – complement the scale, form, and historic land use patterns of these areas.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that emulate existing lot patterns in the village cores of Ashburn and Arcola with buildings oriented to the street, encouraging pedestrian activity.</td>
<td></td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that promote a mix of land uses including residential, retail, office, institutional, public facilities, parks, playgrounds and other uses in the village cores where such uses do not otherwise conflict with existing uses or anticipated noise impacts from Washington Dulles International Airport.</td>
<td></td>
</tr>
<tr>
<td>Develop or maintain zoning regulations and design standards for the legacy village core of Ashburn that limit residential densities to four (4) units or fewer per acre.</td>
<td>Planning &amp; Zoning,</td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that limit commercial, flex, or industrial building footprints to 10,000 SF and building heights to three (3) stories.</td>
<td>Planning &amp; Zoning,</td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that discourage new automobile-oriented retail uses in the village cores.</td>
<td>Planning &amp; Zoning,</td>
</tr>
<tr>
<td>Where compatible with surrounding land uses, allow residential or mixed-use development in areas of the Arcola village core that fall outside the 65-Ldn noise contours of Washington Dulles International Airport, applying the standards of the Suburban Neighborhood Place Type.</td>
<td>Planning &amp; Zoning,</td>
</tr>
<tr>
<td>Encourage residential development above first floor retail or employment uses in the village cores.</td>
<td>Planning &amp; Zoning,</td>
</tr>
<tr>
<td>Use the small area planning process to develop a unified planning vision and targeted implementation actions for Ashburn, Arcola, and Old Sterling.</td>
<td>Planning &amp; Zoning,</td>
</tr>
</tbody>
</table>
**Strategy 1.8** Promote the retention or development of small-scale industrial, employment, and manufacturing uses in order to promote local provision of jobs and services and maintain a diversified commercial tax base (see Established Industrial Centers map).

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within the areas identified on the Established Industrial Centers Map, the reuse and/or repurposing of existing flex, commercial, and industrial structures is preferred.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that require additional review of proposals for new buildings with footprints exceeding 40,000 square feet or dedicated or distribution electric substations in the areas identified on the Established Industrial Centers Map.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that expand opportunities for small-scale manufacturing in place types allowing flex, light industrial, industrial, and employment uses.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Amend zoning use definitions in industrial, flex, and employment-centered zoning districts to accommodate makerspaces, emerging small-scale manufacturing sectors, and the marketing and retail of goods produced on-site.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tbody>
</table>
**Policy:** Recognize adaptive reuse of existing unused or underutilized buildings as an opportunity to establish or reinforce a community’s identity and sense of place.

**Strategy 2.1** Support adaptive reuse projects that provide cultural activities and community gathering places.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Use the <em>Heritage Preservation Plan</em> to guide the adaptive reuse of historic resources.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
</tr>
<tr>
<td>Establish collaborative programs and partnerships for adaptive reuse projects to foster entrepreneurship and encourage innovative ways to reuse buildings and sites.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
</tr>
</tbody>
</table>
### Strategy 2.2  Prioritize adaptive reuse of existing buildings with historic significance or importance to a community over demolition.

<table>
<thead>
<tr>
<th>Action</th>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consult with communities to ensure all unused or underutilized buildings representing their history and character are identified, protected, and adaptively reused.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</table>

### Strategy 2.3  Revise County regulations to accommodate creative adaptive reuse designs.

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<tr>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review zoning regulations, design standards, and building code regulations to identify regulatory encumbrances to adaptive reuse projects.</td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Develop zoning regulations and design standards that provide ample flexibility for adaptive reuse projects without compromising the health, safety, or welfare of users.</td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
</tbody>
</table>
**Policy:** Promote redevelopment and infill projects that balance compatibility and integration with new housing choices and creative designs.

**Strategy 2.1** Redevelopment and infill projects will be evaluated based on compatibility and the integration of the development within the context of the surrounding development patterns.

<table>
<thead>
<tr>
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<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ensure redevelopment and infill development is consistent with the Place Types land use structure and furthers the goals and objectives of the Loudoun 2040 General Plan.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Ensure residential development on infill sites is designed to fit into the surrounding context.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
</tbody>
</table>

**Urban Policy Areas**

**Policy:** Ensure walkable development and connectivity to the community throughout the UPA as it is important to foster the urban character found in the Place Types.

**Strategy 1.1** Development designed to provide for a walkable mixed-use environment that supports multi-modal transportation choices and fosters substantial pedestrian activity within the half-mile area and to surrounding areas.

**Strategy 1.2** Emphasize walkability in the half-mile buffer area by providing pedestrian and bicycle commuter connectivity to the core of the Metrorail stations and surrounding neighborhoods as well as enabling future connections from undeveloped parcels.
**Strategy 1.3** Support a high level of pedestrian connectivity including connected street grid patterns with sidewalks, short block lengths, and connected trails and pathways providing connections to surrounding neighborhoods.

**Strategy 1.4** The Ashburn and Loudoun Gateway Metrorail Stations will serve as transit and commuter hubs while providing an urban walkable environment. Development proposals provide a balance between the needs of commuters with the desire to create a walkable urban environment.

**Strategy 1.5** Accommodate a long-term vision with an appropriate mix of residential and non-residential uses that fulfill daily and convenience needs of its residents and employees.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed-use neighborhoods accommodate infrastructure plans for near-term and long-term transit circulator service.</td>
<td></td>
<td>Planning &amp; Zoning and Transportation &amp; Capital Infrastructure</td>
<td>Short Term to Mid Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Community facilities like schools, community centers, and libraries are located to allow as many residents as possible to be within a short walking distance.</td>
<td></td>
<td>Planning &amp; Zoning, Management &amp; Budget</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
<tr>
<td>Larger developments provide pedestrian access within their development and possible shuttles to connect to the Metrorail stations.</td>
<td></td>
<td>Planning &amp; Zoning and Transportation &amp; Capital Infrastructure</td>
<td>Short Term to Mid Term</td>
<td>○○○○</td>
</tr>
</tbody>
</table>
### Strategy 1.6
Discourage single-story buildings in the UPA to promote compact, pedestrian-oriented spaces except when such buildings are integrated into a plaza or other public gathering space and are no larger than 2,000 square feet.

### Strategy 1.7
Ensure that any drive-through retail uses are incorporated within mixed-use buildings.

**Policy:** Provide dynamic and diverse public places and amenities within proposed UPA communities.

### Strategy 2.1
Densities in the area are expected to sustain an urban development pattern with pedestrian activity.

### Strategy 2.2
The County promotes concepts like outdoor dining, event space, street fairs, and public art within compact, walkable non-residential areas.

<table>
<thead>
<tr>
<th>Action</th>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodate walkable features and amenities like centralized activity areas such as shopping and dining areas with wide sidewalks, more narrow pedestrian-oriented streets, transit stops, and community gathering places (e.g., parks and plazas).</td>
<td>Planning &amp; Zoning, Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
</tbody>
</table>
**Policy:** Provide a diverse mix of choices in all development.

**Strategy 3.1** Accommodate office developments and/or high-employment generating uses that conform to the overall vision for a walkable urban development pattern.

<table>
<thead>
<tr>
<th>Action</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create partnerships with universities and private sector companies to foster growth of an Innovation District at the Loudoun Gateway Metrorail Station that supports workers and students in the advanced technology and science industries.</td>
<td></td>
<td>Economic Development, Public, Private &amp; Vocational Schools, Colleges and Universities, Public-Private Partnership</td>
<td>Mid Term</td>
<td>OOOO</td>
</tr>
</tbody>
</table>

**Strategy 3.2** Ensure that development within half-mile of the Loudoun Gateway Metrorail Station reflect the station area’s long-term vision of a global destination, activity center, and leader in innovation and entrepreneurship.
### Strategy 3.3  Accommodate diverse housing options in all development.

<table>
<thead>
<tr>
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<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Achieve an average true unit size of approximately 1,500 square feet for new single family attached residences and an average unit size of approximately 800 square feet for new multifamily residences in the Urban Policy Area.</td>
<td>Low</td>
<td>Family Services, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</tbody>
</table>

### Suburban Policy Area

**Policy:** Foster community identity within the Suburban Policy Area.

**Strategy 1.1** Build upon and enhance the sense of place in the Suburban Policy Area and its communities.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update the County’s adopted Small Area Plans and create new Community Plans and other appropriate plans which address the particular needs and guide the remaining build-out and/or redevelopment of specific areas within the Suburban Policy Area.</td>
<td>Low</td>
<td>Planning &amp; Zoning, Economic Development</td>
<td>Short Term to Mid Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Establish design principles for individual communities within the Suburban Policy Area which ensure a high quality of development and redevelopment is achieved.</td>
<td>Planning &amp; Zoning, Design Cabinet</td>
<td>Mid Term</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Ensure development and redevelopment proposals conform to the applicable Design Guidelines of this plan. | Planning & Zoning | Short Term Ongoing |  

| Use the Infill and Redevelopment policies to maintain neighborhood vitality, revitalize underused areas, and facilitate complete, connected, and distinct communities. | Planning & Zoning | Short Term Ongoing |  

| Identify and protect environmental features and to follow, to the extent possible, the natural topography. | Planning & Zoning | Short Term Ongoing |  


### Strategy 1.2  Enable residents to become more involved in their neighborhoods.

<table>
<thead>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a public outreach program to educate neighborhood residents regarding County programs available to them.</td>
<td>Planning &amp; Zoning, Family Services, Parks &amp; Recreation</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Expand civic outreach to involve underserved individuals.</td>
<td>Planning &amp; Zoning, Family Services,</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Support citizen organizations in their efforts to improve their communities.</td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Foster the development of community partnerships to improve community character, maintenance, and safety.</td>
<td>County Government, Planning &amp; Zoning, Economic Development</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Invest in programs that allow residents to formulate and assume stewardship of neighborhood values, standards, and goals.</td>
<td>County Government</td>
<td>Long Term</td>
<td>○○○○</td>
<td></td>
</tr>
</tbody>
</table>

### Strategy 1.3  Integrate new development within the Suburban Policy Area with the existing development pattern that surrounds it.

<table>
<thead>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate the appropriateness of a proposed use or development with the surrounding community.</td>
<td>Planning &amp; Zoning, Design Cabinet</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
</tbody>
</table>
### Strategy 1.4  Design and develop Suburban Policy Area communities as walkable and interconnected places.

<table>
<thead>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>The County, in collaboration with other governmental agencies and the private sector, will ensure through a variety of measures that all public spaces in residential and commercial areas are accessible by pedestrians.</td>
<td>Planning &amp; Zoning, Building &amp; Development, Public-Private Partnership</td>
<td>Long Term</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Retail and office development proposals will combine open and civic space in features such as pedestrian promenades and plazas, public art, entrance features, linear parks and trails, outdoor seating, lawns and greens, and similar design features that invite pedestrian activity.</td>
<td>Planning &amp; Zoning, Parks &amp; Recreation</td>
<td>Short Term</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Require convenient access by foot and bicycle for residential, office, institutional, civic, and retail areas.</td>
<td>Planning &amp; Zoning, Building &amp; Development, Transportation &amp; Capital Infrastructure</td>
<td>Short Term</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>The <em>Loudoun 2040 Countywide Transportation Plan</em> will provide additional transportation policy direction for the transportation network (walkability, multimodal, connectivity) in the Suburban Policy Area.</td>
<td>Planning &amp; Zoning, Building &amp; Development, Transportation &amp; Capital Infrastructure</td>
<td>Short Term</td>
<td>0000</td>
<td></td>
</tr>
</tbody>
</table>
Policy: Create environments where individuals can work, live, and have convenient access to services, shops, and recreation.

Strategy 2.1 Allow a mix of uses or uses that complement and complete existing communities.

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>Provide incentives for redevelopment, infill development, and adaptive reuse projects that will enhance quality of life and neighborhood character, fulfill community needs, and improve economic opportunities (see Infill and Redevelopment section).</td>
<td></td>
<td>County Government, Transportation &amp; Capital Infrastructure, Economic Development</td>
<td>Long Term</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Allow new multi-family residential units to be located within existing commercial centers to allow for more walkable, mixed use communities.</td>
<td></td>
<td>Family Services, Planning &amp; Zoning, Economic Development</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
</tr>
<tr>
<td>Promote residential and office uses above first floor retail.</td>
<td></td>
<td>Planning &amp; Zoning, Economic Development</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
</tr>
<tr>
<td>Allow flexibility in the development phasing for mixed-use projects while establishing a build-out relationship between the residential and non-residential components that ensures a mix of uses is achieved and to best balance the fiscal costs and benefits of the project.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>OOOO</td>
</tr>
<tr>
<td>Promote high quality site and building design, landscape design and buffering in employment areas that reflect their function as a gateway to the Urban Policy Areas and location along major vehicular thoroughfares (see Quality Development section).</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
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</tbody>
</table>

CHAPTER 7-31
Accommodate transit infrastructure in Employment and Mixed Use Areas (see *Loudoun 2040 Countywide Transportation Plan*).

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide pedestrian and bicycle connectivity to surrounding networks and transit nodes within employment areas.</td>
<td>Transportation &amp; Capital Infrastructure, Planning &amp; Zoning</td>
<td>Mid Term Ongoing</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Achieve an average unit size for new housing that is smaller than 80% of the County medians for each respective housing type.</td>
<td>Family Services, Planning &amp; Zoning, Economic Development</td>
<td>Short Term Ongoing</td>
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</tr>
</tbody>
</table>

**Policy:** Support the Route 28 Highway Transportation Improvement District, established by the State as a means of providing additional local revenue to pay for improvements to Route 28.

**Strategy 3.1** Ensure protection of the *Route 28 Highway Transportation Improvement District* as an important economic key of attracting major national and international corporations, and ensuring the long-term viability of Washington Dulles International Airport.

<table>
<thead>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit residential development in the Route 28 Highway Transportation Improvement District except when allowing residential units will directly catalyze the office development potential of land in the District and result in an overall positive fiscal impact to the County’s Route 28 Highway Transportation Improvement District debt obligations.</td>
<td>Planning &amp; Zoning, Management &amp; Budget</td>
<td>Short Term Ongoing</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Consider residential development on a case by case basis that results in a net positive impact to the County.</td>
<td>Planning &amp; Zoning, Management &amp; Budget</td>
<td>Mid Term</td>
<td>0000</td>
<td></td>
</tr>
</tbody>
</table>
## Transition Policy Area

**Policy:** Ensure that the Transition Policy Area retains the visual character established by extensive natural open space by using compact development concepts with substantial open space requirements, and low profile construction to minimize visual intrusion into the natural environment.

**Strategy 1.1** Promote new communities that provide more affordable and innovative residential communities in compact development patterns, while preserving open space, natural and heritage resources, and other valued features that may exist on site.

<table>
<thead>
<tr>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
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</thead>
<tbody>
<tr>
<td>Encourage a variety of housing within individual developments by permitting small and large lot single-family detached units, duplexes, semi-detached units, accessory units, townhouses, and other housing types to expand housing options and support the lifestyle preferences of a diverse community.</td>
<td></td>
<td>Family Services, Planning &amp; Zoning</td>
<td>Mid Term Ongoing</td>
<td>OOOO</td>
</tr>
<tr>
<td>Develop zoning regulations and design standards to accommodate mixed-use Transition Community Centers, Transition Compact Neighborhood, and Transition Small Lot Neighborhood Place Types to expand housing diversity and improve commercial viability.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>OOOO</td>
</tr>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
<td>Responsibility</td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
<td>Progress</td>
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<tr>
<td>Require new development to connect to Loudoun Water’s central water and wastewater systems and encourage existing development to connect.</td>
<td>Planning &amp; Zoning, Health Department, Loudoun Water, General Services</td>
<td>Short Term Ongoing</td>
<td>Development a Master Plan for parks, open space, and trails in the TPA that: 1) builds on and links current planned trails and park areas, and 2) places greater emphasis on quality, connected, usable, and publicly accessible open space.</td>
<td>○○○○</td>
</tr>
<tr>
<td>Continue to define the TPA by six subareas to implement the Transition Large Lot Residential Neighborhood development pattern as identified on the Transition Policy Area Place Types Map.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>Parks &amp; Recreation, Planning &amp; Zoning, Transportation &amp; Capital Infrastructure,</td>
<td>○○○○</td>
</tr>
<tr>
<td>Continue to support agriculture-related businesses including agritourism, commercial nurseries, and similar uses throughout the TPA.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td></td>
<td>○○○○</td>
</tr>
<tr>
<td>Continue to define the western edge of the TPA as the full extent of central sewer and water and the western edge of the growth boundary, pursuant to 15.2-2223.1.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</table>

**Policy:** Offer safe and accessible parks and recreation opportunities that provide diverse activities for all ages, interests, and abilities.

**Strategy 2.1** Provide a network of protected open space that maintains natural and heritage resources and reinforces the TPA’s unique character.
Protect the drinking water resources of the Occoquan, Beaverdam, and Goose Creek Reservoirs with natural stream and reservoir buffers, improved stormwater management, and other means.

<table>
<thead>
<tr>
<th>General Services, Planning &amp; Zoning, Loudoun Water, Building &amp; Development</th>
<th>Short Term Ongoing</th>
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</thead>
</table>

Retain 50 percent open space throughout the TPA, and seek to reserve publicly usable, accessible, and interconnected open space.

<table>
<thead>
<tr>
<th>Planning &amp; Zoning</th>
<th>Short Term Ongoing</th>
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</table>

Establish programs and regulatory mechanisms to increase publicly accessible open space, consistent with County facilities plans, through easements, land dedications, and purchase.

<table>
<thead>
<tr>
<th>County Government, Parks &amp; Recreation, Planning &amp; Zoning, General Services</th>
<th>Long Term</th>
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</table>

Require Open Space Plans with individual development applications to illustrate proposed use, public accessibility, resource protection, and connection with other open space.

<table>
<thead>
<tr>
<th>Planning &amp; Zoning, Building &amp; Development</th>
<th>Short Term Ongoing</th>
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</table>

Take advantage of existing or planned parks, stormwater ponds, and stream valley corridors, particularly the Goose Creek and Bull Run corridors, to create a linear park network linking larger park facilities and destinations.

<table>
<thead>
<tr>
<th>County Government, Parks &amp; Recreation, Planning &amp; Zoning, General Services</th>
<th>Long Term</th>
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</thead>
</table>
Policy: Target specific areas of the TPA for higher density residential and mixed-use development to create affordable and diverse housing opportunities in compact communities recalling the historic pattern of villages and towns in Loudoun.

Strategy 3.1 Establish guidelines to accommodate higher density residential and mixed use communities to provide sustainable and affordable housing.

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>Support Transition Compact Neighborhoods in areas specified on the Transition Policy Area Place Types Map provided they comply with the Place Type standards. (see Chapter 2 for more information)</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
<tr>
<td>Support Transition Community Centers in areas specified on the Transition Policy Area Place Types Map provided they are consistent with the Place Type standards. (see Chapter 2 for more information)</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
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</tr>
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</table>

Policy: Non-residential uses will consist of uses that are compatible with desired development patterns and the rural landscape.
**Strategy 4.1**  Provide for development of commercial, employment, and public uses in areas specified on the Transition Policy Area Place Types Map that achieve the desired development patterns and the character of the TPA.

<table>
<thead>
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<tbody>
<tr>
<td>Require Industrial uses to:</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development, Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
</tr>
<tr>
<td>i. Be located only in locations consistent with the Place Types Map.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. Be visually concealed from adjacent roads and residential areas by siting buildings and uses to avoid ridgetops and high visibility areas and enclosing buildings and uses within a substantial, undisturbed, vegetated perimeter.</td>
<td></td>
<td></td>
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<tr>
<td>iii. Minimize the effects of noise, vibration, and odor.</td>
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<td></td>
<td></td>
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<tr>
<td>iv. Have access to adequate infrastructure and roads.</td>
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<td></td>
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</tr>
<tr>
<td>v. Identify and protect environmental features and to follow, to the extent possible, the natural topography.</td>
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<tr>
<td>vi. Enhance water quality protection when near water supply reservoirs and associated streams.</td>
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</tbody>
</table>
Continue to protect the extractive industry by maintaining a quarry notification overlay zoning district.

Establish zoning regulations and design standards that ensure new development does not hinder the operation of quarries.

**Policy:** Ensure that adequate infrastructure including roads, utilities, public facilities and services are available to meet increased demands of new development.

**Strategy 5.1** Ensure adequate public facilities and services are available as demand is generated by new development.

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Evaluate residential development proposals against the available and forecasted capacity of public schools and other facilities and services through the projected buildout period of the application.</td>
<td>Planning &amp; Zoning, Building &amp; Development, Management &amp; Budget, Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
<td></td>
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</tbody>
</table>
**Strategy 5.2**  
Increased residential densities in the Lower Foley policy area, south of the existing Kirkpatrick Farm, Kirkpatrick West and Virginia Manor subdivisions and east of Gum Spring Road will be contingent on the extension of Northstar Boulevard to Interstate 66 and the widening of Braddock Road to Route 28 or other road alignments accomplishing the same functions.

<table>
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<tbody>
<tr>
<td>Evaluate available road connections to Interstate 66 and Route 28 with any application for higher density residential development south of Braddock Road.</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development, Management &amp; Budget, Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
<tr>
<td>Consider phased development plans that link higher density to the transportation improvements outlined in Strategy 5.2 but permit interim development in a pattern that accommodates higher density in the future.</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development, Management &amp; Budget, Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
</tbody>
</table>

**Rural Policy Area**

**Policy:**  
Foster land use and development patterns that incorporate natural, cultural, heritage, and agricultural resources to preserve character-defining features of the rural landscape while providing opportunities for rural living and businesses.

**Strategy 1.1**  
Support uses that protect, preserve, and enhance natural areas and open space, retain farmland and the vitality of the rural economy, and foster a high quality of rural life for residents.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide incentives for the consolidation of underutilized or undeveloped small lots into larger parcels for agricultural and rural economy uses.</td>
<td></td>
<td>Planning &amp; Zoning, Economic Development</td>
<td>Long Term</td>
<td>OOOO</td>
</tr>
<tr>
<td>Consider cost-share initiatives to assist in establishing conservation easements, in order to reduce the land that is available for residential development and to provide landowners with financial options to support working farms, rural economy uses, and/or stewardship of the land.</td>
<td></td>
<td>Economic Development, Private Land Conservation Trust, Public-Private Partnership</td>
<td>Short Term</td>
<td>OOOO</td>
</tr>
</tbody>
</table>

**Policy:** Limit residential development to protect the land resource for agricultural operations, rural economy uses, and open space uses; minimize traffic impacts; and reduce the demand for additional public facilities and services.

**Strategy 2.1** Where residential development does occur in the RPA, it should be designed to preserve the rural character, work with the land form to preserve and protect natural features, and conserve land for agriculture, rural economy uses, passive recreation, and open space.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate and revise zoning regulations and design standards to improve the design of subdivisions and clustered residential development by incorporating natural features and maintaining usable open space.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Encourage the provision of publicly accessible and connected open space.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Educate property owners about alternatives to residential subdivision by providing information on conservation easements, the Land Use Assessment Program, and other efforts to keep rural properties intact and productive.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
</tbody>
</table>

**Policy:** Agricultural and rural business uses that are compatible with the predominant land use pattern will be developed in a manner that is consistent with the County’s growth management, economic, and environmental goals.
**Strategy 3.1** Ensure compatibility of rural economy uses through the evaluation of the scale, use, intensity, and design (site and building) of development proposals in comparison with the dominant rural character and adjacent uses.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate and revise zoning regulations and development standards for rural economy uses. Such regulations and standards will address traffic capacity limits, safe and adequate road access, number of employees, site design standards (i.e., land disturbance, buffering, use intensity, siting, and architectural features), and public health, safety, and welfare.</td>
<td>Planning &amp; Zoning, Design Cabinet, Transportation &amp; Capital Infrastructure</td>
<td>Short Term</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Allow the establishment and/or expansion of existing commercial, industrial, and institutional uses by Special Exception if the use and/or expansion: 1) is compatible in scale, use, and intensity with the surrounding rural environment, 2) uses building forms, massing, and architectural styles that reflect the surrounding rural character 3) preserves ridgetops, natural resources, farmland, and open space, and 4) meets applicable zoning regulations and development standards.</td>
<td>Planning &amp; Zoning, Economic Development</td>
<td>Short Term</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Non-agriculturally related commercial uses may be permitted by Special Exception if the use is compatible in scale and intensity with the</td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>OOOO</td>
<td></td>
</tr>
</tbody>
</table>
agricultural and rural character of the area; poses no threat to public health, safety, and welfare; and helps to preserve farmland, open space, and/or continued agricultural operations.

**Strategy 3.2** Promote the retention and development of rural business uses that sustain the rural economy and support the County’s agricultural, equine, and tourism industries.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt zoning regulations and design standards that include new types of rural business and agricultural uses, permit flexibility for the sale of farm products, and promote rural tourism, hospitality uses, and similar kinds of rural business uses that are compatible with the character of the RPA.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Evaluate and revise zoning regulations and design standards to permit a variety of residential unit types, including accessory apartments for seasonal farm laborers and year-round tenant housing, that support the rural economy.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Create zoning regulations and design standards for existing and new types of rural recreational uses to evaluate their appropriateness and ensure their compatibility with the character of the RPA.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Develop County parks with trail networks, cross country courses, and equestrian riding rings or other equestrian-related features.</td>
<td></td>
<td>Parks, Recreation &amp; Community Services</td>
<td>Long Term</td>
<td>○○○○</td>
</tr>
</tbody>
</table>
Develop a publicly accessible multi-use trail network (i.e., pedestrian, bicycle, and equestrian) to link private and public lands in the RPA in partnership with nonprofit entities, landowners, and developers of rural properties.

<table>
<thead>
<tr>
<th>Strategy 3.3</th>
<th>Promote and expand agricultural enterprises and the rural economy, and attract rural entrepreneurs to locate in Loudoun.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
</tr>
<tr>
<td>Promote rural business sectors and community events to support rural tourism, showcase the rural economy, and strengthen the economic vitality of rural businesses, villages, and towns.</td>
<td></td>
</tr>
<tr>
<td>Develop a coordinated service approach to assist rural landowners in the review and development of proposals to maintain agricultural operations, preserve the agricultural potential of farmland, institute farm and rural business plans, and assist in filing applications, which support agriculture, agricultural activities, and the rural economy.</td>
<td></td>
</tr>
<tr>
<td>Develop additional incentives to retain and encourage agricultural enterprises and support land preservation.</td>
<td></td>
</tr>
<tr>
<td>Retain the Rural Economic Development Council (REDC) as an advocacy and advisory committee on initiatives, programs, and policies that affect the economic growth and development of rural Loudoun County.</td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
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<tr>
<td>--------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Support public education and job training in agriculture-based careers to ensure a stable agricultural workforce and promote the region’s agricultural and tourist based economy.</td>
<td>Economic Development Public, Private &amp; Vocational Schools, Colleges and Universities</td>
</tr>
</tbody>
</table>

**Strategy 3.4** Maintain the Land Use Assessment Program to provide property tax relief to retain and support agriculture, horticulture, forestry, and open space as critical components of the RPA.

- Regularly review, update, and enhance the Land Use Assessment Program and other voluntary agricultural programs, such as the Agricultural and Forestal District (AFD) program, to strengthen the rural economy, preserve rural character, and maintain the viability of farming.
  - Commissioner of the Revenue, Planning & Zoning
  - Long Term
  - 0000
**Strategy 3.5**  Promote and encourage the preservation, rehabilitation, and repurposing of farm buildings and structures to maintain infrastructure for future agricultural enterprises and rural economy uses. Where possible, rural business uses should locate in existing agricultural and historic structures.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt zoning regulations and design standards to facilitate the use of existing agricultural and historic structures.</td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tbody>
</table>

**Strategy 3.6**  Support and increase farming activities and maintain a resilient food network for local consumption.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote community supported agriculture (CSA); the direct sale of farm products between farmers and local consumers including farmers markets, local restaurants and retailers; and the establishment of a permanent year-round indoor farmers market in the eastern portion of the County.</td>
<td>Economic Development</td>
<td>Long Term</td>
<td>○○○○</td>
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</tbody>
</table>
Facilitate effective processing, distribution, and marketing of locally grown products.

<table>
<thead>
<tr>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote best practices in farming, including adapting to new crops, livestock, and technology, to address market demands and diversify agricultural production.</td>
<td>Economic Development</td>
<td>Long Term</td>
<td>○○○○</td>
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</tr>
</tbody>
</table>

**Strategy 3.7** Protect farming and farmers from nuisance complaints in accordance with the provisions of the Right to Farm Act, Code of Virginia §3.2-301.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain zoning regulations and design standards that protect the right to farm.</td>
<td>Planning &amp; Zoning</td>
<td>Long Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Support and provide educational programs about farming practices and activities to reduce potential conflicts associated with the proximity of agriculture to nonagricultural uses.</td>
<td>Economic Development, Farm Bureau, Loudoun County Soil and Water Conservation District</td>
<td>Long Term</td>
<td>○○○○</td>
<td></td>
</tr>
</tbody>
</table>
### Rural Villages

**Policy:** Development and uses in Rural Villages must be compatible with the historic development pattern, community character, visual identity, intensity, and scale of the individual villages.

**Strategy 1.1** Encourage the retention and development of a variety of compatible residential and commercial uses that enhance the attractiveness and vitality of the Rural Villages.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop criteria to evaluate existing Rural Villages to determine if their current designation is warranted and amend the Comprehensive Plan and Zoning Ordinance as appropriate.</td>
<td></td>
<td>Planning &amp; Zoning, Economic Development, HDRC, Heritage Commission</td>
<td>Mid Term</td>
<td>0000</td>
</tr>
<tr>
<td>Develop small area plans and master plans for the Rural Villages to support community goals and address issues related to land use and zoning, economic development, natural and historic resources, community facilities and services, water and wastewater, and transportation to maintain the character of the villages.</td>
<td></td>
<td>Planning &amp; Zoning, Economic Development, HDRC, Heritage Commission</td>
<td>Mid Term</td>
<td>0000</td>
</tr>
<tr>
<td>Review and revise zoning regulations, design standards and guidelines to achieve compatible building and street design to ensure that quality development occurs within the Rural Villages.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>0000</td>
</tr>
<tr>
<td>Clearly differentiate entrances into the villages from surrounding areas through appropriate street design, landscaping, and building placement.</td>
<td></td>
<td>County Government</td>
<td>Mid Term</td>
<td>0000</td>
</tr>
</tbody>
</table>
Incorporate traffic calming measures where appropriate to reduce vehicle speeds and provide a pedestrian-friendly environment within the Rural Villages.

<table>
<thead>
<tr>
<th>County Government</th>
<th>Mid Term</th>
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</table>

Evaluate existing Rural Commercial (RC) zoning and consider new zoning regulations and design standards for commercial uses in the Rural Villages which are compatible with the settlement patterns and neighborhood scale.

<table>
<thead>
<tr>
<th>Planning &amp; Zoning</th>
<th>Short Term</th>
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</thead>
</table>

Develop criteria for evaluating other crossroads communities in the RPA for designation as Rural Villages and amend the Comprehensive Plan and Zoning Ordinance as appropriate.

<table>
<thead>
<tr>
<th>Planning &amp; Zoning</th>
<th>Long Term</th>
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</thead>
</table>

**Strategy 1.2**  
Preserve the character of the villages and their historic structures and sites through the rehabilitation and adaptive reuse of existing buildings.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote and support building maintenance and improvements to preserve the existing building stock and the character of the villages.</td>
<td>Planning &amp; Zoning, Local Preservation Organizations, HDRC, Heritage Commission</td>
<td>Long Term</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Establish and expand the County Historic Zoning Districts for the Rural Villages.</td>
<td>Planning &amp; Zoning, Local Preservation Organizations</td>
<td>Long Term</td>
<td>OOOO</td>
<td></td>
</tr>
</tbody>
</table>
**Strategy 1.3** Limited increases in residential densities within the Rural Villages may be considered when the design of the project reinforces the character, development pattern, and identity of the village. Conventional, suburban forms of development are not appropriate in or contiguous to Rural Villages.

<table>
<thead>
<tr>
<th>Action</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt zoning regulations and design standards to encourage traditional housing on smaller lots, allow accessory apartments attached to single-family residential units, and allow residential units above commercial/retail uses within the Rural Villages to provide housing options.</td>
<td></td>
<td>Planning &amp; Zoning and Family Services</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
</tbody>
</table>

**Strategy 1.3** Business and commercial uses in the Rural Villages should be small scale, compatible with existing development, meet local community needs and support rural tourism.

<table>
<thead>
<tr>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt zoning regulations, design standards and performance criteria that are specific to the types of small-scale, community-related commercial uses that the County encourages within the Rural Villages.</td>
<td></td>
<td>Planning &amp; Zoning, Design Cabinet</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
</tbody>
</table>
## Towns and JLMAs

**Policy:** The County will collaborate with the Towns on matters of common interest to preserve the identity of each Town and their role as economic and social centers.

### Strategy 1.1 Work with the Towns to develop and implement a shared vision for the Towns and their environs.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to refer to jointly approved area management plans and refer to applicable Town policies on matters within the JLMA.</td>
<td></td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Establish a regular coordination program with Towns to anticipate, monitor, and address development and planning matters.</td>
<td></td>
<td>County Government</td>
<td>Short Term</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Undertake joint planning efforts in the JLMA.</td>
<td></td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Support the towns in their negotiations with VDOT and other agencies for safety improvements and traffic calming, particularly along Routes 15, 50, 7, 9, and 287 in proximity to the Towns, and other changes in roads and/or transportation services that are consistent with both the Town’s and the County’s development goals and priorities.</td>
<td></td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Assess the effectiveness of the JLMA approach and associated zoning in protecting town character, maintaining a defining edge between the town and the rural areas, and/or as a tool for expanding economic development objectives.</td>
<td></td>
<td>County Government</td>
<td>Mid Term</td>
<td>OOOOO</td>
</tr>
</tbody>
</table>
The defining edge is the boundary between two distinct land use patterns, whether existing or desired. The edge may encompass an area that establishes a visual distinction, either as perceived from the road or from broader views of the landscape.

Add provisions to the rural and JLMA zoning districts specific to roadway corridors leading into each town that would establish deeper building setbacks variable building and lot configuration and orientation, “hedgerow” landscaping and buffering along the road, and other measures that retain or create a traditional rural or natural appearance leading into the town.

The County will work with the Towns and interested groups to identify open-space and agricultural-preservation strategies such as: donation of conservation easements, fee-simple purchase, clustering, and the possible creation of a conservation service district and/or nonprofit foundation to promote and implement open-space preservation around the Towns.
### Strategy 1.2

Encourage new development to locate within the Towns before moving into the JLMAs or surrounding area.

<table>
<thead>
<tr>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage the maintenance, improvement, or adaptive reuse of existing building stock in a manner that supports social and economic diversity within the community.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>○○○○</td>
</tr>
<tr>
<td>Promote the commercial areas within the Towns as the preferred location of retail and service businesses, office development, and public and civic uses.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>○○○○</td>
</tr>
<tr>
<td>Work with the Towns to enhance their economic base and maintain viable commercial areas through marketing, capital investments, and business attraction.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>○○○○</td>
</tr>
<tr>
<td>Support annexations by the Towns when water and sewer extend into a JLMA in accordance with the annexation guidelines in this section and to resolve jurisdictional questions for property owners.</td>
<td>County Government</td>
<td>Short Term</td>
<td></td>
<td>○○○○</td>
</tr>
<tr>
<td>Encourage development in the JLMA to extend the existing and planned development patterns of the Town.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>○○○○</td>
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</tbody>
</table>
### Strategy 1.3

Continue to recognize the Towns as the preferred location of public facilities in western Loudoun County when consistent with Town policies and when suitable land and services are available.

<table>
<thead>
<tr>
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<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage the continued use of existing public facilities located in the Towns and JLMAs and seek to maintain existing community-based schools as an important social and economic component of the communities.</td>
<td>County Government</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Cooperate with the Town Councils of those communities providing local law enforcement to ensure a coordinated enforcement strategy within the Town JLMAs.</td>
<td>County Government</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Support development of sidewalks and recreational, multi-use, and equine trails connecting the Towns to each other, to regional trail networks such as the W&amp;OD and C&amp;O Canal, and to area destinations.</td>
<td>County Government</td>
<td>Short Term</td>
<td>○○○○</td>
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</tbody>
</table>
**Strategy 1.4** Development within the Hamilton JLMA will comply with the comprehensive plan for the Town of Hamilton and the adjacent area in the JLMA.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain the Town of Hamilton authority over subdivision applications within 1 mile of its corporate limits.</td>
<td></td>
<td>County Government</td>
<td>Short Term</td>
<td>○●●●</td>
</tr>
<tr>
<td>Work with the Town of Hamilton to update the Comprehensive Plan for the Town and JLMA after the adoption of the 2040 Plan.</td>
<td></td>
<td>County Government</td>
<td>Short Term</td>
<td>○●●●</td>
</tr>
<tr>
<td>Support the Town of Hamilton efforts to develop an identifiable town center to serve as a community focal point for the Town of Hamilton and the JLMA.</td>
<td></td>
<td>County Government</td>
<td>Short Term</td>
<td>○●●●</td>
</tr>
<tr>
<td>Seek to improve street connectivity as the redevelopment and infill development occur in the JLMA and connect to the existing streets in the Town of Hamilton, where feasible, with roads that are compatible with traditional town designs.</td>
<td></td>
<td>County Government</td>
<td>Short Term</td>
<td>○●●●</td>
</tr>
<tr>
<td>Work with the Town of Hamilton to effectively manage transportation systems around the Town and to explore methods of traffic calming on Business Route 7 through town including the possible use of a traffic circle at Route 7 and St. Paul Street.</td>
<td></td>
<td>County Government</td>
<td>Short Term</td>
<td>○●●●</td>
</tr>
<tr>
<td>Maintain a distinct identity for the greater Hamilton community separate from the adjacent rural areas by establishing a greenbelt around the Town of Hamilton and the JLMA using conservation easements, passive and active parks and other means.</td>
<td>County Government</td>
<td>Short Term</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Work with the Town of Hamilton to achieve a balanced land use pattern that will retain Hamilton’s historic small-town character in a rural setting and maintain its unique sense of place.</td>
<td>County Government</td>
<td>Short Term</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Support continued operation of Hamilton Elementary school at its present site.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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</tr>
</tbody>
</table>

**Strategy 1.5**  Enhance the role of Hillsboro as a gateway into the County from the west.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain the distinct identity for the Hillsboro community, separate from the adjacent rural areas, by encouraging establishment of a greenbelt around the Town using conservation easements, development design techniques and other means to help maintain the distinct edge to the Town of Hillsboro.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Support the development of entry features into the town, to enhance the identity of the Town of Hillsboro as a gateway community.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Action</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Encourage rural economy business development in the Hillsboro Area to provide local goods, services and jobs to residents and visitors.</td>
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<tr>
<td>Encourage the preservation of those resources which contribute to the identity of Hillsboro.</td>
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</tr>
<tr>
<td>Oppose any increase in density and development outside of the Town of Hillsboro that does not retain the low density, farm landscape that helps highlight entry into the town.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work with the Town of Hillsboro and with VDOT to identify short and long-term solutions for improving the safety of Route 9 in western Loudoun and through Hillsboro that do not compromise the rural character of Hillsboro.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
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</tr>
<tr>
<td>Promote safety measures for pedestrian movement along and across Route 9.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work with the Town of Hillsboro to establish a safe and adequate water supply.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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</tr>
</tbody>
</table>

**Strategy 1.6**  Ensure development within the Joint Land Management Area complies with the Leesburg Area Management Plan, the Annexation Area Development Policies as amended, and the Leesburg Town Plan.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collaborate with the Town of Leesburg on locating new facilities in the Town or JLMA.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OOOO</td>
</tr>
<tr>
<td>Maintain the planned land use of the JLMA consistent with Town of Leesburg land use policies; maintaining an emphasis on employment uses south of Route 7 and residential to the north of Route 7.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Prohibit power generation plants in the Leesburg JLMA.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Define the Town of Leesburg and JLMA as a distinct community separate from the Suburban and Rural Policy Areas by retaining rural policies and zoning to the north and south of the Town boundary and west of Evergreen Mills Road, and protecting the Goose Creek and Sycolin Creek floodplains to the east and south of the JLMA.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Preserve the rural character of the viewsheds along Route 15 as it approaches the Town of Leesburg from the north and south by encouraging additional conservation easements and instituting design guidelines.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Cooperate with the Town of Leesburg to complete the Heritage Trail and conserve open space along the Potomac River.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Coordinate with the Town of Leesburg and VDOT on the feasibility of planning and building Edwards Ferry Road as a two-lane facility with a bike path.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Protect the viability of the Leesburg Airport by ensuring development in the JLMA does not impede Airport operations by continuing to prohibit residential development inside the 65 Ldn noise contour.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
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</tr>
</tbody>
</table>
## Strategy 1.7  
Support the Town of Lovettsville in efforts to consolidate development within its boundaries.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retain and recruit businesses that serve the needs of Lovettsville and northern Loudoun County residents and align with Town plans.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
<td></td>
</tr>
<tr>
<td>Collaborate with the Town of Lovettsville in the planning and regulation of development along Route 287 north and south of Lovettsville to protect the scenic quality and the rural character of the road as it approaches the Town.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Link the County’s greenways and trails system with the Town of Lovettsville’s internal trail and bikeways network to link Lovettsville with the C&amp;O Canal in Brunswick, Maryland, and the W&amp;OD bike path in Purcellville.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Plan the location and design of County facilities within Lovettsville, in consultation with the Town of Lovettsville.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
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</tbody>
</table>
The County will collaborate with the Town of Lovettsville and VDOT on transportation planning in and around Lovettsville to improve traffic safety in the Town of Lovettsville and to improve regional road networks and access to employment centers.

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<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cooperate with the Town of Lovettsville, pursuant to County Annexation Guidelines, on boundary-line adjustments to resolve jurisdictional questions, to serve public and civic uses, and to support the Town of Lovettsville’s economic goals and priorities.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td><strong>Strategy 1.8</strong> Maintain a “defining edge” at the Town of Middleburg’s boundary in lieu of a JLMA to clearly distinguish where the Town of Middleburg stops and the rural, undeveloped countryside begins.</td>
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<tr>
<td>Collaborate with the Town of Middleburg on zoning and development activities outside the Town but in its vicinity, with the goal of preserving the rural character of its gateways and surrounding environs.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Work with the Middleburg community and interested preservation groups to identify open-space and agricultural preservation approaches such as: conservation easements, land acquisition, and development standards to promote and implement open-space preservation around the Town of Middleburg to help establish a greenbelt and protect the rural appearance of roadways leading into the Town of Middleburg.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Protect rural roads and scenic views through measures such as revised state road improvement standards; scenic easements; historic corridor overlay zoning for John Mosby Highway (Route 50), Foxcroft Road (Route 626), and the Plains Road (Route 626); and development setbacks.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>0000</td>
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</tr>
<tr>
<td>Assist, when requested, in the promotion of tourism, as a means of increasing public support for preservation of the scenic and historic Middleburg area.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Work with the Town of Middleburg to implement strategies that will preserve and enhance agriculture as the predominant use in the RPA around Middleburg.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>0000</td>
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</tr>
<tr>
<td>Establish a “defining edge” by implementing the uses and development pattern of the Southern Rural Place Type and by identifying the lands adjacent to the Town of Middleburg as priority open space areas for conservation easements.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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</tbody>
</table>
**Strategy 1.9**  Support Town of Purcellville’s efforts to accommodate growth within the existing Town limits and to maintain its role as a hub of economic development in western Loudoun.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a defining edge by implementing the uses and development pattern of the Southern Rural Place Type and by identifying the lands adjacent to the Town of Purcellville as priority open space areas for conservation easements.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OO OOO</td>
</tr>
<tr>
<td>The County will work with the Town of Purcellville to plan for a trail extension that connects the W&amp;OD Trail with Franklin Park.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OO OOO</td>
</tr>
<tr>
<td>Include setbacks, height limitations, and landscaping standards for developments along Route 7, Route 287, and the Route 7 Bypass to establish and maintain a greenbelt or defining edge around the Town of Purcellville characterized by open space and tree-lined roadways.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OO OOO</td>
</tr>
<tr>
<td>The County will encourage the use of frontage roads, coordinated development plans, and other means of minimizing the number of driveways along Route 7 and Route 287 leading into Purcellville.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OO OOO</td>
</tr>
<tr>
<td>Strategy 1.10</td>
<td>Support planning efforts to retain the small-town character of Round Hill and assist the Town of Round Hill in efforts to preserve the historic character and resources in and around the town.</td>
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<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
<td>Responsibility</td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
<td>Progress</td>
</tr>
<tr>
<td>Development within the Round Hill JLMA will comply with the Round Hill Area Management Plan and Round Hill Comprehensive Plan and adopted policies applicable to the Joint Land Management Area.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
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</tr>
</tbody>
</table>
To that end new development should:

i. Be of a density, lot pattern, street pattern, and scale which replicates existing development within the Town of Round Hill.

ii. Become an extension of the existing town, forming logical and natural additions to the historic fabric and enhancing the existing town as the central focal point of the entire community.

iii. Demonstrate that adequate water and sewer service will be available to serve the proposed development.

iv. Support the clustering of residences as a method to obtain additional open space.

v. Oppose development that proposes an average density greater than it would have been without clustering unless a rezoning is also involved.

vi. Advocate for walkable neighborhoods in the JLMA using connected streets in a grid pattern and discourage the use of cul-de-sacs.

<table>
<thead>
<tr>
<th>Encourage housing for the elderly that will allow residents to remain in the Town of Round Hill.</th>
<th>County Government</th>
<th>Short Term Ongoing</th>
<th></th>
</tr>
</thead>
</table>

| Encourage rural economy business development in the greater Round Hill Area to provide local goods, services and jobs to Town of Round Hill residents and visitors. | County Government | Short Term Ongoing |   |
| Oppose any increase in density and development outside of the JLMA that is not consistent with the traditional rural character of Western Loudoun County. | County Government | Short Term Ongoing | ○○○○ |
| Avoid high density development between the current boundaries of Purcellville and Round Hill and expand open space around Franklin Park to help maintain a greenbelt between communities. | County Government | Short Term Ongoing | ○○○○ |
| Enhance the gateways to the Town of Round Hill by developing features or retaining a clear distinction between the surrounding rural area and the edge of the town. Techniques may include measures to protect existing trees, hedgerows, viewsheds, and vistas; design guidelines for lot configuration to retain the rural lot pattern; new landscaping and entrance features and other techniques. | County Government | Mid Term | ○○○○ |
| Support development of sidewalks, trails, and linear parks that connect civic and public facilities with residential and commercial neighborhoods in the Town of Round Hill and JLMA and extend to Franklin Park and the W&OD Trail. | County Government | Mid Term Ongoing | ○○○○ |
| Coordinate transportation planning with the Town of Round Hill to ensure that traffic generated from development within the County does not adversely affect Round Hill. The County will work with the Town of Round Hill on traffic calming measures. | County Government | Mid Term Ongoing | ○○○○ |
**Policy:** Town municipal systems will be given priority to provide utilities to surrounding Joint Land Management Areas. An alternative provider shall only be used when the Town, the County, and the Health Department agree.

**Strategy 2.1** Serve all development in Joint Land Management Areas by municipal sewer and water when agreed to by the Towns.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acquire written assurance from the Town of water and sewer service prior to approval of development in the JLMA beyond current zoning.</td>
<td>County Government</td>
<td>Short Term</td>
<td></td>
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</tr>
<tr>
<td>Consider potential impacts of surrounding development on Town wells during the development review process.</td>
<td>County Government</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Any future expansion of municipal (Town) sewer and water into the County JLMA will support development that is consistent with the goals and policies of County’s and Town adopted plans.</td>
<td>County Government</td>
<td>Mid Term</td>
<td></td>
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</tr>
<tr>
<td>Retain the option to use shared or alterative sewer and water facilities to serve Town and County owned and operated public facilities upon agreement between the Town and the County.</td>
<td>County Government</td>
<td>Mid Term</td>
<td></td>
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</tbody>
</table>
Permit the extension of municipal sewer and water into the Rural Policy Area only to serve public facilities or to address a potential public health risk. (See also, Chapter 6, Fiscal Management and Public Infrastructure, Rural Sewer and Water)

### Chapter 3

**Natural and Heritage Resources**

**Policy:** Provide protection for natural and heritage resources.

**Strategy 1.1** Support mechanisms to further the goals of conservation, preservation, restoration, recapture, and education to protect the health, safety, and welfare of Loudoun residents.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain a map of natural and heritage resources as part of an integrated system and contiguous network of natural and passive open spaces and active recreational sites.</td>
<td>Planning &amp; Zoning, Mapping &amp; Geographic Information</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Identify those properties that are not conducive to development due to sensitive environmental, cultural, and historical characteristics, and promote their preservation through various public and private programs (such as the Open Space Preservation Program, conservation easements, etc.).</td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Adopt zoning regulations and development standards that implement a conservation design or similar process applicable to land development.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Update the <em>Facilities Standards Manual</em>, the <em>Land Subdivision and Development Ordinance</em>, and other development standards to implement the natural and heritage policies in this Plan.</td>
<td>Building &amp; Development and Planning &amp; Zoning</td>
<td>Short Term</td>
<td></td>
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</tr>
<tr>
<td>Consider establishing a PDR program that protects agricultural, natural, historic, and scenic resources.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
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<td></td>
</tr>
<tr>
<td>Use the conservation design process, Use Value Assessment Program, AFDs, public-private partnerships, and other regulatory and incentive-based efforts for the preservation, conservation, restoration, and management of the County’s natural and heritage resources. Explore and implement additional incentive-based approaches.</td>
<td>Planning &amp; Zoning, Commissioner of the Revenue</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Retain conservation easements as a tool to protect open space areas in subdivisions and to ensure long-term maintenance and protection of the area. Such easements will be recorded as part of the subdivision process and include public access where appropriate.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td></td>
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</tr>
<tr>
<td>Direct public investment and resources toward completing a natural and heritage resource network and recapturing natural and heritage resources in developed areas.</td>
<td>Public-private partnerships</td>
<td>Long Term</td>
<td></td>
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</tr>
<tr>
<td>Require development proposals that impact one or more natural and heritage resources to offset impacts by enhancing and/or recapturing natural and heritage resources elsewhere onsite.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
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</tbody>
</table>
Require development proposals to create links to adjacent natural and heritage resources to create an integrated network and prevent habitat fragmentation.

<table>
<thead>
<tr>
<th>Strategy 1.2</th>
<th>Promote private, state, and federal conservation programs and their allocated resources to advance conservation programs within the County through public and private means such as grants, voluntary easements, and dedications.</th>
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</thead>
<tbody>
<tr>
<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
</tr>
<tr>
<td>Study and, if feasible, aid in the establishment of a public-private conservation foundation to facilitate communication, grants, easements, education, and partnership opportunities to conserve and protect natural and heritage resources.</td>
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<td>Strategy 1.3</td>
<td>Action</td>
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<tr>
<td>Act as a leader and educator in environmental design to achieve and sustain a high-quality built environment.</td>
<td>Provide incentives for innovative design and support collaborative public-private-community partnerships for program implementation including provisions for awards of certificates of excellence in environmental design for the public and private sectors.</td>
</tr>
</tbody>
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<thead>
<tr>
<th>Strategy 1.4</th>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link natural and heritage resources to create opportunities for open space corridors for the enjoyment of current and future generations.</td>
<td>Encourage protection of the following priority open space areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means. <em>(see Chapter 3 for more information)</em></td>
<td>County Government</td>
<td>Mid Term to Long Term</td>
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</table>
River and Stream Corridor Resources

**Policy:** The County will protect natural ecosystems, restore water quality, serve Loudoun’s population, and support the built environment through healthy surface and groundwater resources.

**Strategy 2.1** Establish and maintain a healthy river and stream corridor ecosystem that meets desired water quality standards, protecting from the damages of soil erosion and flooding while promoting biological diversity.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
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</thead>
<tbody>
<tr>
<td>Amend zoning regulations and development standards, including but not limited to the Floodplain Overlay District (FOD) and Scenic Creek Valley Buffer sections, to address the objectives of the RSCR policies. Zoning regulations and development standards will establish performance standards and best management practice (BMP) requirements to ensure the health and biological integrity of the river and stream corridors and minimize adverse impacts.</td>
<td>Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
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<tr>
<td>Develop and implement a watershed management plan for each watershed, establishing development guidelines and performance standards to protect water quality. The County will follow the recommendations of the 2008 Comprehensive Watershed Management Plan.</td>
<td>Building &amp; Development</td>
<td>Mid Term to Long Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Establish appropriate regulations for Catoctin Mountain, Short Hill Mountain, and the Blue Ridge Mountains to limit diversions of water from the Catoctin and Goose Creek headwaters and prevent stream pollution.</td>
<td>Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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<tr>
<td>Maintain a working relationship with the Federal Insurance and Mitigation Administration of the Federal Emergency Management Agency (FEMA) for continued participation in the National Flood Insurance Program (NFIP). The County will also maintain its current status as a Cooperating Technical Partner in FEMA’s Flood Map Modernization program.</td>
<td>Building &amp; Development</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Work with the incorporated towns and Loudoun Water to establish overall water quality goals and specific standards for individual streams and river and stream corridors, consistent with County RSCR objectives and policies.</td>
<td>County Government</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Coordinate with the Metropolitan Washington Airport Authority regarding water quality protection within the Broad Run watershed.</td>
<td>County Government</td>
<td>Short Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote and encourage community programs, such as the “Adopt-A-Stream” program, in order to keep river and stream corridors free of litter and debris and as a means of promoting public awareness of the County’s river and stream corridors.</td>
<td>County Government</td>
<td>Mid Term to Long Term</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Support the interstate 2014 Chesapeake Bay Watershed Agreement, a watershed partnership signed by the governors of Virginia, Maryland, West Virginia, Delaware, New York, and Pennsylvania, as well as the District of Columbia and the United States EPA. The County supports Virginia’s action towards meeting the Chesapeake Bay TMDL and WIP.

Support the mitigation of stream and wetland impacts and the creation of stream and wetland mitigation banks within Loudoun County to improve water quality in Loudoun.

Maintain the County’s Predictive Wetland Model and require submittal of digital wetland delineations in conjunction with land development applications in order to develop a reliable wetlands inventory and map of wetland areas.
### Strategy 2.2
Establish River and Stream Corridor Resource (RSCR) buffers to promote river and stream health (streambank/streambed stability, temperature moderation, nutrient removal, sediment removal, flood control, and aquatic food and habitat).

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amend zoning regulations and development standards to establish a minimum 100-foot stream buffer to protect rivers and streams when floodplains and adjacent steep slopes do not extend beyond either bank by 100 feet.</td>
<td></td>
<td>County Government, Building &amp; Development</td>
<td>Short Term</td>
<td></td>
</tr>
<tr>
<td>Amend zoning regulations and development standards to establish a 50-foot management buffer as part of the RSCR surrounding floodplains and adjacent steep slopes. Specific criteria for allowable reductions in the 50-foot management buffer should be included to ensure that reductions do not adversely impact the other elements of the RSCR. The RSCR 50-foot management buffer will not be added to the 100-foot minimum stream buffer.</td>
<td></td>
<td>County Government, Building &amp; Development</td>
<td>Short Term</td>
<td></td>
</tr>
</tbody>
</table>
Develop and use incentives to encourage property-owners to establish and maintain a 100-foot minimum riparian stream buffer.

**Strategy 2.3**  
Protect and improve stream quality and watershed health by decreasing the amount of stormwater runoff and pollutants from reaching local waters.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop appropriate standards and regulations to protect natural streams from the harmful effects of increased stormwater volume, velocity, and pollutant loads resulting from development.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Encourage stormwater BMPs on-site or as close to the area being treated as possible to prevent increased nutrient and sediment runoff.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Establish incentives and/or a funding program for reforestation, SWM/BMP projects, and SWM/BMP retrofits.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Support the retrofitting of older stormwater systems and the rehabilitation of degraded areas to enhance pollution removal capabilities and create open space amenities.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Promote the use of low-impact development to replicate natural hydrologic patterns and alleviate the strain on centralized systems.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</tbody>
</table>
Support and incentivize reforestation for degraded forested areas in upper stream reaches that do not include Major Floodplain and promote natural regeneration within the limits of the Major Floodplain to mitigate the loss of native canopy coverage as a result of construction.

<table>
<thead>
<tr>
<th>Strategy 2.4</th>
<th>Protect and enhance impaired streams and their tributaries to improve water quality and provide ecological benefits while also providing opportunities for passive recreation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
</tr>
<tr>
<td>Maintain standards for activities that propose pollution sources such as the storing and dispensing of fossil fuels, chemical storage, and sale or transfer of potential contaminants.</td>
<td>County Government, Building &amp; Development</td>
</tr>
<tr>
<td>Encourage the implementation of enhanced pollutant control measures and watershed management strategies such as: downspout disconnection; tree planting/reforestation, especially within riparian areas; storm drain marking; stream restoration; wetland creation; adding BMPs; enhanced stormwater management ponds; enhanced pollution/erosion control measures; coordination and outreach with the Virginia Department of Transportation (VDOT) and owners associations on use of sand and anti-ice materials in snow removal/road clearing operations; and stormwater pond water quality enhancements.</td>
<td>County Government, Building &amp; Development</td>
</tr>
<tr>
<td>Activity</td>
<td>Responsible Agency</td>
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<tr>
<td>-------------------------------------------------------------------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>Actively participate in regional water quality initiatives to protect and improve water quality.</td>
<td>County Government, Building &amp; Development</td>
</tr>
<tr>
<td>Comply with the Virginia General Permit for stormwater discharges from small Municipal Separate Storm Sewer Systems (MS4 General Permit).</td>
<td>County Government, Building &amp; Development</td>
</tr>
<tr>
<td>Prepare and implement TMDL Action Plans, as necessary to meet TMDL requirements. The Action Plans, designed to improve the County’s surface water quality may include working with other entities, such as the Loudoun Soil and Water Conservation District (LSWCD) and Virginia Cooperative Extension-Loudoun (VCE-Loudoun).</td>
<td>County Government, Building &amp; Development</td>
</tr>
<tr>
<td>Collaborate with the Department of Environmental Quality on any pollution impairment issues within streams and support volunteer water quality monitoring efforts and coordination of these efforts with federal, state, and local water quality data collection.</td>
<td>County Government, Building &amp; Development</td>
</tr>
</tbody>
</table>
### Strategy 2.5
Protect rivers and public drinking water reservoirs to ensure a clean, safe, and adequate supply of drinking water.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protect public water supply reservoirs, Scenic Rivers, the Potomac River, and the Bull Run by establishing a 300-foot no-build buffer or the other elements of the RSCR buffer, whichever is greater. Areas outside of the no-build buffer are priority open space areas for the creation of a greenbelt. The greenbelt could be created through various mechanisms such as land donations, conservation easements, and other land conservation mechanisms.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Protect lands that are critical to the quality of key water supplies through easement, fee simple acquisition, regulatory measures, or other sufficient measures. Restore filtration and erosion control functions through the re-naturalization of these areas.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term</td>
<td>○○○○</td>
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</tbody>
</table>
Develop and implement a watershed overlay district for all public water supply reservoir watersheds, establishing more stringent development guidelines and performance standards to protect water quality.

Develop and implement a Potomac River shoreline management plan and seek to coordinate this effort with adjacent jurisdictions (local, state, and regional organizations, advisory boards, and citizen groups). This Plan should include:

- i. The boundaries of the study area,
- ii. A comprehensive natural resources inventory,
- iii. Existing and proposed private/public water access entry points,
- iv. Policy recommendations for river corridor management and protection,
- v. A process for integrating the participating groups, and
- vi. A plan for acquiring and managing open space corridors along the Potomac River.

<table>
<thead>
<tr>
<th>Develop and implement a watershed overlay district</th>
<th>County Government, Building &amp; Development</th>
<th>Short Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop and implement a Potomac River shoreline management plan</td>
<td>County Government, Building &amp; Development</td>
<td>Mid Term to Long Term</td>
</tr>
<tr>
<td>Establish appropriate standards and land uses in consultation with Loudoun Water and/or incorporated towns to protect drinking water supplies.</td>
<td>County Government, Building &amp; Development</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Develop a community-based Source Water Protection Plan in cooperation with Loudoun Water.</td>
<td>County Government, Building &amp; Development</td>
<td>Mid Term</td>
</tr>
<tr>
<td><strong>Strategy 2.6</strong> Preserve and protect groundwater quantity and quality.</td>
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</tr>
<tr>
<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
<td><strong>Responsibility</strong></td>
</tr>
<tr>
<td>Develop and implement a comprehensive groundwater protection strategy to ensure adequate and sustainable water supply.</td>
<td>County Government</td>
<td>Long Term</td>
</tr>
<tr>
<td>Initiate and maintain a comprehensive pollution management program to protect groundwater resources.</td>
<td>County Government, Building &amp; Development</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Local wellhead protection plans will be taken into consideration during review of development applications to maintain drinking water quality and protect groundwater from contamination.</td>
<td>County Government, Building &amp; Development</td>
<td>Short Term Ongoing</td>
</tr>
<tr>
<td>Limit the installation of additional wells and limit the number of additional households and irrigation systems that are dependent on wells through water conservation efforts and through the use of communal and/or central water systems where feasible and as approved by Loudoun Water.</td>
<td>County Government, Loudoun Water, Building &amp; Development</td>
<td>Short Term Ongoing</td>
</tr>
</tbody>
</table>
Ensure the location, depth, and rate of extraction of individual wells do not impact the quality and quantity of municipal wells.

Assess the recharge and consumption rates for groundwater in each watershed by analyzing data from groundwater level monitoring and stream flow measurements. If negative impacts are detected, the information will be presented to the Board of Supervisors for appropriate action.

Develop standards for uses that consume and/or require the usage of large quantities of water in those areas that could affect neighboring wells and aquifers.

Provide education to school children and homeowners on the use and consumption of groundwater for areas of the County that are not connected to the central water supply.

**Soils and Geological Resources**

**Policy:** Preserve and protect the County’s soils, unique geologic characteristics, farmland, steep slopes, mountainsides, and ridgelines recognizing their sensitivity to land disturbance and development as well as their contribution to healthy ecosystems and the quality of life valued by residents and visitors.

**Strategy 3.1** Protect limestone geology areas susceptible to sinkholes, cavity collapse, ground slippage, pollution, and other hazards.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain performance standards for lands within areas underlain by limestone — including minimum setback distances from Karst features (e.g., sinkholes and rock outcrops) — to ensure structural stability and prevent adverse impacts to environmental and public health.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○ ○ ○ ○</td>
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</tr>
<tr>
<td>Limit density and intensity of development within areas underlain by limestone, especially on sites proximate to identified Karst features.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○ ○ ○ ○</td>
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</tr>
<tr>
<td>Require communal water and wastewater systems built to Loudoun Water standards for new development in areas underlain by limestone.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○ ○ ○ ○</td>
<td></td>
</tr>
<tr>
<td>Encourage and support potable water supplies in any portions of the limestone overlay district and/or where subsurface karst geology exists to install treatment technology that treats groundwater to a surface water level of treatment standard, following Loudoun Water’s Engineering Standards Manual, as a condition of approval.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○ ○ ○ ○</td>
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<tr>
<td>Identify pollution sources and establish appropriate standards for reducing pollution in areas underlain by limestone.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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</table>
**Strategy 3.2**  Preserve and protect prime farmland and agricultural soils, recognizing their importance to the overall economic health of the rural economy.

<table>
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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a public education program that will focus on communicating advantages associated with private protection of Prime Agricultural Soils.</td>
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<td>County Government, Building &amp; Development</td>
<td>Mid Term</td>
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<tr>
<td>Encourage the retention and conservation of prime agricultural soils within open space areas.</td>
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<td>County Government, Building &amp; Development</td>
<td>Mid Term</td>
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</table>

**Strategy 3.3**  Protect steep slopes, ridgelines, and mountainside areas against destabilization, erosion, building and/or road failure, downstream flooding, and other hazards and to maintain the scenic and rural nature of these areas.

<table>
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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
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</thead>
<tbody>
<tr>
<td>Manage development in mountainside areas using performance standards and regulations to minimize negative environmental impacts; minimize land disturbance; protect the ridgelines; maintain woodlands, plant, and wildlife habitats; and preserve natural features and rural character as requirements for approval of the location of proposed development.</td>
<td></td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Prohibit land disturbance on naturally occurring very steep slopes, with limited exceptions such as access easements to existing lots where no other access is possible. Agricultural or silvicultural activities, excluding structures, may be allowed provided that a County approved Farm Management Plan or Forest Management Plan, whichever is applicable, is implemented. Apply performance standards to protect soils, vegetation, and other environmental features when roads are permitted or allowed by special exception.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short term Ongoing</td>
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<tr>
<td>Apply performance standards to protect moderately steep slopes to include BMPs and locational clearances for clearing and grading. Develop incentives to locate development outside of moderately steep areas.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short term Ongoing</td>
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</tr>
<tr>
<td>Preserve forests and native vegetation on very steep slopes. Limit clearing to only essential clearing that is necessary for home construction, road construction, and utility installation on moderately steep slopes.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short term Ongoing</td>
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</tr>
<tr>
<td>Protect ridgelines through updates to the Mountainside Development Overlay District or the development of a Ridgeline Protection Overlay District.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short term Ongoing</td>
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<tr>
<td>Require special exception approval for the subdivision of properties into three or more lots in Sensitive and Highly Sensitive Mountainside Areas.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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</table>
Seek the expansion of passive outdoor recreational opportunities in mountainside areas, including the development of public park sites and improving access to existing recreational facilities such as the Appalachian Trail.

| Review and amend zoning regulations and development standards to ensure consistency with the objectives of the mountainside area policies. | County Government, Building & Development, Planning & Zoning | Short Term | ○○○○ |
| Establish performance standards for unavoidable development on questionable soils as defined by the International Building Code. | County Government, Building & Development, Planning & Zoning | Short Term | ○○○○ |

### Forests, Trees, and Vegetation

**Policy:** Preserve, protect, and manage Loudoun County’s forests and trees for current and future use and enjoyment, recognizing these resources provide many benefits, such as improving air and water quality; offering important habitat for birds, small mammals and other wildlife; providing buffers between communities; conserving energy; reducing wind speed and redirecting airflow; and reducing stormwater runoff and soil erosion.

**Strategy 4.1** Preserve, protect, and manage forest resources for their economic and environmental benefits.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
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</thead>
<tbody>
<tr>
<td>Require applicants to submit a Tree Cover Inventory as part of all development applications and, where applicable, require applicants to submit a Tree Conservation Plan for designated Tree Conservation Areas; such Tree Conservation Plan should demonstrate a management strategy that ensures the long-term sustainability of these designated areas and address the removal and monitoring of invasive woody vegetation and insects.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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<tr>
<td>Incentivize and encourage the preservation of existing trees within required landscape buffer areas and for screening of uses.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<tr>
<td>Require the removal of invasive plant species during the development process.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Develop and adopt a Tree Preservation Ordinance.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Inventory and map trees and native vegetative resources to be preserved or managed in accordance with County standards and create and maintain a database of these resources to include, but not be limited to, old growth forests, significant tree stands, specimen trees, heritage trees, and State or National Champion trees.</td>
<td>Building &amp; Development and Mapping &amp; Geographic Information</td>
<td>Mid Term</td>
<td>○○○○</td>
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</table>
Participate in community tree projects such as the Arbor Day Foundation’s Tree City USA Program.

<table>
<thead>
<tr>
<th>Strategy 4.2</th>
<th>Promote tree planting and preservation to reduce the heat island effect, manage stormwater run-off, and improve water quality, air quality, and wildlife habitat.</th>
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</thead>
<tbody>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
</tr>
<tr>
<td>Prioritize the planting of native vegetation, specifically along those corridors that provide connections to other natural and heritage resources.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
</tr>
<tr>
<td>Develop Countywide goals and objectives for the creation, maintenance, and preservation of the County’s tree canopy.</td>
<td>County Government, Building &amp; Development, Planning &amp; Zoning</td>
</tr>
</tbody>
</table>

**Historic, Archaeological, and Scenic Resources**

**Policy:** Loudoun County’s distinctive cultural landscapes encompass scenic and heritage resources, including Scenic Rivers and Byways, historic buildings, archaeological sites, battlefields, and historic cemeteries. These resources are foundational elements of the County’s changing landscape that together tell the story of the formation and settlement of the County. The County will protect and enhance these resources, recognizing them as relevant, character-defining elements of both the natural and built environments.

**Strategy 5.1** Preserve cultural and scenic character through conservation and preservation of designated heritage areas, battlefields, cemeteries, scenic corridors, Scenic Rivers, the Potomac River, significant geological features, archaeological sites, historic structures and their settings. Convey the benefit of these resources to the public through public education in collaboration with private landowners and preservation organizations.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate land development applications within the context of this Plan as well as those more specific policies contained in the Heritage Preservation Plan.</td>
<td>County Government, Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Evaluate the <em>Heritage Preservation Plan</em> every five years and update if necessary.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Require an archaeological and historic resources survey for all development applications. This survey must include a plan for recordation of identified resources and measures for preservation, mitigation, and adaptive reuse. The County will maintain a repository for artifacts recovered from required surveys; such artifacts will be used for research and public education purposes.</td>
<td>County Government, HDRC, Heritage Commission</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</tr>
<tr>
<td>The County will update its cultural resource inventory through the land development process and County-sponsored historic surveys.</td>
<td>County Government, HDRC, Heritage Commission</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Evaluate the historic or archaeological value of inventoried resources based on criteria set forth in the Secretary of the Interior’s Standards, which include historic context and site integrity. The County will evaluate resources for consideration for state and National Registers. Identify, through survey and community outreach, locally important historic and archaeological resources that meet criteria for listing on the County Heritage Register as outlined in the Heritage Preservation Plan.</td>
<td>County Government, HDRC, Heritage Commission</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Identify, delineate, and map historic cemeteries, burial grounds, and graves to ensure they are protected from destruction or neglect. Ensure that adequate buffers are provided around these sites to protect them during the development process.</td>
<td>Mapping &amp; Geographic Information, HDRC, Heritage Commission</td>
<td>Short Term</td>
<td>❌❌❌❌</td>
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</tr>
<tr>
<td>Identify African American and Native American cultural resources to fill voids in the County’s database of heritage resources and create policies and programs that protect, preserve, and interpret these resources for the benefit of County residents.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term</td>
<td>❌❌❌❌</td>
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<tr>
<td>Maintain the County’s database by using the inventory of cultural resources as a dynamic body of data to be reevaluated as needed.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term</td>
<td>❌❌❌❌</td>
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</tr>
<tr>
<td>Conduct a staff assessment to determine historic significance prior to issuing a demolition permit for a structure that is 50 years old or older.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term</td>
<td>❌❌❌❌</td>
<td></td>
</tr>
<tr>
<td>Work with local communities to protect and enhance the character of cultural landscapes and historically significant sites through the designation of County Historic and Cultural Conservation Districts.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term</td>
<td>❌❌❌❌</td>
<td></td>
</tr>
<tr>
<td>Preserve and protect significant cultural and scenic resources from development impacts by promoting private or public acquisition and/or conservation easements.</td>
<td>County Government, HDRC, Heritage Commission</td>
<td>Mid Term to Long Term</td>
<td>❌❌❌❌</td>
<td></td>
</tr>
<tr>
<td>Where consistent with the applicable provisions of the Virginia Code Section 15.2-2303, applicants may provide cash contributions to the County for the enhancement and/or improvement of historic features within Loudoun to fulfill the open space guidelines if the historic feature is in the same planning subarea identified in the latest Capital Needs Assessment and the County agrees to or requests the exchange.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Prioritize the adaptive reuse of historic structures that are of local, regional, or national significance as the primary method of preserving the County's diverse collection of historic architecture within the framework of sustainable development.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Amend zoning regulations and development standards to ensure the viability of adaptive reuse, particularly in the County's villages where the ability to reuse historic structures is vital to the historic character and vitality of these communities.</td>
<td>Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Prepare and implement corridor management plans, including identifying and defining viewsheds for the County's Scenic Rivers in order to protect their natural and scenic quality.</td>
<td>Mapping &amp; Geographic Information, Planning &amp; Zoning, HDRC, Heritage Commission</td>
<td>Short Term to Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>The County does not permit diversion of Scenic Rivers under any circumstances.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</table>
Natural Heritage Resources

Policy: Preserve, protect, and create a network of privately and publicly protected open space, favoring large contiguous areas rather than smaller disconnected areas, maintaining green infrastructure assets, preventing habitat fragmentation, and reinforcing the unique character of the diverse communities in the County.

Strategy 6.1 Conserve and protect natural heritage resources including rare, threatened, and endangered plant and animal species; species of greatest concern; exemplary natural communities, habitats, and ecosystems; and other natural features of the County.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilize open space requirements, passive recreation, nature preserves, incentives, and regulations to protect areas of natural biodiversity and rare, threatened, and endangered plant and animal species, and plant communities to foster the implementation of the Federal Endangered Species Act and the Virginia Wildlife Action Plan.</td>
<td>County Government, Planning &amp; Zoning, Parks &amp; Recreation</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Development applications will identify Loudoun County’s natural heritage resources through coordination with the Virginia Department of Conservation and Recreation (VDCR) – Division of Natural Heritage and the Virginia Department of Game and Inland Fisheries (VDGIF). For those development applications that have a likely presence of one or more natural heritage resource, the County will require the applicant to conduct a species assessment. In cases where the presence of the species is identified, the County will require the applicant to develop and submit a plan for impact avoidance.</td>
<td>County Government, Planning &amp; Zoning, Building &amp; Development</td>
<td>Mid Term</td>
<td>○○○○</td>
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</table>
Ensure that the study of natural heritage resources is conducted by qualified research organizations such as the VDCR and VDGIF, and develop implementation strategies for the preservation of identified natural heritage resources.

<table>
<thead>
<tr>
<th>Strategy 6.2</th>
<th>Conserve and protect wildlife habitats, wildlife travel corridors, and access to streams and water sources through the preservation of natural resources such as native vegetation, forest cover, woodlands, floodplains, streams and stream corridors, wetlands, and undeveloped areas associated with steep slopes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
</tr>
<tr>
<td>Require development proposals to create links to adjacent open space and natural resources to help prevent habitat fragmentation and foster biodiversity.</td>
<td>County Government</td>
</tr>
<tr>
<td>Identify essential wildlife corridors and encourage protection of these areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means.</td>
<td>County Government</td>
</tr>
<tr>
<td>Ensure that new development, redevelopment, and infill development incorporates existing native vegetation and plantings of native vegetation into the landscape design.</td>
<td>County Government</td>
</tr>
<tr>
<td>Encourage the preservation and plantings of native vegetation to protect pollinators, migrant birds, and other wildlife.</td>
<td>County Government</td>
</tr>
</tbody>
</table>
Promote and support the establishment of public and private nature preserves throughout the County as part of the protection and enjoyment of natural and heritage resources.

**Complementary Elements**

**Policy:** The County promotes healthy air and low levels of noise and light pollution as essential elements for current and future residents.

**Strategy 7.1** Preserve and protect air quality.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comply with the requirements of the Federal Clean Air Act Amendments of 1990 through support of the State Implementation Plan (SIP).</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>O000</td>
</tr>
<tr>
<td>Evaluate methods to reduce emissions of airborne pollutants including particulates, greenhouse gases, ozone precursors, and other gases known to adversely affect human and environmental health.</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
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</tbody>
</table>
### Strategy 7.2  Protect noise sensitive uses.

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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to support the Washington Dulles International and Leesburg Executive Airports by continued and complete prohibition of new residential and other noise sensitive land uses from the areas located within the Ldn 65 and higher aircraft noise contours for both airports and by requiring non-noise sensitive land uses within these noise impact areas.</td>
<td>County Government, MWAA</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Continue to work with the Metropolitan Washington Airports Authority to understand and minimize the effects of airport operations and routes on existing noise sensitive areas within the 60 to 65 Ldn noise contour at Washington Dulles International Airport and minimize residential and noise sensitive development in noise sensitive areas.</td>
<td>County Government, MWAA</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Prohibit residential encroachment into the existing areas designated as within the Ldn 65 or higher aircraft noise contours to ensure that residential development will not create pressure for reductions in the intensity of service or prohibit the expansion of service at the airport.</td>
<td>County Government</td>
<td>Short Term</td>
<td>OOOO</td>
<td></td>
</tr>
</tbody>
</table>
Continue to enforce and update with the most current information, as appropriate, the Airport Noise Impact Overlay District included as part of the Loudoun County Zoning Ordinance.

Require roadway noise studies for residential, institutional, or other noise sensitive uses adjacent to existing or proposed arterial and major collector roads to ensure that forecasted noise levels fall within acceptable levels, or can be abated to meet County standards (See also *Loudoun 2040 Countywide Transportation Plan, Chapter 8, Environmental and Heritage Resources).*

<table>
<thead>
<tr>
<th>Strategy 7.2</th>
<th>Prevent light pollution.</th>
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</thead>
<tbody>
<tr>
<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
</tr>
<tr>
<td>Update lighting standards. <em>(See Chapter 3 for more information)</em></td>
<td>County Government, Building &amp; Development</td>
</tr>
</tbody>
</table>
### Sustainability

**Policy:** Encourage sustainability efforts throughout the County.

**Strategy 8.1** Support sustainability practices within the Loudoun County Government.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update and implement the County Energy Strategy (CES) due to unpredicted growth in population and high energy demand uses, technological changes allowing improved energy storage, changing renewable energy markets, and the impacts of climate change.</td>
<td>General Services, Transportation &amp; Capital Infrastructure, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>ooooo</td>
<td></td>
</tr>
<tr>
<td>Continue to evaluate the energy demands of government buildings as well as transportation needs and develop plans for energy efficiency.</td>
<td>General Services, Transportation &amp; Capital Infrastructure, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>ooooo</td>
<td></td>
</tr>
<tr>
<td>Encourage benchmarking the energy use of existing and planned County buildings to establish a baseline for energy demand estimates.</td>
<td>General Services, Transportation &amp; Capital Infrastructure, Planning &amp; Zoning</td>
<td>Short Term</td>
<td>ooooo</td>
<td></td>
</tr>
<tr>
<td>Use the data from benchmarking the energy use to influence policy and regulations in the County.</td>
<td>General Services</td>
<td>Short Term</td>
<td>ooooo</td>
<td></td>
</tr>
<tr>
<td>Whenever feasible, build County-constructed facilities to LEED Silver, or equivalent, standards.</td>
<td>General Services, Building &amp; Development</td>
<td>Short Term</td>
<td>ooooo</td>
<td></td>
</tr>
<tr>
<td>Continue to evaluate all sustainability efforts and improve efforts as new options and technologies become available.</td>
<td>General Services</td>
<td>Mid Term</td>
<td>ooooo</td>
<td></td>
</tr>
<tr>
<td>Continue to monitor and support all efforts with MWCOG.</td>
<td>County Government</td>
<td>Short Term</td>
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<tr>
<td>Support Loudoun Water in the expansion of the reclaimed water network.</td>
<td>General Services, Loudoun Water</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Incorporate green infrastructure and BMPs into County Energy Strategy.</td>
<td>General Services, Planning &amp; Zoning</td>
<td>Long Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Prioritize government purchase and use of goods and services that have reduced impacts to human and environmental health.</td>
<td>County Government</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Prioritize the use of Loudoun farm products in government purchase of food.</td>
<td>County Government</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Develop a Sustainability Plan for the County that provides the framework to achieve economic development, social development, and environmental development in a balanced manner.</td>
<td>County Government, General Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tbody>
</table>

**Strategy 8.2**

**Support energy efficient practices for all in Loudoun County.**

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate the energy demands of residential and non-residential buildings, including data centers as well as transportation needs and develop plans for energy efficiency.</td>
<td>General Services</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Research and support opportunities for micro-grid energy and district energy systems.</td>
<td>General Services</td>
<td>Long Term</td>
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<td></td>
</tr>
</tbody>
</table>
Encourage the use of Commercial Property Assessed Clean Energy (C-PACE) and research and support residential PACE program.

Prioritize public investment in energy efficient, clean products and infrastructure.

Strategy 8.3 Support sustainable economic practices within Loudoun County to strengthen economic growth and innovation.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create partnerships with universities and private sector companies to foster growth of a sustainable economy that supports workers and students in the advanced technology and science industries.</td>
<td>County Government, LCPS, Local Sustainability Organizations, Public-Private Partnership</td>
<td>Long Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Promote the production and access to sustainable, healthy local food.</td>
<td>County Government, Economic Development</td>
<td>Mid Term</td>
<td>○○○○</td>
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<tr>
<td>Support and expand community gardens throughout the County.</td>
<td>County Government</td>
<td>Short Term</td>
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</tbody>
</table>
**Policy:** Encourage sustainable development practices, including long-term water conservation, green building principles, sustainable site design, renewable energy, preservation and adaptive re-use of historic structures, and integrated energy management planning.

**Strategy 9.1** Promote water conservation through innovative, cost-effective reuse systems, domestic water saving devices, and low impact development techniques, which integrate hydrologically functional designs with methods for preventing pollution and educational programs.

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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educate and encourage the harvesting of rainwater for non-potable use, such as landscape irrigation.</td>
<td>County Government LCPS, Local Sustainability Organizations</td>
<td>Short Term</td>
<td>○ ○ ○ ○</td>
<td></td>
</tr>
<tr>
<td>Establish incentives for sustainable development.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term</td>
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**Strategy 9.2** Promote the use of salvaged, recycled, or locally produced materials whenever possible.

**Strategy 9.3** Evaluate the establishment of Eco-districts within the County.

**Strategy 9.4** Promote green building standards and green building.

**Strategy 9.5** Support renewable energy.

<table>
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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt solar zoning and permitting best practices for accessory use solar development.</td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Mid Term</td>
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**Chapter 4**

**Housing**

**Policy:** Increase the amount and diversity of housing that is available in terms of unit type, size, and price and promote innovative designs throughout Loudoun County that are desirable and attainable to all income levels.

**Strategy 1.1** Use innovative and flexible regulatory approaches to help fulfill the continuum of housing needs in a variety of targeted locations and settings throughout the County.

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<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
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<tbody>
<tr>
<td>Promote mixed-income housing developments.</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Family Services</td>
<td>Short Term</td>
<td>0000</td>
</tr>
<tr>
<td>Amend zoning regulations to accommodate more innovative and flexible density, building height, lot size, lot line, parking, setback, and design standards through the implementation of a planned unit development (PUD) ordinance.</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Family Services</td>
<td>Short Term</td>
<td>0000</td>
</tr>
<tr>
<td>Allow by-right dormitory housing, tenant dwellings, and portable housing units for farm workers where otherwise permissable according to Loudoun County Health Department standards and regulations.</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Family Services, Building &amp; Development</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Regulate multi-family development by floor area ratio (FAR) instead of by dwelling units per acre.</td>
<td></td>
<td>County Government, Planning &amp; Zoning, Family Services, Building &amp; Development</td>
<td>Short Term</td>
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</table>
Develop zoning regulations and design standards to facilitate compact residential and mixed-use development that emphasizes the physical form and the character of the built environment to integrate uses and add density to support innovation and lower costs in housing production.

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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
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<tbody>
<tr>
<td>Amend zoning regulations and design standards to permit accessory housing product types (e.g., carriage houses, accessory apartments, and cottages) in residential and mixed-use zoning districts and incentivize the integration of universal design features in accessory units.</td>
<td>County Government, Planning &amp; Zoning, Family Services, Building &amp; Development</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Amend zoning regulations to expand the number of districts where manufactured housing, accessory units, and alternative housing types are allowed (e.g., small lot, zero lot-line, micro-units, maximum unit sizes, and innovative housing types).</td>
<td>County Government, Planning &amp; Zoning, Family Services, Building &amp; Development</td>
<td>Short Term</td>
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**Strategy 1.2** Promote and/or incentivize compact and dense housing product that is affordable by design and price, especially in urban settings close to transportation alternatives.

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<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Progress</th>
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<tbody>
<tr>
<td>Amend zoning regulations and design standards to incorporate density bonuses and other incentives into appropriate zoning districts to encourage the provision of housing to address the County’s unmet housing needs in areas currently served by or planned for mass transit.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Require fewer parking spaces in new developments located proximate to public transit that achieve a continuum of housing of types and prices.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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**Strategy 1.3** | Reevaluate Capital Facility Impacts to acknowledge broader diversity of unit types, sizes, and households. |
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<td><strong>Action</strong></td>
<td><strong>Priority (Low, Medium, High)</strong></td>
<td><strong>Responsibility</strong></td>
<td><strong>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</strong></td>
</tr>
<tr>
<td>Identify alternatives in calculating the costs of development for the impact on capital facilities (such as a rating system) to reduce costs and to encourage diversity in unit types produced. Explore the use of square footage and/or number of bedrooms to assess capital facility costs associated with a broad range of unit types to encourage the development of needed unit types (for example, studio and one bedroom apartments, smaller homes).</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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**Strategy 1.4** | Ensure that housing for special needs populations is integrated within existing and planned communities. |
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<td><strong>Action</strong></td>
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<td><strong>Responsibility</strong></td>
<td><strong>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</strong></td>
</tr>
<tr>
<td>Amend zoning regulations and design standards to incentivize the integration of universal design elements in residential units and in the design of neighborhoods.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</table>

CHAPTER 7-102
### Strategy 1.5
Provide for diverse housing options with access to a range of amenities and transportation options for older adults (55+).

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<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide incentives to developers to provide a diversity of housing types within active adult and/or age restricted housing development projects.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Incentivize the provision of age-restricted housing units for residential or mixed-use development proposals in transit centers and other areas planned for an integrated mix of uses to support older adults’ option to live in close proximity to transit, retail, service, and entertainment uses.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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### Strategy 1.6
Support mixed-use development projects that provide a continuum of housing types, sizes, and prices as well as commercial uses such as retail, entertainment, and offices in a walkable environment.

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<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide incentives to encourage zoning map amendments or zoning concept plan amendments on previously entitled properties that increase the provision of a mix of smaller housing types.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>〇〇〇〇</td>
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</tbody>
</table>
Research and implement effective incentives, such as appropriate density increases for the provision of affordable housing proximate to major employment centers and the Silver Line Metrorail stations, as well as the offset of capital facilities contributions to reduce housing development costs to foster a continuum of housing affordability for workers in Loudoun.

<table>
<thead>
<tr>
<th>Strategy 1.7</th>
<th>Ensure that infill and redevelopment projects provide a continuum of housing in areas with existing infrastructure and services.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
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<td></td>
<td>Responsibility</td>
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<tr>
<td></td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
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<tr>
<td></td>
<td>Progress</td>
</tr>
</tbody>
</table>

- Develop zoning regulations and design standards to implement form-based approaches for infill and redevelopment areas that facilitate the development of “missing middle” housing product types.

  - County Government, Family Services, Planning & Zoning
  - Mid Term

  OOOO
**Policy:** Preserve existing affordable housing stock and ensure housing remains safe and habitable.

**Strategy 2.1** Leverage public and private resources to maintain housing that helps address unmet housing needs in Loudoun County.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bring existing housing in need of indoor plumbing, operational septic and water systems, and major system repair (e.g., new roofs or heating and cooling systems) up to safe and livable conditions.</td>
<td>County Government, Family Services, Building &amp; Development</td>
<td>Mid Term to Long Term</td>
<td>○○○○</td>
<td></td>
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</tbody>
</table>

**Strategy 2.2** Preserve housing affordable to households earning less than 100 percent AMI that is currently provided by the market, and integrate it into redevelopment projects.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create an inventory of housing stock using County assessment data that identifies the type of unit, its location within the County, and general characteristics of the units.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>When redevelopment projects are proposed for areas with existing housing affordable to households earning less than 100 percent AMI in otherwise good condition, incentivize the preservation and rehabilitation of that existing housing stock.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
<td>Responsibility</td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
<td>Progress</td>
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<tr>
<td>Develop an affordable housing strategic plan that specifically identifies strategies, actions, programs, and best practices to address the County’s current and future unmet housing needs. The plan would include estimates on unmet housing needs, establish development targets, and evaluate how housing programs address those needs every five years.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<td></td>
</tr>
<tr>
<td>Emulate, when appropriate, successful housing programs in other jurisdictions.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<td></td>
</tr>
<tr>
<td>Develop zoning regulations and design standards that remove barriers and incentivize the development of housing affordable to households at or below 100 percent AMI.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td>Reduce or waive proffer requirements as a means of incentivizing the provision of housing affordable to households earning less than 100 percent AMI in new transit-oriented development.</td>
<td>County Government, Family Services, Planning &amp; Zoning County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Create an expedited permit process to fast-track applications for developers who commit to providing additional units affordable to households earning less than 100 percent AMI.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Provide incentives such as those included in Article 7 of the Zoning Ordinance to support LIHTC projects to encourage zoning map amendments or zoning concept plan amendments on previously entitled properties that increase the provision of housing affordable to households earning less than 100 percent AMI.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Strengthen regulations in Article 7 and Chapter 1450, to the greatest extent that the State Code allows, to increase the development of housing that helps address the County’s unmet housing needs in all residential and mixed-use development.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Require housing units that help address the County’s unmet housing needs to be provided in residential developments that contain 20 or more dwelling units and are served by public sewer and water.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Develop effective incentives that enable development to meet unmet housing needs to include housing for households with incomes at or below 30 percent AMI, which is the area of greatest need.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td><strong>Address the housing needs of extremely low-income or vulnerable households including older adults on fixed incomes and persons with disabilities by exploring partnerships with healthcare providers, local nonprofits and philanthropy to develop targeted housing for this population.</strong></td>
<td><strong>County Government, Family Services, Planning &amp; Zoning</strong></td>
<td><strong>Mid Term</strong></td>
<td>0000</td>
<td></td>
</tr>
<tr>
<td><strong>Preserve the County’s investment in ADUs by continuing to purchase ADUs approaching the 15-year covenant expiration and extending the covenants.</strong></td>
<td><strong>County Government, Family Services, Planning &amp; Zoning</strong></td>
<td><strong>Mid Term</strong></td>
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</tr>
<tr>
<td><strong>Maximize the County’s investment in ADUs by extending the affordability covenants for new projects beyond the current 15-year period.</strong></td>
<td><strong>County Government, Family Services, Planning &amp; Zoning</strong></td>
<td><strong>Mid Term</strong></td>
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</tbody>
</table>

**Strategy 3.2** Increase the financial resources gained from federal, state, local, and private sources to address the unmet housing needs in the County.

<table>
<thead>
<tr>
<th><strong>Action</strong></th>
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<th><strong>Responsibility</strong></th>
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<th><strong>Progress</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify and designate a dedicated local funding source to support the County’s plan to provide a continuum of housing.</td>
<td></td>
<td><strong>County Government, Family Services, Planning &amp; Zoning</strong></td>
<td><strong>Mid Term</strong></td>
<td>0000</td>
</tr>
<tr>
<td>Use the EDA to issue tax exempt bonds for qualified residential rental projects and to make grants or loans of its own funds (or funds received from another governmental entity) with respect to single or multifamily residential facilities, in order to promote high-quality and affordable housing in the County.</td>
<td></td>
<td><strong>County Government, Family Services, Planning &amp; Zoning</strong></td>
<td><strong>Mid Term</strong></td>
<td>0000</td>
</tr>
<tr>
<td>Leverage strategic geographies with federal programs, such as opportunity zones and qualified census tracts, and proactively pursue grants and other funding from federal, state, and private foundation sources, such as HOME, Emergency Solutions Grants, State and Federal Housing Trust funds.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Evaluate/reformulate the Community Development Block Grant (CDBG) program to a housing focus to include property acquisition, rehabilitation, and construction.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Use public and private partnerships, programs, tools, and incentives to address unmet housing needs and increase the County’s capacity to compete for federal, state, and private sector assistance.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Use the Economic Development Authority (EDA) to assist with property acquisition, tax exempt bond financing, and leverage gap financing, and stimulate cooperative partnerships toward the preservation and production of housing to address unmet needs.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<td></td>
</tr>
<tr>
<td>Work in partnership with nonprofit, public, and private entities that are committed to provide a wide range of housing opportunities by offering technical and financial assistance such as loans, gap financing, tax credits, and grants.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
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</tbody>
</table>
**Strategy 3.3**  
Explore offering free or subsidized public land to developers seeking to address the unmet housing need in the County.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a proactive “public land for public good” program that offers public property to reduce the cost of housing development by reducing or eliminating the land cost.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<tr>
<td>Establish a community land trust/land bank and assemble properties, including tax sale properties, for the construction of housing that addresses the County’s unmet housing needs.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Use public property to offset the land costs to nonprofit and for-profit housing developers seeking to build housing for persons with special needs and/or households earning less than 50 percent AMI.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<tr>
<td>When purchasing real property for public use, promote collocating public facilities with affordable housing.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</table>
## Strategy 3.4
Expand the County’s existing home purchase programs.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expand and increase the funding for the Down Payment and Closing Cost Assistance and Public Employee Grant programs to help households earning up to 100% AMI purchase a home.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<tr>
<td>Create and implement home buyer readiness financial literacy classes to help educate first-time home buyers.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Promote and facilitate the First-time Home Buyers Savings Plan which enables the establishment of a savings plan for the purchase of a home and exempts the earnings on the savings (Code of Virginia Chapter 32, sections 55-555 through 55-559).</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Expand the employer-assisted housing program to help meet the private sector’s workforce housing needs.</td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
<td>Responsibility</td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
<td>Progress</td>
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<tr>
<td>Facilitate collaboration among residential developers, affordable housing developers, lenders, the Virginia Housing Development Authority, economic development agencies, and transportation officials.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Develop a housing ambassador program to Loudoun’s towns to raise awareness and provide technical assistance to assist them in establishing and maintaining programs that address their unmet housing needs.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>0000</td>
</tr>
<tr>
<td>Conduct regular focus groups with the building industry, the CEO Cabinet, and major employers.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>0000</td>
</tr>
<tr>
<td>Convene an Annual Housing Summit to check in with stakeholders on issues and successes.</td>
<td></td>
<td>County Government, Family Services, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</table>
### Chapter 5

**Economic Development**

**Policy:** Diversify the economy by strengthening targeted industry clusters.

<table>
<thead>
<tr>
<th>Strategy 1.1</th>
<th>Attract new businesses in key industries so that the global competitive advantage of Loudoun is strengthened in the targeted industry clusters.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1.2</td>
<td>Work with existing businesses proactively and retain businesses that may be considering leaving Loudoun by helping with relocation or expansion efforts.</td>
</tr>
<tr>
<td>Strategy 1.3</td>
<td>Catalyze start-ups and entrepreneurial growth by providing quality resources.</td>
</tr>
<tr>
<td>Strategy 1.4</td>
<td>Continue to sustain economic growth at and around the Washington Dulles International Airport and the Leesburg Executive Airport, including support of land use restrictions in noise-sensitive areas located within 65 Ldn noise contours.</td>
</tr>
<tr>
<td>Strategy 1.5</td>
<td>Expand international relationships and attract foreign businesses within targeted clusters.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Embed staffing resources in each cluster/overlay to attract or expand businesses using industry expertise, relationships, and earned reputation.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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<td></td>
</tr>
<tr>
<td>Use marketing and research to create promotional materials, conduct market analysis, assist with site selection, and provide ombudsman services.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Provide assistance with the regulatory process and streamline when possible using electronic plan submittals and online portals to get clients to market more quickly, provided all public safety, health, and welfare regulations are met.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term</td>
<td>OOOOO</td>
<td></td>
</tr>
<tr>
<td>Create mechanisms for the rural economy to maintain its status as a regional agricultural leader and local advantage.</td>
<td>County Government, Economic Development</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Focus on providing resources, networking/education events, and other programs to startup companies that place a high value on growth, including assistance with establishing additional incubators, accelerators, co-working spaces, and makerspaces.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
<td></td>
</tr>
<tr>
<td>Strategically use economic incentives as needed for attraction and retention.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
<td></td>
</tr>
<tr>
<td>Ensure new development does not create flight obstructions, or otherwise impede flight operations at Washington Dulles International Airport and Leesburg Executive Airport, notwithstanding building and height standards recommended elsewhere in Loudoun 2040.</td>
<td>County Government, Economic Development, Planning &amp; Zoning, FAA</td>
<td>Short Term Ongoing</td>
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</tr>
</tbody>
</table>
Require developments that are subject to Federal Regulation 14 CFR Part 77 to provide the County with certification from the Federal Aviation Administration (FAA) that it will not constitute a hazard to air navigation. In addition, developments will comply with any recommendation(s) found in an FAA decision that results in a no hazard determination.

| **Policy:** Create desirable places in key corridors and employment centers. |
| **Strategy 2.1** Ensure that the design and infrastructure of key economic corridors and employment centers creates desirable places for workers, businesses, residents, and visitors. |
| **Strategy 2.2** Support development projects near the Ashburn and Innovation Metrorail stations that provide a continuum of housing types, retail, entertainment, and employment options in a walkable environment. |
| **Strategy 2.3** Be flexible, customer-focused, timely, and open to interpretation in review and approval of commercial or mixed-use projects to keep pace with business innovations and reduce time to market. |
| **Strategy 2.4** Encourage multimodal infrastructure design, especially within biking distance of Metrorail stations and near other employment and major hotel centers, which minimizes impact to development potential of land. |
| **Strategy 2.5** Support a diversity of available commercial products when planning land use to improve attraction of a multifaceted business base. |
### Strategy 2.6
Accommodate all types of critical infrastructure when planning for transportation; complete streets, power, water, and fiber.

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>Establish State-endorsed “Technology Zones” for the encouragement of new and expanding technology businesses that enable reduction of user and permit fees, local tax incentives, special zoning treatment, and exemption from local ordinances.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Streamline the process for amending the Comprehensive Plan to allow for flexible and timely responses to evolving market conditions and technological innovation and to reduce project time to market.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term</td>
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<td></td>
</tr>
<tr>
<td>Periodically update the County’s zoning regulations and design standards to keep pace with innovation in the marketplace.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Mid Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Extend support to the Towns to plan for enhancing the economic base.</td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</table>

**Policy:** Invest in the skilled workforce needed for continued economic growth.

**Strategy 3.1** Support continual growth of the workforce through recruitment assistance, training, and placement programs.

**Strategy 3.2** Proactively attract workforce, develop existing pipeline, and explore ways to increase access to qualified job applicants in targeted clusters.
**Strategy 3.3** Cultivate partnerships with schools, colleges, and businesses to link all levels of education (including K-12) to targeted industry needs.

**Strategy 3.4** Develop housing programs to create a continuum of housing types that are attainable and desirable to all levels of the workforce.

<table>
<thead>
<tr>
<th>Action</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Collaborate with community and academic partners on connecting people to careers, expanding “learn by doing” programs, securing funding sources for training, and developing vocational training and industry certification and degree programs.</td>
<td></td>
<td>County Government, Public, Private &amp; Vocational Schools, Colleges and Universities</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Actively engage local businesses to determine workforce challenges and needed skills.</td>
<td></td>
<td>County Government, Economic Development</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Incentivize construction of attainable workforce housing using density bonuses, fee waivers, revolving loans, or assistance with required infrastructure.</td>
<td></td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Consider using the Economic Development Authority for property acquisition to bank land for public-private partnerships on workforce housing projects.</td>
<td></td>
<td>County Government, Economic Development, Planning &amp; Zoning</td>
<td>Long Term</td>
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</tr>
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</table>

**Policy:** Market the County as a world-class business ecosystem.

**Strategy 4.1** Market the County as a world-class place to do business using a variety of tools and communication platforms.

**Strategy 4.2** Promote gender and ethnic diversity of the local business community.
### Strategy 4.3  Market

**Market Washington Dulles International Airport as a destination portal to a diverse Loudoun economy.**

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Tailor messaging to decision makers and influencers who play a role in starting, expanding, or relocating businesses (e.g., owners, executives, site selectors, or brokers).</td>
<td></td>
<td>County Government, Economic Development, Public Affairs</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
<tr>
<td>Post and respond on the County’s economic development website and social media channels in a timely fashion to maintain credibility.</td>
<td></td>
<td>County Government, Economic Development, Public Affairs</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
<tr>
<td>Maintain economic development brands for custom professional-grade collateral.</td>
<td></td>
<td>County Government, Economic Development, Public Affairs</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
</tbody>
</table>

**Policy:** Support the promotion and development of Loudoun County as a tourism destination.

### Strategy 5.1  Collaborate with Visit Loudoun to support the development and enhancement of tourism and hospitality infrastructure, including hotels, bed and breakfasts, event facilities, and cultural attractions.
## Strategy 5.2

Encourage and support tourism destination development and marketing.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish State-endorsed “Tourism Zones” that enable the County to be eligible for gap financing from the State for tourism-related development projects.</td>
<td>County Government, Economic Development</td>
<td>Short Term</td>
<td>OOOO</td>
<td></td>
</tr>
<tr>
<td>Refresh online content and optimize for search engines regularly, translate into multiple languages, and focus design to reflect Loudoun’s unique personality and strengths.</td>
<td>County Government, Economic Development</td>
<td>Short Term Ongoing</td>
<td>OOOO</td>
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</tbody>
</table>
Chapter 6
Fiscal Management and Public Infrastructure

Policy: Provide public facilities to meet identified needs.

Strategy 1.1 Use the CNA Program to plan and coordinate facility needs and location criteria to ensure adequate dispersal and timely availability of County facilities.

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<thead>
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</thead>
<tbody>
<tr>
<td>Support LCSB acquisition of needed sites through the fiscal planning and land development processes.</td>
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<td>County Government, LPCS</td>
<td>Short Term</td>
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<tr>
<td>Co-locate public safety and other facilities whenever it will improve service efficiencies.</td>
<td></td>
<td>Board of Supervisors, Transportation &amp; Capital Infrastructure</td>
<td>Short Term</td>
<td>○○○○</td>
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<tr>
<td>Make school-related open space and athletic fields available for joint use by PRCS.</td>
<td></td>
<td>School Board, Parks, Recreation &amp; Community Services</td>
<td>Short Term</td>
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<tr>
<td>Combine public open space and parks with public facilities and civic buildings, in community centers, town centers, and other gathering places and include amenities such as seating areas, public art, playgrounds, gardens, etc.</td>
<td></td>
<td>School Board, Parks, Recreation &amp; Community Services</td>
<td>Mid Term to Long Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Design public facilities to be a distinguishing feature of the community using sustainable materials, context-sensitive design, and attractive architectural features.</td>
<td></td>
<td>Planning Commission, Planning &amp; Zoning, Transportation &amp; Capital Infrastructure</td>
<td>Short Term</td>
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</tbody>
</table>
Design new public facilities to 1) be functional and efficient to persons with diverse abilities, 2) to reflect the physical character of the surrounding community, and 3) to maximize the broader social and cultural role the facility can play in the community.

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Maintain and modernize existing County facilities to meet current resource demands and customer needs; for example, improve library space for collaborative, hands-on learning (&quot;maker spaces&quot;) with computer labs and large, multi-purpose rooms to meet the growing community demand for spaces to host community events.</td>
<td>County Government, General Services, Parks &amp; Recreation</td>
<td>Mid Term to Long Term</td>
<td>OOOO</td>
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</table>

Establish an expansion plan for the Fire and Rescue Training Academy based on a needs assessment of the existing campus as the needs of LCFR and the County increase. Ensure the requirements of Fire and Rescue training remain a priority during the development of surrounding areas.

**Strategy 1.2** Support continued use of existing public facilities through ongoing capital asset replacement, renovation, and modernization, particularly where facilities play an important role in social and economic activity of the local community or are historically significant.
### Strategy 1.3
Strategically locate facilities where they can serve the community efficiently and effectively.

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<tr>
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<tbody>
<tr>
<td>Locate new facilities on sites that can accommodate future expansions and allow co-location with other public agencies with similar activities or clients when possible. Use the expansion space around new facilities for parks, commuter parking, and other interim uses that are compatible with the new facility until expansion is required.</td>
<td></td>
<td>Transportation &amp; Capital Infrastructure</td>
<td>Mid Term</td>
<td>○○○○</td>
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<tr>
<td>Investigate co-locating County facilities with complementary uses that would create a mutually beneficial relationship; for example, locate schools with affordable housing or libraries with parks and make surplus County lands available for affordable housing projects.</td>
<td></td>
<td>Transportation &amp; Capital Infrastructure</td>
<td>Mid Term</td>
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</tr>
<tr>
<td>Locate Fire and Rescue and Sheriff’s Office facilities in accordance with adopted response time goals and at the most strategic point in a proposed service area.</td>
<td></td>
<td>Transportation &amp; Capital Infrastructure, Fire and Rescue</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Locate libraries and other high traffic uses in highly visible, accessible locations with adequate automobile and pedestrian access; examples of such locations include mixed-use centers, towns, and villages.</td>
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<td>Transportation &amp; Capital Infrastructure, Library Services</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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<tr>
<td>Integrate housing, human services facilities, and other services for special needs populations in the Urban, Suburban, and Transition Policy Areas, Towns, and JLMAs to provide ease of access to associated commercial services, jobs, and amenities.</td>
<td>Family Services, Towns, Development Community</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Link new facilities and adjacent neighborhoods with sidewalks, greenways, and trails.</td>
<td>Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>Locate new public facilities in western Loudoun in close proximity to the Towns and JLMAs when suitable land is available and locations can meet response time and other service standards.</td>
<td>Transportation &amp; Capital Infrastructure</td>
<td>Mid Term</td>
<td></td>
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<tr>
<td>Establish and maintain effective levels of public open space in all residential and mixed-use communities.</td>
<td>Transportation &amp; Capital Infrastructure</td>
<td>Short Term Ongoing</td>
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<tr>
<td>LCSB will determine the need for new public school sites and facilities in Loudoun County. The County will coordinate with LCSB to identify suitable sites based on the <em>Loudoun 2040 Comprehensive Plan</em> and its land use and growth policies in concert with LCSB’s standards and levels of service as adopted by the Board of Supervisors.</td>
<td>Transportation &amp; Capital Infrastructure, Loudoun County School Board</td>
<td>Short Term Ongoing</td>
<td></td>
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</tr>
<tr>
<td>The County will acquire school sites in advance of LCSB’s recognized short and long-term future needs to minimize school transportation costs and to structure future planned growth.</td>
<td>Transportation &amp; Capital Infrastructure, Loudoun County School Board</td>
<td>Long Term</td>
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<tr>
<td>Action</td>
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<tr>
<td>Support and encourage partnerships that develop sustainable housing for special needs populations, including the elderly, the mentally and physically handicapped, low income persons, and the homeless.</td>
<td></td>
<td>Family Services, Public-Private Partnerships</td>
<td>Long Term</td>
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<tr>
<td>Support the acquisition of land and development of facilities such as the Potomac Heritage National Scenic Trail.</td>
<td></td>
<td>Board of Supervisors</td>
<td>Mid Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Work with the United States Department of the Interior, the Virginia Tech Conservation Management Institute, the Virginia Department of Historic Resources, NOVA Parks, and other local, regional, and state organizations and the incorporated Towns to define and recommend areas for open space preservation and development of a trail network that links the County’s natural, historic, and recreational resources.</td>
<td></td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Work with homeowners’ associations (HOA) and other property owner associations (POA) to encourage greater public access to association open space and facilities.</td>
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<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Collaborate with Loudoun Water and NOVA Parks to support safe, compatible public access and recreation at water supply reservoirs.</td>
<td></td>
<td>County Government, Loudoun Water, NOVA</td>
<td>Short Term Ongoing</td>
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In subdivision plans for villages and clusters in the Rural Policy Area, include a plan outlining the proposed use of associated open space and suitability for rural economy uses.

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<th>County Government</th>
<th>Short Term Ongoing</th>
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Coordinate recreation planning efforts with the Towns to prevent duplication of services.

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<th></th>
<th>County Government</th>
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Identify opportunities, such as public/private partnerships and co-location, to work with the private sector to provide public facilities.

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<thead>
<tr>
<th></th>
<th>Public –Private partnerships</th>
<th>Mid Term Ongoing</th>
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Locate telecommunications facilities and equipment associated with public safety agencies in accordance with communication utility standards and the Comprehensive Plan.

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<th>County Government</th>
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</table>

**Policy:** Enhance efficient and effective public safety and emergency services response through the implementation of appropriate development standards.

**Strategy 2.1** Ensure adequate fire suppression for residential uses that are not served by an on-site water source and/or are located outside minimum response times of existing stations.

<table>
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<tbody>
<tr>
<td>Create and maintain development regulations that require an adequate water supply, such as dry hydrants or tanks, for new residential subdivisions of more than five dwelling units when an alternative water source is not available on site.</td>
<td></td>
<td>County Government, Fire and Rescue</td>
<td>Mid Term Ongoing</td>
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Encourage and offer incentives to voluntarily provide sprinklers in new residential construction.

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<tbody>
<tr>
<td>As part of residential rezoning applications in areas that are subject to approved small area plans or approved Metrorail service districts, recommend that sprinklers be installed in all new residential construction that is located outside of the recommended emergency services response times established in agency services plans.</td>
<td>County Government, Fire and Rescue</td>
<td>Mid Term Ongoing</td>
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**Strategy 2.2** Ensure adequate and efficient access for emergency vehicles.

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<tbody>
<tr>
<td>Eliminate non-contiguous street names, duplicate street names, and sound-alike street names, and ensure that addresses reflect the access location.</td>
<td>County Government, Fire and Rescue, VDOT</td>
<td>Short Term Ongoing</td>
<td>○ ○ ○ ○</td>
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</tr>
<tr>
<td>Coordinate with Virginia Department of Transportation (VDOT) to ensure that all new traffic signals are equipped with signal preemption equipment to provide priority access to emergency vehicles responding to a call.</td>
<td>County Government, Fire and Rescue</td>
<td>Mid Term Ongoing</td>
<td>○ ○ ○ ○</td>
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</table>
Establish a program that retrofits existing traffic signals, subject to VDOT approval, with signal preemption equipment to provide priority access to emergency vehicles responding to a call.

| Establish a program that retrofits existing traffic signals, subject to VDOT approval, with signal preemption equipment to provide priority access to emergency vehicles responding to a call. | County Government, Fire and Rescue | Mid Term Ongoing | ○○○○ |

Require development applications to demonstrate adequate access for emergency apparatus.

| Require development applications to demonstrate adequate access for emergency apparatus. | County Government, Fire and Rescue | Mid Term Ongoing | ○○○○ |

Ensure that development regulations address the installation and maintenance of emergency apparatus access roads for fire and rescue resources.

| Ensure that development regulations address the installation and maintenance of emergency apparatus access roads for fire and rescue resources. | County Government, Fire and Rescue | Mid Term Ongoing | ○○○○ |

Discourage the use of “emergency access only” gates and other roadway barriers.

| Discourage the use of “emergency access only” gates and other roadway barriers. | County Government, Fire and Rescue | Mid Term Ongoing | ○○○○ |

**Policy:** Retain the County’s unique combination of urban, suburban, and rural communities by using open space to protect natural resources and habitat, to create a network of high-quality active and passive recreation spaces, and to delineate our built environments.

**Strategy 3.1** Use contiguous linear parks, connected trails, and natural open space corridors to improve public access to open space, encourage healthy lifestyles, and link destinations throughout the County.

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<tbody>
<tr>
<td>Build on and encourage links to current planned trails and park areas, placing greater emphasis on connected, publicly usable, and accessible open space and identify desired locations and connections of future trails and parks to facilitate acquisition and development.</td>
<td></td>
<td>Parks, Recreation &amp; Community Services</td>
<td>Mid Term</td>
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<tr>
<td>Establish programs and regulatory mechanisms to increase publicly accessible open space through easements, land dedications, and purchase; ensure that such programs and mechanisms are consistent with County facilities plans.</td>
<td>Parks, Recreation &amp; Community Services</td>
<td>Mid Term</td>
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<tr>
<td>Incorporate open space amenities into the design of stormwater facilities and link such facilities by trails to create a network of water-based parks and greens.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Ensure that new developments extend publicly-accessible trails and linear parks into and through their projects with the intent of creating a network of public trails that is consistent with the County plans.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Language in HOA/POA bylaws should allow public access to some or all linear parks and trails, particularly those connecting to public facilities and to outside trails or parks.</td>
<td>County Government, HOA</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Establish and maintain desirable levels of usable, public open space in all residential and mixed-use communities.</td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
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<tr>
<td>Increase the number of access points to key trail systems from adjacent neighborhoods and destinations.</td>
<td>Parks, Recreation &amp; Community Services</td>
<td>Mid Term to Long Term</td>
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</tr>
<tr>
<td>Seek through public purchase, proffer, donation, or third-party easement, the preservation of natural areas and the development of linear parks, recreation space, and trails.</td>
<td>Parks, Recreation &amp; Community Services</td>
<td>Long Term</td>
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<tr>
<td>Continue the Open Space Preservation Program, to the extent permitted by Virginia Code Section 15.2-2303.4, linking the loss of open space associated directly with low-density land use to the provision of open space or funds towards the purchase of open space that provides publicly accessible and usable open space. (See more information in Chapter 6)</td>
<td>Board of Supervisors</td>
<td>Short Term</td>
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| Encourage protection of the following priority open space areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means. (See Chapter 6 for more information) | Board of Supervisors, Planning Commission, Planning & Zoning | Short Term Ongoing | 

| Institute a program whereby the County facilitates acquisition of conservation easements by others by providing assistance such as a revolving loan program to reduce or defer the landowner cost of establishing conservation easements. The program should emphasize protecting the priority open space areas that are identified in this Plan that are not otherwise protected. | Planning & Zoning, Building & Development | Short Term | 

| Encourage protection of the following priority open space areas through conservation easements acquired by the County or others, participation in the Open Space Preservation Program, development design, and other means. | Board of Supervisors, Planning Commission, Planning & Zoning | Short Term Ongoing |
Amend the zoning ordinance and development regulations as needed to permit a percentage of the open space required on an individual site to be met through off-site permanent open space that creates a more usable, desirable, or environmentally significant open space (see 3.1.J, above) that is in the same planning subarea identified in the latest Capital Needs Assessment.

| Board of Supervisors, Planning Commission, Planning & Zoning | Short Term Ongoing |

**Policy:** The County will work with Loudoun Water, and the Health Department, to ensure timely provision of central, community, or on-site sewer and water in accordance with the land use policies of this Plan. The County will encourage water and wastewater service to be provided in the most efficient & effective manner possible and promote the use of the best utility system in accordance with the policies of this Plan.

**Strategy 4.1** Implement strategies to resolve sewer and water issues in existing communities.

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Pursue funding sources to rehabilitate homes that currently lack adequate sewer and water systems.</td>
<td>Board of Supervisors</td>
<td>Long Term</td>
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<td>Action</td>
<td>Priority (Low, Medium, High)</td>
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<tr>
<td>Establish the geographic limits of standards-based utility service, and ensure adequate capacity and supply safeguards through the Commission Permit process prior to expanding existing service boundaries, or adding new boundaries in the case of the Rural Policy Area.</td>
<td>Planning &amp; Zoning, Health Department, Loudoun Water</td>
<td>Mid Term</td>
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<tr>
<td>Prohibit connection to water distribution and wastewater collection systems when such requires crossing land outside a defined water or sewer service area.</td>
<td>Building &amp; Development, Health Department</td>
<td>Short Term</td>
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**Strategy 4.3** Prohibit the use of any standalone or community system that does not ensure long-term safe, sustainable, and environmentally sound water supply and wastewater treatment.

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<tbody>
<tr>
<td>Require development proposals outside of areas served by central system facilities to demonstrate a safe, adequate, and long-term sustainable potable water supply and sewage treatment capacity in accordance with the land use policies of this Plan.</td>
<td>Board of Supervisors, Health Department</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Encourage concentrating development away from water supply reservoirs and water supply sources.</td>
<td>Building &amp; Development, Health Department, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Implement a pollution prevention and mitigation program to protect and improve the County’s surface water quality.</td>
<td>Building &amp; Development, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Permit pump-and-haul operations only as a last resort and a temporary wastewater disposal method and only to address a proven public health issue.</td>
<td>Building &amp; Development, Health Department, Planning &amp; Zoning</td>
<td>Mid Term Ongoing</td>
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**Strategy 4.4** Loudoun Water will be responsible for the provision of central water and sewer service in the Urban, Suburban, and Transition Policy Areas.

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<tbody>
<tr>
<td>Collaborate with Loudoun Water to ensure safe and adequate long-term water supply and wastewater treatment systems to meet County development goals.</td>
<td>Building &amp; Development, General Services, Loudoun Water</td>
<td>Short Term Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilitate development and efficient operation of retired quarries as water supply reservoirs and protect reservoirs by establishing effective and sustainable watershed protection measures.</td>
<td>Planning &amp; Zoning, Loudoun Water</td>
<td>Mid Term Ongoing</td>
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<tr>
<td>Expand the use of Loudoun Water’s reclaimed water network.</td>
<td>Board of Supervisors, Loudoun Water</td>
<td>Mid Term</td>
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<td></td>
</tr>
<tr>
<td>Require new development in the Urban, Suburban, and Transition Policy Areas to connect to Loudoun Water’s central water supply and wastewater treatment systems.</td>
<td>Planning &amp; Zoning, Loudoun Water</td>
<td>Mid Term Ongoing</td>
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</table>
Encourage existing residences and communities served by onsite or community facilities to connect to central water or sewer facilities when such facilities become available via long-term financing or other incentives.

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<tbody>
<tr>
<td>Assist existing communities or residences to connect to a nearby central water or sewer system if on-site water supply or waste treatment capability has deteriorated to a point where there is a potential public health risk.</td>
<td>Planning &amp; Zoning, Loudoun Water</td>
<td>Mid Term Ongoing</td>
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<tr>
<td>Construct new central wastewater and water lines and facilities in a manner that causes the least environmental risk and visual disruption.</td>
<td>Board of Supervisors, Health Department</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
</tbody>
</table>

**Strategy 4.5** Protect the rural character of western Loudoun by considering the ability of an area to support onsite or community water and wastewater systems for any areas proposed for development.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibit extension of central water and wastewater service into the Rural Policy Area, except as allowed herein to address a public health threat to an existing rural community.</td>
<td>Board of Supervisors</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Institute a wellhead protection program in all areas not served by central system facilities to ensure adequate water quality.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Discourage the use of groundwater for nonagricultural irrigation such as automated lawn sprinklers and swimming pools and other nonessential purposes.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
<td></td>
</tr>
<tr>
<td>Maintain oversight of siting, design, installation, and maintenance of conventional, alternative, and alternative discharging on-site sewage disposal systems.</td>
<td>General Services, Building &amp; Development</td>
<td>Mid Term</td>
<td>O000</td>
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<tr>
<td>Require the installation of technology that treats groundwater to a surface water level of treatment standard, in accordance with Loudoun Water’s Engineering Standards Manual, as a condition of approval for development of potable water supplies in any portions of the Limestone Overlay District and/or where subsurface karst geology exists.</td>
<td>General Services, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>O000</td>
<td></td>
</tr>
<tr>
<td>Implement an inspection and maintenance program for conventional on-site sewage disposal systems and provide homeowner educational materials on this and related well and septic safety for residents in the Rural Policy Area, particularly in the Limestone Overlay District.</td>
<td>County Government</td>
<td>Mid Term</td>
<td>O000</td>
<td></td>
</tr>
</tbody>
</table>

**Strategy 4.6**
Collaborate with the Health Department in conjunction with Loudoun Water to identify viable alternative water supply and wastewater treatment methods to individual well, septic and drainfield-based systems, including community treatment plants and onsite treatment to support clustered residential development.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement water and wastewater treatment and disposal standards for</td>
<td>County Government</td>
<td>Mid Term</td>
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<tr>
<td>alternative systems that protect water quality.</td>
<td></td>
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</tr>
<tr>
<td>Allow community water and wastewater systems in the Rural Policy Area:</td>
<td>Health Department,</td>
<td>Long Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. to serve rural economy uses and residential clusters as defined in</td>
<td>Loudoun Water</td>
<td></td>
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<tr>
<td>this Plan,</td>
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<tr>
<td>ii. to solve potential public health risks, and</td>
<td></td>
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<tr>
<td>iii. to serve public facilities.</td>
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</tr>
<tr>
<td>Support construction of community systems for existing rural</td>
<td>Health Department,</td>
<td>Mid Term</td>
<td></td>
<td></td>
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<tr>
<td>communities facing a potential public health risk. In such cases, the</td>
<td>Loudoun Water</td>
<td></td>
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<tr>
<td>community system may be available to undeveloped lots within the</td>
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<td></td>
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<tr>
<td>existing community to support development that extends the viability</td>
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<tr>
<td>of the community and is consistent with the scale, density, and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>character of the community.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Require Loudoun Water to own and operate all public community water</td>
<td>General Services,</td>
<td>Short Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>and wastewater systems with more than 15 connections.</td>
<td>Loudoun Water</td>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require a Commission Permit, establishing a defined service area,</td>
<td>Planning &amp; Zoning,</td>
<td>Short Term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>prior to the construction of any community water or wastewater</td>
<td>General Services</td>
<td>Ongoing</td>
<td></td>
<td></td>
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<tr>
<td>system.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Permit the extension of municipal (town) sewer and water into the Rural Policy Area to serve public facilities or to address a potential public health risk.</td>
<td>General Services, Loudoun Water</td>
<td>Short Term to Mid Term</td>
<td></td>
<td></td>
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<td>---</td>
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</tr>
<tr>
<td>Require financing of community water and wastewater systems by the developer or by those who will be directly served by the system. A financing plan will be required to address initial capital costs and operating costs. The system must be designed, organized, and operated to be financially self-sustaining to pay all costs incurred by Loudoun Water for operation and maintenance and to provide appropriate reserves. The County may provide financial assistance in the form of loans or grants to assist in the construction of such a facility for existing rural communities if the system is needed to solve a significant public health threat.</td>
<td>Planning &amp; Zoning, General Services</td>
<td>Short Term</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Policy:** Continue to implement an integrated solid waste management strategy that prioritizes reduction, reuse, and recycling of solid waste above resource recovery, incineration, and disposal into landfills.

**Strategy 5.1** The County Solid Waste Management Plan will identify the type and level of service to be provided in the community.
<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to ensure that the County always has an acceptable means of local waste disposal through the County landfill operations, should other waste disposal alternatives fail or become ineffective.</td>
<td>County Government</td>
<td>Mid Term to Long Term</td>
<td></td>
<td>OOOO</td>
</tr>
<tr>
<td>Continue to seek private sector support for the provision of current and future Solid Waste Management Services.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OOOO</td>
</tr>
<tr>
<td>Develop a hazardous waste education program and increase residential access to the safe disposal of hazardous waste to protect groundwater resources.</td>
<td>County Government</td>
<td>Short Term</td>
<td></td>
<td>OOOO</td>
</tr>
<tr>
<td>Reduce landfill waste by promoting recycling and composting.</td>
<td>County Government</td>
<td>Short Term Ongoing</td>
<td></td>
<td>OOOO</td>
</tr>
</tbody>
</table>

**Policy:** Support expanded electrical capacity through generation facilities that use clean burning and environmentally sound fuel sources and energy efficient design.
### Strategy 6.1

Encourage local electrical generation in appropriate locations throughout the County.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish zoning regulations and design standards that permit alternative electrical generation such as wind and solar generation by and for individual users.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Encourage the safe grouping and burying of utility lines and facilities.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOO</td>
</tr>
<tr>
<td>Work with electrical providers to identify potential high voltage distribution lines and substation locations that minimize impacts on key travel corridors, sensitive cultural and historic resources, and existing residential communities or to place high voltage distribution lines underground when approaching such areas; and where possible, use existing transmission corridors and substation sites to expand capacity.</td>
<td></td>
<td>Planning &amp; Zoning, Building &amp; Development</td>
<td>Short Term Ongoing</td>
<td>OOO</td>
</tr>
<tr>
<td>Encourage the use of design techniques that will minimize the visual impact of electrical substations adjacent to major travel corridors or residential communities including the use of stealth design techniques.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOO</td>
</tr>
<tr>
<td>Continue to monitor and minimize energy use in County facilities and create a program that would encourage benchmarking energy use in private buildings.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>OOO</td>
</tr>
</tbody>
</table>

CHAPTER 7-138
### Policy:
The County supports the development of a high-quality wired and wireless telecommunications network to serve businesses, residents, and visitors.

#### Strategy 7.1
The County’s *Strategic Land Use Plan for Telecommunication Facilities* and other regulations and standards will be regularly updated to address emerging technologies, to create an environment attractive to businesses, and provide high-quality services to meet the demands of the County.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review and update the County’s <em>Strategic Land Use Plan for Telecommunication Facilities</em> to facilitate the expansion of fiber and broadband service throughout the County.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Mid Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Adopt zoning regulations and design standards requiring open access conduit to all development projects to facilitate future broadband extensions.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Establish performance standards for wireless communication facilities to minimize the need for legislative action.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
<td>○○○○</td>
</tr>
<tr>
<td>Incorporate the capacity to locate broadband and wireless facilities into the design, approval, and construction of all public facilities.</td>
<td></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
</tr>
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</table>

### Policy:
The County will link the goals of the Board of Supervisors’ adopted Fiscal Policy and the County’s Comprehensive Plan.
### Strategy 8.1

Maintain a diversified and stable revenue structure by balancing residential and non-residential development.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seek further revenue diversification to increase fiscal stability and thereby mitigate tax burdens on Loudoun County taxpayers.</td>
<td></td>
<td>Management &amp; Budget</td>
<td>Mid Term</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Direct the majority of public investments into currently developed communities, Towns and non-residential areas of the County where development is planned according to the Comprehensive Plan and give priority to the redevelopment and enhancement of existing infrastructure, capital facilities, and services.</td>
<td></td>
<td>Board of Supervisors</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Where permitted, continue to seek private sector support for improvements or provision of current and future public facilities and sites, including proposals of cash and in-kind assistance for public facilities in addition to the timely provision of dedicated sites.</td>
<td></td>
<td>Board of Supervisors</td>
<td>Short Term Ongoing</td>
<td>OOOOO</td>
</tr>
<tr>
<td>Seek authority from the state legislature to establish impact fees and a reasonable implementation process applicable in areas of the County where rezonings are not anticipated or where the provision of improvements and facilities through proffers associated with rezonings for new residential development is restricted by State legislation.</td>
<td></td>
<td>County Administration</td>
<td>Mid Term</td>
<td>OOOOO</td>
</tr>
</tbody>
</table>
### Strategy 8.2

Capital facility planning and budgeting will reflect anticipated needs based on forecasted development.

<table>
<thead>
<tr>
<th>Action</th>
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<tbody>
<tr>
<td>Update financial and planning tools regularly to evaluate long-term land use, fiscal, and demographic issues under the oversight of the Board and its advisory committee, the Fiscal Impact Committee.</td>
</tr>
<tr>
<td>Maintain long-range forecasts of residential and non-residential development, population, households, and employment.</td>
</tr>
<tr>
<td>Develop demographic, economic, and financial data that are used as inputs to demographic forecasts and for fiscal impact modeling.</td>
</tr>
<tr>
<td>Develop and regularly update the CIF – the dollar amount of the capital facilities impact measured by unit type or unit characteristics and geographic location that is calculated using County CFS and demographic inputs. The County uses the CIF to assess the capital facilities impacts of new residential development and provides a guideline for proffer negotiations during residential rezonings.</td>
</tr>
<tr>
<td>Regularly refine CFS, including the type, acreage, and size of future capital facilities, along with “triggers” based on population, population characteristics, or other community factors.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
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</thead>
<tbody>
<tr>
<td>Management &amp; Budget</td>
<td>Mid Term</td>
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<tr>
<td>Management &amp; Budget, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Management &amp; Budget, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Management &amp; Budget, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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<tr>
<td>Management &amp; Budget</td>
<td>Short Term Ongoing</td>
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</table>
Regularly refine the CNA, including the type and number of capital facilities needed over a ten-year planning period beginning at the end of the current six-year CIP.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
<th>Responsibility</th>
<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 8.3 Until such time as the General Assembly grants authority for other options, the County will consider landowner proposals of cash and in-kind assistance to mitigate capital facilities costs associated with new development, subject to the limitations established by Virginia Code 15.2-2303.4.</td>
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<tr>
<td>Action</td>
<td>Priority (Low, Medium, High)</td>
<td>Responsibility</td>
<td>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</td>
<td>Progress</td>
</tr>
<tr>
<td>Consider proposals of the timely dedication of land, cash, and in-kind assistance from a landowner through proffered conditions submitted in accord with Virginia Code Sections 15.2-2303 and 15.2-2297, as applicable, in the provision of public facilities identified in the CIP or CNA. (See Chapter 6 for more information)</td>
<td></td>
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<tr>
<td>Ensure that an equitable and a proportionate share of public capital facility and infrastructure development costs that are directly attributable to a particular development project are financed by the users or beneficiaries.</td>
<td>Board of Supervisors, Office of the County Attorney, Planning Commission, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>○○○○</td>
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</tr>
<tr>
<td>Apply all of the proffer policies and actions and guidelines set forth in this document only subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4 as applicable. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions.</td>
<td>Board of Supervisors, Office of the County Attorney, Planning Commission, Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>For those land development applications subject to Virginia Code Section 15.2-2303.4, the County shall accept only those proffers permitted or deemed reasonable under Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</tr>
<tr>
<td>To assist the County in an equitable and uniform evaluation of developer proffers and other proposals, for proposed densities above the specified base density for each planning policy area, which otherwise conform with the policies of this Plan, the County anticipates developer assistance valued at 100 percent of capital facility costs associated with such increased densities.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
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</table>
The County will consider differentiating between conventional suburban housing and other types of housing such as age-restricted, accessory, and micro units, and consider commitments to small unit sizes or affordability in estimating the capital facility needs and CIF.

<table>
<thead>
<tr>
<th>Task</th>
<th>Responsible Department</th>
<th>Duration</th>
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<tbody>
<tr>
<td>Review the Capital Policy Subarea boundaries to ensure, to the extent feasible, that they do not divide existing communities and consider service standards that provide flexibility to respond to demographics, land availability, and other characteristics of specific communities.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
</tr>
<tr>
<td>Consider developing capital standards for roads to incorporate into the CIF or providing credit against the anticipated capital facilities proffers for transportation proffers that exceed the anticipated transportation impact mitigation of the proposed development.</td>
<td>Management &amp; Budget</td>
<td>Short Term</td>
</tr>
<tr>
<td>Establish the boundaries for Small Area Plans, authorized under Code of Virginia Section 15.2-2303.4, encompassing the Urban Policy Area, Suburban Policy Area, Transition Policy Area, and Leesburg JLMA, and the three Silver Line Metrorail Stations within the County. The planned land use within these Small Area Plan boundaries will reflect the land uses developed in the Loudoun 2040 Comprehensive Plan for each policy area until such time as the Board adopts more detailed plans.</td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
</tr>
</tbody>
</table>
**Strategy 8.4** Use the following capital facilities proffer guidelines to evaluate proposed capital facility proffers subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4 as applicable.

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority (Low, Medium, High)</th>
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<th>Schedule (Short Term: 1-5 year, Mid Term: 5-10 year, Long Term: 10+ year)</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use the following definition of “Capital Facility Proffer” to evaluate proffers: “A contribution consistent with County policies and service needs, in cash or in kind (land or improvement), that benefits County residents at large and is agreed to as a condition of a rezoning.” <em>(See Chapter 6 for more information)</em></td>
<td>Planning &amp; Zoning</td>
<td>Short Term</td>
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</tr>
<tr>
<td>Seek annual adjustments for proffers involving cash contributions based on the Consumer Price Index (CPI).</td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>ooooo</td>
<td>0000</td>
</tr>
<tr>
<td>Base density thresholds beyond which capital facilities proffers will be anticipated are specified by planning policy areas. <em>(See Chapter 6 for more information)</em></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>ooooo</td>
<td>0000</td>
</tr>
<tr>
<td>To evaluate proffers for public use sites, determine the per-acre value of unimproved land by a market appraisal of the site compared to properties with the same densities proposed by the applicant. The appraisal shall be conducted by an appraiser agreed to by the County, paid for by the developer, and the results provided to the County. <em>(See Chapter 6 for more information)</em></td>
<td>Planning &amp; Zoning</td>
<td>Short Term Ongoing</td>
<td>ooooo</td>
<td>0000</td>
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</tbody>
</table>
Glossary

A

**Active Adult Retirement Communities:** Active adult retirement communities offer a form of housing most similar to traditional residential development. These communities offer an independent living environment with houses often designed to reduce maintenance requirements and cater to specific interests of the senior home buying market. Restricted to seniors above a certain age, these communities offer amenities and services tailored to this age group.

**Adaptive Reuse:** Repurposing of an existing structure in order to accommodate new uses while preserving the structure. This often involves improving existing buildings to allow for modern design and building program preferences.

**Affordability Gap:** The difference between the cost of housing and the amount households can afford to pay.

**Affordable:** When not used in the context of specific programs and policies (e.g., Affordable Dwelling Unit), a general descriptor for housing requiring no more than 30 percent of a household’s income.

**Affordable Dwelling Unit:** A dwelling unit for rent or for sale that is locally restricted for occupancy by households whose income falls between 30 and 70 percent of the Area Median Income (AMI). Typically ADUs are offered at a below-market rate.

**Agriculture:** Any land use that produces live-stock or plant materials to be used for food or fiber for human or animal consumption. Examples include activities that produce cattle, sheep, hogs, horses or other live-stock; activities that produce grains such as wheat, barley and corn; fruit and vegetable production and tree or timber production.

**Agricultural Soils:** Productive soils that include both Prime Agricultural Soils (Class I) and Secondary Cropland (Class II) that are essential for growing plants, crops, raising livestock and supporting ecosystems.

**Agricultural Supportive Business:** Uses that provide either direct or indirect services to agricultural, silvicultural, horticultural, equine, and animal husbandry activities. These uses include farm machinery sales, rental, and repair services; veterinary services; blacksmiths; agricultural product storage and processing; feed and seed supply; and similar uses.

**Agricultural and Forestal District:** Districts that landowners voluntarily enter into to protect agricultural and forest lands by limiting the use and development of property for a specified term, subject to Boards of Supervisors approval.
**Airport Noise Impact Area:** Areas within one mile of the Ldn 60 and greater aircraft noise contour.

**Aquifer:** A geologic formation or structure that transmits underground water in sufficient quantity to supply pumping wells or springs.

**Aquifer Recharge:** Undeveloped or sparsely developed area where groundwater can be replenished by rainfall.

**Archaeological Site:** The physical remains of any area of human activity greater than fifty years of age for which a boundary can be established; including but not limited to domestic/habitation sites, industrial sites, earthworks, mounds, quarries, canals and roads.

**Area Median Income (AMI):** The middle household income in a specific metropolitan area; half of households of a particular size have incomes higher and half have incomes lower. AMI is used to determine eligibility for housing programs.

**Archaeological Survey:** The scientific archaeological investigation of a known or potential archaeological resource as defined by the Virginia Department of Historic Resources’ Guidelines for Archaeological Investigations in Virginia.

**Area Plans:** Specific, detailed land use plans, which Loudoun County adopts for various areas of the County.

**Arterial Road:** Generally, a publicly owned and maintained road, designed with restricted access and primarily intended to carry “through” traffic at 45 to 55 miles per hour.

**Bedrock:** Rock formation that underlies a surface covering such as soil.

**Best Management Practices (BMP):** Structural, operational, or procedural practices that are generally accepted as the most effective and practical means for reducing the amount of non-point source (NPS) water pollution to a level compatible with established water quality goals.

**Buffer:** An undeveloped or relatively undeveloped land area that lies between two conflicting land uses. A buffer is intended for screening the view or noise of one use from another. A buffer may include trees, plants, or other devices to further shield one use from the other.

**Built Environment:** Human-made surroundings that provide the setting in which people live, work, and recreate on a day-to-day basis and how they are interrelated as a complete and connected system in relationship to human activity. (The built environment includes such as buildings and structures, parks, utilities and communication infrastructure, roads, paths, transportation infrastructure, streetscape, wayfinding, man-made landscapes, and open space.)
**By-Right Uses:** Uses or structures that are allowed under a particular zoning district classification without the need for action by the Planning Commission or Board of Supervisors.

**Canopy:** The upper branches of a stand of trees; the tallest trees in a forested area.

**Capital Facility Proffer:** A contribution consistent with County policies and service needs, in-cash or in-kind (land or improvement), that benefits County residents at-large and is agreed to as a condition of a rezoning.

**Capital Facility Standards:** Standards developed to guide the development of new capital facilities such as schools, parks, libraries, roads, and other public facilities. They include the types and quantity of capital facilities needed, the typical square footage of each type of facility, the amount of acreage required (for building, parking, utilities etc.), and the demographic or geographic factors by which a new facility is warranted.

**Capital Improvement Program (CIP):** The County’s annual plan for future capital project expenditures. This plan spells out the funding for capital facilities including schools, libraries, and parks, that the County plans to finance over a six-year period.

**Capital Intensity Factor (CIF):** The dollar amount of the capital facilities impact measured by unit type or unit characteristics and geographic location that is calculated using County capital facility standards and demographic inputs.

**Capital Needs Assessment (CNA):** Assessment that identifies the type and number of capital facilities that will be needed to serve the public over a ten-year planning period and maintain the County’s desired levels of services.

**Central Water and Wastewater Systems:** The Loudoun Water utility network serving the Authority’s eastern service area, which includes the Suburban and Transition Policy Areas.

**Champion Tree:** Any tree deemed largest of its species and listed on either the Virginia Big Tree Registry (maintained jointly by the Virginia Forestry Association, Virginia Department of Forestry and Virginia Tech College of Natural Resources) or the National Register of Big Trees (maintained by American Forests). A champion tree may be a National Champion, a State Champion, or both.

**Civic Uses:** Public or quasi-public uses in residential or business areas that are accessible to the public and primarily serve as gathering or meeting areas for the immediate community. Civic uses may be public buildings, defined space in commercial buildings or outdoor space constructed to accommodate gatherings of the community. They can be the settings where celebrations are held, where social and economic exchanges take place, where friends run into each other, and where cultures mix. Such uses may typically include churches, schools, libraries, community centers, amphitheaters, and property owner association meeting space or club houses.
**Cluster Development:** Grouping residences permitted by the zoning of a property, on smaller lots, with the intention of retaining a significant area of the site as open space or farmland.

**Collector Road:** A road into which local roads funnel and which, in turn, carries traffic to an arterial road. Ideally a collector road would have few private entrances accessing it directly.

**Commercial Core:** An identifiable center or focal point of a community. Typically a commercial area, park or civic facility that is convenient to most of the community.

**Commercial Use:** Any wholesale, retail, or service business activity established to carry on trade for profit.

**Community Plan:** Detailed land use plans to be developed for specific communities within the Suburban Policy Area.

**Compatible:** An existing or committed land use or activity that can co-exist with a neighboring use/activity or uses/activities, without either creating or experiencing one or more off-site adverse effect(s). Adverse Effect: Means one or more of:

- impairment of the quality of the natural environment for any use that can be made of it,
- injury or damage to property or to plant or animal life,
- harm or material discomfort to any person,
- an adverse effect on the health of any person,
- impairment of the safety of any person,
- rendering any property or plant or animal life unfit for use by man,
- loss of enjoyment of normal use of property, and
- interference with the normal conduct of business.

**Comprehensive Plan:** The general plan for the County and its supporting components. Every County in Virginia must have a Comprehensive Plan, which spells out policies for future development in order to ensure orderly growth and the protection of the public health and welfare. The Comprehensive Plan may consist of a number of components, such as local area plans, service plans, and specific land-use related resolutions of the Board of Supervisors.

**Conservation Design:** A land development approach that conserves the environmental, natural, and heritage elements of a site while providing for development at full density on the remainder of the site. The first step in conservation design is to identify the environmental, natural, and heritage features of a site to be preserved. The unconstrained land then is available for development and buildings can be located in that area as part of the second step. Street, utility, and trail locations are then introduced on the development plan as the third step. The final step is to location lot lines.
**Conservation Easement:** A voluntary legal agreement between a property owner and a land trust or government agency that places permanent restrictions on a property which may relinquish certain development rights and/or require the preservation of farmland, natural and heritage resources on a property in perpetuity. The easement is recorded in the land records and the property owner retains ownership of the property and all rights and privileges for its use, except for the uses restricted under the easement.

**Contiguous:** Touching, abutting, and/or adjoining at the border or immediately across the street.

**Continuum of Housing:** A variety of housing types, sizes, prices, both rental and homeownership that meets the needs of Loudoun's current and future citizens. County resources will be focused on unmet housing needs of households with incomes up to 100% AMI.

**Cost-burdened Household:** A household that spends 30 percent or more of their income on housing (gross rent or mortgage).

**Cultural Landscape:** 1. “The combined works of nature and of man [that] are illustrative of the evolution of human society and settlement over time, under the influence of physical constraints and/or opportunities presented by their natural environment and of successive social, economic, and cultural forces, both external and internal” (UNESCO/ICOMOS Expert Group, World Heritage Convention Operation Guidelines, February 1995) OR 2. “A geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values” (National Park Service).

**Density:** The amount of development permitted per acre of land. It may be expressed in dwelling units per acre or as building floor area per acre (floor area ratio [FAR]).

**Density Transfer:** The act of allowing on the development potential of a parcel of land to be used on a different parcel of land.

**Department of Transportation and Capital Infrastructure (DTCI):** County department that oversees roadway planning, local transportation projects and transit functions, as well as capital planning, funding, design and construction management.

**Development:** The act of building, or the existence of structures for human habitation or business use including houses, stores, schools, offices, roads, etc.

**Diabase:** A fine- to medium-grained dark-colored igneous rock, which is a good source for crushed stone for road and building construction.
**Dillon Rule:** The rule adopted by the Virginia General Assembly that limits the legislative powers of local government in Virginia to those powers that have been specifically and expressly granted to them by the General Assembly.

**District Energy Systems:** Networks of hot and cold water pipes, typically buried underground, that are used to efficiently heat and cool buildings using less energy than if the individual buildings were to each have their own boilers, chillers, or cooling towers.

**Drainfield:** Soil absorption trench fed by underground pipes for dispersion of the liquid portion of sewage from a septic system.

**Easement:** An interest in land owned by another that entitles its holder to a specific and limited use or enjoyment.

**Easement, Open Space (Scenic, Conservation):** An easement that removes or limits the right to develop land. “Eased” is used as an adjective applied to land with such open space restrictions.

**Eco-districts:** A neighborhood committed to sustainability with empowered people, green buildings, and smart infrastructure. Eco-districts are a comprehensive strategy to accelerate sustainable development at the neighborhood scale by integrating building and infrastructure projects with community and individual action. Can be used as part of a public/private partnership.

**Economic Development:** Efforts that seek to improve the economic well-being and quality of life for a community by creating and/or retaining jobs and supporting or growing incomes and the tax base.

**Ecosystem:** A complex network of organic communities and their interaction with their environment. A specific ecological unit that is smaller than a biome and larger than a community.

**Enabling Legislation:** Legislation passed by the Virginia General Assembly which authorizes a locality to carry out some particular program or which grants certain specific powers to those localities. Local governments may not enact ordinances without enabling legislation.

**Erosion:** The wearing away and removal of soil or rock by natural means such as wind or water.

**Exemplary Natural Communities:** The most outstanding and viable occurrences of common community types, based on size, condition, and landscape context and all examples of rare community types as defined by the Virginia Department of Conservation and Recreation, Division of Natural Heritage.
**Extremely Low-Income Household:** A household with an annual income at or below 30 percent of the Area Median Income (AMI).

**Facilities Standards Manual:** An adopted document that sets out specific regulations and design standards for such facilities as water/sewer service, roads and streets, soils review, etc.

**Fiscal:** Of or relating to public revenues, public expenditures and public debt; public financial matters.

**Floodplain:** A low, usually flat terrain on either side of a river or stream that is normally dry but submerged at times of high water, and where accumulations of silt and sand are deposited away from the main channel.

**Floor Area Ratio (FAR):** The enclosed gross floor area of buildings on a given lot divided by the total area of the lot.

**Forest:** A plant community predominantly consisting of trees and other woody vegetation of at least 10 acres in which 50 percent of the tree canopy coverage exceeds 25 feet in height and one that currently has or will result in 85 percent crown closure within ten years. A forest is further defined as forming an ecosystem that provides food, water, and shelter for various plant and wildlife habitats.

**Greenbelt:** Any largely undeveloped area or an area of low-density development consisting of entirely or primarily heavily vegetated open space surrounding a developed area or separating one area from another to create a visual separation.

**Greenfield Development:** Development that occurs on undeveloped land.

**Greyfield Development:** Development on real estate that has been previously developed and used but has become obsolescent or substantially underutilized. Examples of greyfield sites may include abandoned commercial, industrial, or public properties or underutilized older commercial centers that no longer attract investment.

**Groundwater:** The supply of freshwater beneath the ground surface in a saturated zone that forms a natural reservoir for potable water. Major source of water supply for western Loudoun County.

**Growth Management:** The process of guiding development in the direction that is most efficient, and fiscally and environmentally sound.
**Habitat:** The place or environment where animals or plants naturally or normally live and grow.

**Heritage Resource:** Those resources, both human and natural, created by activities from the past that remain to inform present and future societies of the past.

**Heritage Trees:** Any tree that has been individually recognized by the local governing body for its association with a historic event, person, structure, or landscape. The historic significance may be at the local, state, regional, or national level.

**Historic District (County Designated):** A zoning district overlaid on an existing zoning district and adding additional architectural and design controls to the regulations of the base district. Historic Site Districts (HS) comprise one property with its related structures; Historic and Cultural Conservation Districts (HCC) comprise a number of properties related in some way to each other.

**Historic District Review Committee (HDRC):** A committee of citizens appointed by the Board of Supervisors and empowered to approve or deny the issuance of Certificates of Appropriateness for any construction, reconstruction, renovation or restoration in the Historic Districts.

**Historic Landmarks:** Used only when referring to a site designated by national, state, or local officials as a historic landmark. The term is primarily used to refer to National Historic Landmarks.

**Historic Property:** Building, site, district, object, or structure evaluated as historically significant inclusive of their historic setting.

**Historic Site:** An architectural, engineering or archaeological area, structure, object, or landscape that has historic significance to the region, locality, community, or nation.

**Homeowners Association (HOA)/Property Owners Association (POA):** A private association consisting of homeowners or property owners organized for the purpose of overseeing the enforcement of covenants or deed restrictions that apply to a group of homes, lots, or buildings. Covenants and deed restrictions may govern such things as the maintenance and use of homes, buildings, private streets, and common areas, such as pools, playgrounds, landscaping, and parking lots.

**Impervious Surface:** Any material that prevents the absorption of water into the ground.

**Indigenous Vegetation:** Also referred to as native vegetation. Existing plant communities or species that occur naturally to a specified region or area, and that are descendants of plants that existed prior to the land being developed or cultivated.

**Industrial Uses:** Nonresidential and noncommercial employment uses such as warehousing, mining, milling, and manufacturing. Industrial Uses are defined by varying
degrees of outside storage or activity, type of equipment use, and potential compatibility issues and are categorized as Light, General and Heavy Industrial Uses.

**Industrial, Light:** Uses that have less deleterious impact on their locality than the heavy industries, located in industrial parks or in conjunction with large mixed-use development. May include such uses as manufacture and distribution of such products as scientific and precision instruments and other items that may be manufactured without unpleasant impacts on their surroundings. In the mixed-use communities, it should not have outdoor storage and be of architectural design and size compatible with non-industrial uses.

**Industrial, Heavy:** A variety of uses that have significant impact on surrounding land uses and the environment. These industries include such uses as metal fabrication and quarries, asphalt or concrete mixing plants, and junkyards, which feature outdoor storage, noise, and other emissions, use of heavy equipment.

**Infill Development:** Establishment of a new use on a site that may be undeveloped or underutilized but is located in an area of established, stable development where roads, water, sewer, and general services are available or planned. Infill sites are often small (less than 25 acres), and their development should complement or complete a larger development area.

**Infrastructure:** Utilities such as water/sewer, electrical, gas, communication, internet and transportation, which form the skeleton on which a development is built.

**Institutional Uses:** Large scale government or quasi government facilities; and health, or educational facilities such as schools, training centers, universities, libraries, hospitals, or similar facilities.

**Intensity:** See Density. Intensity can also be described or measured in terms of impacts on the surrounding area such as traffic loading, sewage disposal needs, etc.

**Interim Use:** Land uses which do not require substantial infrastructure and construction investment and that by design or investment can be expected to be removed and the site redeveloped based on future market trends or can easily be adapted and augmented with future land uses. (such as community gardens, playgrounds, park-and-ride lots, and farmer’s markets)

**Invasive Plant Species:** Any plant species that is not native to the region and causes or is likely to cause economic, health-related or environmental harm.

**J-L**

**Joint Land Management Area (JLMA):** The County area surrounding an incorporated town intended to accommodate future town growth. The boundary of the JLMA typically marks the edge of utility service.
**Karst:** Refers to terrain characterized by the solution of bedrock that allows underground drainage and generates distinctive land forms and features such as sinkholes, pinnacled rock and caves. Much of the limestone conglomerate area is considered Karst.

**Land Trust:** A public and/or private, organization with the authority to buy, accept donations, hold, and/or sell interests in real property for the purpose of land and/or building preservation.

**Ldn:** Day-Night Sound Level. The energy-average level (Leq: see below) of sound for 24 hours adjusted to include a 10 decibel penalty for noise exposures during night-time hours (10:00 pm to 6:00 am).

**Leadership in Energy and Environmental Design (LEED):** A green building certification program developed by the U.S. Green Building Council that includes a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes and neighborhoods aimed at being environmentally responsible and using resources efficiently.

**Light Pollution:** Unnatural brightening of the night sky caused by street lights and other man-made sources, which has a disruptive effect on natural cycles and inhibits the observation of stars and planets.

**Limestone Conglomerate:** Geologic formation that is highly water soluble and is characterized by numerous underground caves and surface sink holes; it is a natural groundwater aquifer and good water supply source. Limestone conglomerate consists of various small rocks cemented together with a carbonate matrix. In appearance, it is very similar to concrete.

**Local Road:** A public, state-owned, and maintained road designed for direct access to individual lots.

**Low Impact Development (LID):** Land planning and engineering design approach to manage stormwater through sustainable systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration, or use of stormwater in order to protect water quality and associated aquatic habitat.

**Low-Income Household:** A household with an annual income between 50 and 80 percent of the Area Median Income (AMI).

**Medical Centers:** An aggregation of health care facilities whose day-to-day operation is supplemented by the close proximity or collocation of other health care facilities or healthcare-related businesses.

**Micro-Grid Energy Systems:** Stand-alone electrical systems consisting of multiple generating sources and defined loads that can operate independently from the primary utility grid. They provide a reliable, efficient solution to unexpected power loss effectively
balancing spikes in energy demand, optimizing energy usage for more reliable power, reducing operating costs and carbon emissions.

**Micro Unit (Housing):** A one-room, self-contained living space designed to accommodate a sitting space, sleeping space, bathroom and kitchenette. Residents may have access to a communal kitchen, bathroom, patio and gardens. Units are generally 50-350 square feet in size.

**Millennials:** A person reaching young adulthood in the early 21st century, born between 1981 and 1996.

**Mitigation (environmental):** Methods used to alleviate or lessen the impact of development. Examples include planting of new forests to replace those that have been removed; creation of new wetlands to replace those destroyed by development. Mitigation is sometimes done in a different area than that previously occupied by the replaced forest, wetland, etc, but this practice is not encouraged.

**Missing Middle:** The mix of small scale single-family units, accessory dwelling units, and limited multifamily units with a lower perceived density intended to increase diversity and affordability of housing types in a manner sensitive to the scale and context of existing neighborhood surroundings.

**Moderate-Income Household:** A household with an annual income between 80 and 100 percent of the Area Median Income (AMI).

**Moderately Steep Slopes:** Surface formation with a vertical incline greater than 8.5 degrees or 15 percent and up to 22.5 degrees or 25 percent, a sufficient steepness to cause problems such as erosion or increased flooding when disturbed for land development or other purposes. (See also steep slopes.)

**Months of supply:** A measure of how many months would be needed to sell all of the existing home sales inventory available at the current rate of demand, calculated by dividing current inventory by current sales. This is an indicator for supply in the home sales market.

**Mountainside Areas:** Areas associated with the County’s mountain features, categorized based on weighted criteria as defined in the Loudoun County Interpretive Guide to the Use of Soils Maps, and defined by the following:

- Elevation: Above 700 feet mean sea level for the Short Hill and Blue Ridge Mountains and 550 feet for the Catoctin, Hogback, and Bull Run Mountains;
- Soils: Associated with mountainsides that affect groundwater recharge, slippage potential, and suitability for onsite sewage disposal systems;
- Slopes: Moderately steep slopes (15 to 25 percent) and steep slopes (greater than 25 percent); and
- Forests: The quality and extent of tree cover, woodlands, and forests.
National Register of Historic Places: The official Federal list of districts, sites, buildings, structures, landscapes, and objects significant in American history, architecture, archaeology, engineering and/or culture. These contribute to an understanding of the historical and cultural foundations of the United States.

Natural Heritage Resources: Those resources that include rare, threatened and endangered plant and animal species; exemplary natural communities, habitats, and ecosystems; and other natural features of the County.

Non-Point Source (NPS) Water Pollution: Diffuse water pollution that results when stormwater and other land runoff picks up pollutants and deposits them into a stream or other water body. NPS pollution cannot be traced to a specific source and/or point of entry.

Old Growth Forest: Also referred to as Ancient Forest. A forest that is ecologically mature and has been subject to negligible disturbance. Ecological maturity is typically defined when tree species reach the later stages of their life cycle, reflecting in significant amounts of the upper stratum or overstory in the mature (old) growth phases.

100-foot Minimum Stream Buffer: Minimum stream buffer providing a minimum filtration area ensuring maintenance of water quality and the integrity of the river and stream corridor. The buffer is measured from the ordinary high water mark landward on both sides of the stream when the 100-year floodplain and adjacent steep slopes do not extend beyond either bank by 100 feet.

On-Site or Individual Water and Wastewater Systems: A system that serves a single user, commonly well and septic systems.

Open Space: Any parcel or area of land or water essentially unimproved and designated for public or private use or enjoyment or for the use and enjoyment of owners, occupants, and their guests of land adjoining or neighboring such open space. There are three types of open space defined in this plan:

Open Space, Active Recreation: Areas dedicated to leisure-time activities, usually of a formal nature and often performed with others, requiring equipment and taking place at prescribed sites or fields. Examples include ballfields, tennis or basketball courts, swimming pools, tot lots, golf courses, dog parks, and other areas for recreational sports and games.

Open Space, Natural: Land left in a mostly undeveloped state. Examples include forests, meadows, hedgerows, and wetlands.

Open Space, Passive Recreation: Areas for activities that involve less energetic activities such as walking, sitting, picnicking, card games or table games. Examples include trails (hiking, biking, walking, or equestrian), picnic, community gardens, camping, hunting, or
fishing areas. Passive recreation uses have fewer potential impacts on the site and on surrounding land uses.

**Open Space Preservation Program:** A program that seeks to balance the loss of open space to new development with the provision of easements or funds towards the purchase of publicly accessible and useable open space, to the extent permitted by Virginia Code Section 15.2-2303.4.

**Overlay Zoning District:** A zoning district superimposed on another, but having validity in governing the use of the property.

**Parks and Recreation:** Resources and services provided for the purposes of leisure, entertainment, and recreational pursuits. Resources are non-commercial public spaces and facilities like parks, nature preserves, open space areas, greenways, trails, and built structures for sport, recreation, or arts programs.

**Performance Standards:** A set of regulatory criteria or limits relating to certain characteristics that a particular use or process may not exceed.

**Perpetuity:** A state of something that is continuing or enduring forever. In planning, a limitation on property, which is not destructible by the persons who hold an interest in the property, is said to be held in perpetuity.

**Pervious:** Materials that permit water to enter the ground by virtue of their porous nature or by large spaces in the material. Also, permeable.

**Physiographic:** Pertaining to physical geography.

**Purchasing Power:** An estimate of the amount of money a household can affordably spend to purchase a home, measured as household income multiplied by three.

**Planning Commission:** Citizens appointed by the Board of Supervisors and empowered to prepare the Comprehensive Plan and to advise the Board on proposed land use changes for conformance with the Comprehensive Plan and the Zoning and Subdivision Ordinances.

**Pollution Management Program:** Program to help prevent water quality degradation and restore the health of lakes, rivers, streams and estuaries by promoting and funding measures to reduce and prevent nonpoint source pollution. Such programs may include watershed planning efforts, stream and wetland restoration and protection, and education and outreach.

**Prime Farmland (as defined by the U.S. Department of Agriculture):** Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It can be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas.
Proffer: Voluntary promise or commitment given in writing by a landowner to construct certain improvements, to contribute towards mitigating impacts, or to develop property subject to specified conditions.

Property Assessed Clean Energy Program (PACE): Mechanism for financing energy efficiency and renewable energy improvements on private property created by the U.S. Department of Energy. PACE programs allow a property owner to finance the up-front cost of energy or other eligible improvements on a property and then pay the costs back over time through a voluntary assessment. The unique characteristic of PACE assessments is that the assessment is attached to the property rather than an individual.

Public Facilities: Public works supplied generally by a government organization. Examples include public roads, schools, fire stations, and libraries.

Public Water and Wastewater Systems: Water and wastewater systems that include community water and wastewater systems, municipal systems operated by Towns and central water and wastewater systems operated by Loudoun Water.

Pump-and-Haul: A sewage disposal method in which a sewage holding tank is pumped out on a regular basis and the raw sewage is transported by vehicle to an authorized treatment plant.

Q-R

Quality Development: Unique and functional community design components that promote high quality of life, enrich areas, create distinctive visual character, and ensure a pedestrian-friendly environment.

Quality of Life: The standard of health, comfort, and happiness experienced by an individual or group.

Questionable Soil: Where the classification, strength, or compressibility of the soil are in doubt or where a load-bearing value superior to that specified in the International Building Code is claimed.

Real Property: Land and any immobile buildings or structures attached to the land.

Recreation, Active: A type of open space. Areas dedicated to leisure-time activities, usually of a formal nature and often performed with others, requiring equipment and taking place at prescribed sites or fields. Examples include ballfields, tennis or basketball courts, swimming pools, tot lots, golf courses, and other areas for recreational sports and games.

Recreation, Passive: A type of open space. Areas for activities that involve less energetic activities such as walking, sitting, picnicking, card games or table games. Examples include trails (hiking, biking, walking, or equestrian), picnic, camping, hunting, or fishing areas. Passive recreation uses have fewer potential impacts on the site and on surrounding land uses.
**Redevelopment:** The rehabilitation, removal and replacement, or adaptive reuse of existing structures or uses. This includes any development project that significantly modifies an existing developed site resulting in changes to its design, use, and/or intensity. Projects may involve razing existing structures and constructing completely new buildings and may require mitigation or remediation of the impacts of previous uses.

**Revitalization:** Reestablishing the economic and social vitality of an area through a combination of targeted efforts and investments that may be coordinated with redevelopment, infill, and adaptive reuse projects.

**Rezoning:** A change in zoning district applicable to a given parcel or group of parcels of land.

**Ridgeline:** A ground line located at the highest elevation of a drainage divide for the major watersheds mapped by the County or other prominent ridgeline visible from the public right-of-way as identified during the land development process.

**Right-to-farm Act:** A State Act that offers protection to farmers against nuisance suits. Localities are prevented from enforcing nuisance ordinances that would disrupt normal farm practices.

**Riparian:** An area of land contiguous to a stream, river, lake or wetland that contains vegetation that, due to the presence of water, is distinctly different from the vegetation of adjacent areas.

**Riparian Forest:** Also called a riparian forest buffer when part of a larger stream buffer. A strip of land along a river or stream where forest and vegetation help to protect water quality, filter pollutants, regulate water temperature, enhance aquatic and wildlife habitats, and provide aesthetic value to the river or stream.

**River and Stream Corridor Resources (RSCRs):** These areas include:

- Rivers and streams draining 100 acres or more.
- 100-year floodplains (including major and minor).
- Adjacent steep slopes (slope 25 percent or greater, starting within 50 feet of streams and floodplains, extending no farther than 100 feet beyond the originating stream or floodplain).
- 50-foot Management Buffer surrounding the floodplains and adjacent steep slopes.
- Wetlands, forests, historic and cultural resources, and archaeological sites that fall within the area of one or more of the above elements.

**Rural Character:** A term broadly applied to the appearance and experience associated with natural and man-made environments comprised of any combination of agricultural, forestal, environmental, scenic, historic and/or cultural elements that define a rural setting.
or landscape.

**Rural Economy**: A collection of traditional and non-traditional rural business uses that are dependent on the rural land base for its agricultural productivity, scenic quality, and rural character to sustain business activities. Rural economy uses include but are not limited to agriculture; crop and livestock production; forestry; horticulture and specialty farm products; farm markets and wayside stands; the equine industry; orchards; vineyards; farm wineries; cideries and breweries; farm restaurants; hospitality services such as bed and breakfasts, country inns, banquet/event facilities, and rural resorts; and private camps and parks.

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**Scenic Highway/Virginia Byway**: 

- **National Scenic Highway**: A road located within a protected corridor and having recreational, historic or scenic interest.

- **Virginia Byway**: A road or part of a road having high aesthetic or cultural value or leading to an area of significant historical, national or recreational interest. Designation by Virginia Department of Transportation on recommendation of the Commission on Outdoor Recreation with approval of local Board of Supervisors. Designation does not imply any particular protection of the roadway from development or structural improvements.

- **Scenic Rivers (Sec. 10-167(b) Code of Virginia)**: Rivers, streams, runs and waterways, including their shores and immediate environs which possess great natural and pastoral beauty.” Designated by an Act of the General Assembly on recommendation of the Commission on Outdoor Recreation, and overseen by a local committee appointed by the governor of Virginia.

- **Self-Sustaining Communities**: Communities planned, built or modified to be economically, environmentally, and socially healthy and resilient.

- **Septic System**: Subsurface sewage disposal system that uses the natural absorption of soil to treat wastewater. The common use is to serve one dwelling, but could be designed to serve several homes. Drainfield refers to this soil absorption trench fed by pipes from the dwelling.

- **Services**: Establishments primarily engaged in providing assistance, as opposed to products, to individuals, business, industry, government, and other enterprises, including hotels and other lodging places; personal, business, repair, and amusement services; health, legal, engineering, and other professional services; educational services; membership organizations; and other miscellaneous services.

- **Setback**: The distance from a property line to a structure or use such as parking. Governed by the Zoning Ordinance or by covenants and/or easements or by proffers or conditions at the time of rezoning or special exception.
**Severely Cost-burdened Household:** A household that spends 50 percent or more of their income on housing (gross rent or mortgage).

**Shared Water and Wastewater Systems:** Water and/or sewage treatment systems that are designed to serve individual users or a number of residences such as a cluster located outside the central service area of eastern Loudoun.

**Silviculture:** The art and science of controlling the establishment, growth, composition, health and quality of forests and woodlands.

**Site Plan:** A plan, to scale, showing proposed uses and structures for a parcel of land. It includes such information as location of lot lines, streets, buildings, parking areas, landscaping, utility lines and topographic information.

**Special Needs Population:** Special needs populations include low income residents (incomes below the 30 percent Area Median Income (AMI)), elderly residents requiring congregate care, disabled residents, and the homeless.

**Special Taxing District:** A geographical area that pays a special assessment in order to provide a desired or necessary amenity or facility mutually beneficial to all the landowners of the district.

**Specimen Tree:** Any tree that has been individually recognized by the local governing body for its special status. A tree may receive this designation by virtue of its outstanding size and quality for its particular species, especially if it represents a locally significant native species. Trees associated with the character of a community, trees that are relatively rare in an area, whether native or not, may also be awarded this status. The category also includes other locally significant trees that are significant on account of their great age or are especially renowned for their aesthetic or community value. The function of a tree in a landscape may be sufficient to justify special status such as a landmark pair of trees that frame an entrance and/or serve as natural gateways to historic sites, towns, or villages.

**Spin-off Lot:** A subdivision option permitted by the zoning of a property, also referenced as the Principal/Subordinate Subdivision Option, which enables a property to be further divided into one or more smaller lots as identified in the Zoning Ordinance. **Steep Slopes:** Surface formation with a vertical incline greater than 22.5 degrees or 25 percent, a sufficient steepness to cause problems such as erosion or increased flooding when disturbed for land development or other purposes. (See also moderately steep slopes.)

**Stormwater Run-off:** The portion of the total precipitation that does not sink into the soil but instead flows across the ground or other surface and eventually reaches a watercourse.

**Stream Buffer:** Defined as part of the River and Stream Corridor Resource. A minimum area of land directly adjacent to and on either side of a river or stream. The primary purpose of the stream buffer is to provide adequate filtration of pollutants and improve water quality.

**Stream Corridors:** Also referred to as River and Stream Corridor Resource (RSCR).
**Subdivision:** The division of a parcel of land into two or more new parcels. The process of subdividing is regulated by the Land Subdivision and Development Ordinance.

**Sustainable Site Design:** Create and sustain a high quality of community values and environmental responsibility in design and construction of buildings, infrastructure, transport, and landscape. The construction methods employed should ensure that each step of the building process is focused on eliminating unnecessary site disruption (e.g., excessive grading, blasting, clearing) and resource degradation (e.g., stream siltation, groundwater contamination, air-quality loss). The strategies can harness features such as ventilating breezes, solar gain, and microclimates, and can mitigate unfavorable features such as cold, moist air drainage; desiccating winds; and increased stormwater runoff. The building process should be strategically charted in stages to avoid unnecessary site disruption, and to achieve an orderly construction sequence from site clearing to site finish. Such a strategy reduces costs and damage to the site. It requires close coordination between all sub-contractors.

**Technical Assistance:** Assistance provided by specialists in the form of sharing information and expertise, instruction, skills training, transmission of working knowledge, and consulting services and may also involve the transfer of technical data.

**Technology Zone:** Designated areas where local jurisdictions may grant tax incentives and provide certain regulatory flexibility to encourage new and expanding technology businesses.

**Tourism Zone:** Designated areas where local jurisdictions may grant tax incentives and provide certain regulatory flexibility for tourism-related development projects.

**Town Center:** A mixed-use, concentrated community, which integrates employment, commercial, residential, and public uses. A town center will emphasize pedestrian movement over vehicular movement to create a pedestrian-friendly environment and will offer a full complement of services and amenities.

**Traffic Calming:** Measures to reduce the speed of motor vehicles, alter driver behavior, and improve conditions for non-motorized street users. Includes both physical (e.g., raised crosswalk, traffic circle, speed bumps) and non-physical measures (community education and enforcement).

**Transit:** A shared mode of transportation, which often operates on a fixed route and fixed schedule, and is available to all who pay the fare; however, demand responsive transportation, which does not operate on a fixed route or fixed schedule is also a form of transit. Other examples include bus, light rail, and heavy rail.

**Transit Oriented Development (TOD):** Mixed-use neighborhoods designed to encourage and leverage transit ridership to create vibrant, complete communities. TODs often feature a rail or bus station at their center, surrounded by relatively high-density development.
decreasing in density as distance from the core increases. TOD neighborhoods encourage cycling and walking to maximize transit usage, feature streets with high levels of connectivity and traffic calming, and limit the land area dedicated to vehicular parking.

**Transit Station:** Structures housing both passengers and transportation systems’ operations and equipment.

**Transit Stop:** A location along the street or transit line that has simple facilities like signage and shelters.

**Transportation Improvement Plan:** A County transportation plan, which includes roads, car pools, public transportation and airport facilities, and which is designed to establish policies and priorities regarding county roads, public transportation, car pools, airports, and other transportation facilities.

**Tree Stand:** A plant community predominantly consisting of trees and other woody vegetation sufficiently uniform in species composition, age, arrangement and condition: an area to be distinguishable as a group from the forest or other growth in the adjoining area.

**Understory:** Low trees and large shrubs located below the canopy in a wooded area.

**Universal Design:** The simple design of both products and the built environment to be usable by people of all ages and abilities, and which promotes the ability for people to age in place.

**Unmet Housing Needs:** The lack of housing options for households earning up to 100% of the Washington Metropolitan Area Median Income (AMI).

**Unstable Soils:** Soils that because of their composition and unique landscape position have a higher than normal potential for erosion, particularly during periods of high rainfall.

**Urban Center:** A mixed-use community in the Urban Policy Area, developed in a manner that supports transit and pedestrian movement.

**Urban Growth Boundary:** The limit of central water and wastewater utility service, it marks the separation of distinctly different land uses and densities.

**Use-Value Taxation:** (sometimes referred to as “land use tax”) A program authorized by the state and implemented by localities at their option in which qualifying agricultural, forestal, and open space land is taxed at its use value rather than at its market value for development.
Vacancy rate: The proportion of rental units that are available for rent or otherwise unoccupied. When used in the context of rental housing units, vacancy rate is an indicator of supply in the home rental market.

Very Low-Income Household: A household with an annual income between 30 and 50 percent of the Area Median Income (AMI).

Watershed: A broad area defined by natural hydrology that collects and discharges water into surface water bodies or that recharges groundwater or both. A watershed generally includes rivers, streams, lakes, wetlands, and the surrounding landscape.

Wellhead Protection Plan: A plan identifying and protecting the land area where subsurface water flows to public drinking water supply wells in order to protect groundwater from potential contaminates.

Wetlands: Vegetated areas where plants are rooted in water or water-saturated soil, or that regularly tolerate flooding for extensive time periods. Includes but is not limited to swamps and marshes. Many wetlands do not appear wet at all times.

Zoning District: A classification of land that designates and limits allowed uses, lot sizes, building setbacks and other land development regulations.

Zoning Ordinance: A local ordinance that defines and implements land use and design standards such as permitted uses, lot sizes, setbacks, etc.
Appendix

GENERAL PLACE TYPE CONSIDERATIONS

The following prompts should be considered while devising and developing a project to assess whether a proposal is compatible with the place type and improves the site and its surroundings:

Safety
1. Protection against traffic and accidents.
   a. Can people walk or bicycle safely and comfortably?
   b. Are streets planned with a Vision Zero strategy that will help eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all?
2. Protection against harm by others.
   a. How is the public space made safe day and night? Are there people and activities at all hours because the area has, for example, both residents and offices?
   b. Are sidewalks and trails, parking areas and outdoor public spaces clearly visible, comfortable and near activity areas during the day and night?

Vibrant
3. Mobility.
   a. How well do walkways and public spaces avoid physical elements that might limit walking, using a wheelchair, or pushing a stroller?
   b. How easily navigated is the arrangement of sidewalks and trails, parking areas and outdoor public spaces?
4. Interaction.
   a. What features invite visitors to rest and linger? Are seating options placed in or near interesting things like public art, a façade that invites one to spend time next to it, a bus stop, a park, or a plaza?
   b. How well can people from adjoining developments walk or bike safely and comfortably to the development?
5. Options for sitting.
   a. What are the obvious seating options such as benches or chairs? Is there only secondary seating such as a stair, seat wall, or the edge of a fountain?
   b. What are the options for sitting that do not require patronage?
6. Options for talking and listening/hearing.
   a. Is it possible to have a conversation here? What options are there to sit together and have a conversation?
7. Options for play, exercise, and activities.
   a. Are there options to be active year round? Are there options to be active at multiple times of the day and year for all ages?

Purpose
8. Scale.
   a. How well do public spaces and the buildings that surround them exhibit a human
scale? How well does the space function for people in small gatherings and large events?
b. How does the development exhibit high quality design through shape, materials, finish, relationship with surrounding buildings, and coordinated use of lighting, public art, street furniture, surfacing, planting, etc?

   a. How well are existing environmental features protected and integrated into the design?
   b. To what extent are pre-development views retained?
   c. How well does the project protect ridgelines?
   d. How are impacts on water quality addressed?
   e. Is open space accessible to the public and does it connect to open space on adjacent properties?
   f. Are most wetlands, lakes, streams, and other water amenities retained? Are significant natural amenities at least partially fronted by thoroughfares rather than hidden behind back yards?

10. Residential neighborhood characteristics.
    a. Are there a variety of dwelling types?
    b. Are there places to work in the form of office buildings or live-work units?
    c. Are there shops sufficiently varied to supply the ordinary needs of a household such as a convenience store, a post office, a teller machine, or a gym?
    d. Do thoroughfares within the neighborhood form a continuous network, providing for the dispersment of traffic? Are the thoroughfares connected to those of adjacent neighborhoods and communities?
    e. Are thoroughfares relatively narrow and shaded by rows of trees that slow traffic and create an appropriate environment for pedestrians and bicyclists?
    f. Are the large areas of open space between neighborhoods connected into continuous corridors?
    g. Are culs-de-sac avoided except where absolutely necessary due to natural conditions?
    h. Are there public places for people to congregate and areas to engage in recreational activities dispersed throughout the neighborhood?
Preface – Introduction to the Loudoun 2040 Countywide Transportation Plan (CTP)

Loudoun County is one of the fastest growing counties in the nation and is the fastest growing county in the Commonwealth of Virginia. The unprecedented growth the County has experienced over the last several decades has resulted in continued and ever-increasing strain on its transportation network. Transportation continues to be one of the most important services provided by government, fulfilling the crucial role of linking people to their jobs, schools, recreation and shopping. As such, and in light of this environment of rapid growth, careful transportation planning must be undertaken to ensure that the mobility needs of the County’s citizens continue to be met over the long-term.

Initiated in the summer of 2016, this edition of the Countywide Transportation Plan (CTP) builds upon the strong foundation provided by the 2010 CTP. It has been developed to accommodate planned land use and development through the horizon year of 2040 and includes a revised and enhanced arterial and collector road network, including facilities for motor vehicles, bicyclists, pedestrians, and transit riders. The CTP also includes policies and strategies to address the connections between land uses, the built environment, the transportation network, air travel, development impacts, environmental and heritage resources, coordination with outside agencies, prioritization and funding of transportation infrastructure, and plan implementation. This plan also identifies strategies and opportunities for the protection and enhancement of neighborhood collector streets, to promote development of complete streets and safety throughout residential and community activity centers. This plan for the transportation network was developed and evaluated using criteria such as multimodal safety, forecasted facility demands (volume and capacity), potential impacts on the environment, heritage resources, quality of life, and concurrent land use plans and policies.

This plan has been reviewed by the Virginia Department of Transportation (VDOT) pursuant to Section §15.2-2222.1 of the Virginia Code and VDOT’s Traffic Impact Analysis Regulations Administrative Guidelines and conforms to of Section §15.2-2222.3 of the Virginia Code.

Plan Purpose and Relation to Other Planning Documents

The CTP provides the policy foundation for the County’s transportation network. The Comprehensive Plan provides policy guidance on land and infrastructure development. The CTP is a volume of the County’s Comprehensive Plan, alongside other volumes such as the General Plan. The Comprehensive Plan forms the policy foundation for standards and regulations within the Zoning Ordinance, Land and Subdivision Ordinance, and Facilities Standards Manual, as well as amendments and updates to these regulatory documents.

Transportation Planning History in Loudoun County

Loudoun County has a long history of transportation planning. Following decades of small area plans for specific portions of the County beginning in the 1960s, the first Countywide Transportation Plan was adopted in 1995. This plan focused heavily on creating mobility to support planned suburban development. The 1995 CTP created the framework for each of the subsequent countywide and small area transportation plans and the results of this initial plan can
be seen through today’s roadway network.

The 2001 CTP built upon the plans developed in 1995, while placing greater emphasis on protections for the environment, historic towns and villages, and quality of life in the newly-designated Rural Policy Area. It also incorporated the Dulles Corridor Metrorail Project and included language encouraging the development of mixed-used urban-style developments, particularly in the vicinity of the planned Metrorail Stations.

The 2010 CTP served as a forward-looking planning document that addressed the needs of Loudoun County by establishing a long-range vision for the County’s transportation network and defining policies that provide for the successful implementation of that network. The transportation network included major roads, public transit services, bicycle and pedestrian accommodations, and airports, making this plan far more multimodal than previous iterations. The 2010 CTP also reconsidered appropriate capacity needs for roads, identifying the impacts of wide, high-speed corridors throughout the Suburban and Transition Policy Areas and included changes to ultimate planned conditions of roads to lower-capacity facilities where forecasted demand could be accommodated by fewer travel lanes.

The Loudoun 2040 CTP seeks to provide access and mobility for residents, workers, and visitors; protect and enhance health and safety through design and construction, and; promote quality of life by protecting the integrity of the various policy areas and incorporated towns as they relate to the transportation network.
Chapter 1 – Vision for Transportation

This plan is guided by a set of goals developed based upon public input and affirmed by the Board of Supervisors, providing the foundation for the entire document and ensuring that the public is the guiding force behind this vision. From those goals, the plan identifies the overarching objectives that this plan will seek to meet through implementation of the planned transportation network and policies.

The Foundation

The 2010 CTP provided a strong framework for modern multimodal transportation planning in the County. Due to its robust and actionable policies, in coordination with previous editions and localized transportation plans, the County has facilitated development of its roadway, bicycle and pedestrian, and transit networks. Throughout the County, new corridors have been completed and projects are underway through engagement of available public funding and private contributions to expand and complete planned networks. Through the policies of the 2010 CTP and 2003 Bicycle and Pedestrian Master Plan, County policy states that:

- Connectivity and multimodal access are prioritized
- Road design considers complete streets elements
- Sidewalks and asphalt trails are constructed along both sides of all roads (except in the Rural Policy Area)
- Transit systems are enhanced and sustained

Through these policies, the County has completed more than 2,000 lane miles of planned arterial and collector roads, many featuring bicycle and pedestrian connectivity, expanded park and ride and transit options, and coordinated plans with Dulles Airport, Towns, and surrounding jurisdictions.

This plan builds upon the previous policies, seeking opportunities to strengthen areas previously limited in scope while encouraging enhanced transportation choices and design strategies.

Public Input

The Envision Loudoun public outreach process encompassed three sets of multiple public meetings at different stages throughout the process. The Board of Supervisors also appointed a Stakeholders Committee with representation from each election district and an array of impacted advocacy groups from across Loudoun County. Detailed information about public feedback, including transportation comments, can be found in the General Plan document.

Overall, feedback on the transportation planning effort focused on several key topics:

- Improving access, mobility, and transportation options
- Reducing traffic congestion
- Enhancing options for access to the County’s Metrorail Stations, including expanded local bus service options between residential neighborhoods and Metrorail Stations
• Encouraging urban and suburban development programs around Metrorail to enhance quality of life
• Protecting the character and aesthetic of rural transportation options
• Ensuring that transition area aesthetics provide an appropriate visual connection to the rural landscape
• Providing adequate and complete network of sidewalks, asphalt trails, and on-street bicycle lanes
• Creating better connections across major roadways and natural barriers for pedestrians and cyclists
• Introducing more off-road regional trails to allow for greater mobility and recreational opportunities and encouraging connections to existing regional trails
• Calming traffic on neighborhood streets where people should feel comfortable walking or riding a bicycle
• Enhancing connectivity to regional amenities, such as entertainment centers, Dulles Airport, regional parks, and surrounding jurisdictions
• Improve streetscapes
• Ensuring that transportation facilities are adequate to support redevelopment and new development

This plan was developed with the intent to provide policies, guidelines, and implementation steps to achieve these community concerns and interests, and is driven by the following vision and goals:

The Vision

Efficient infrastructure networks that safely connect people to places within the community, to the region, and to the world.

Transportation Network Goals
1. Enhanced multi-modal safety for all system users.

2. A reliable and efficient multi-modal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.

3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.

4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.

5. Support the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail Stations.

6. Context-sensitive planning and design that addresses the different characteristics and needs of the urban, suburban, transition, Towns, JLMA, and rural environments.
7. A transportation network supportive of the County’s overall vision to support economic
development, create vibrant, safe communities and public spaces, and protect natural and
heritage resources.

Objectives of this Plan

With deference to and inspiration from the Transportation Network Goals, this document seeks to:

- Provide comprehensive access and mobility for residents, workers, and visitors throughout
  Loudoun County.
- Protect and enhance health and safety through design, construction, and improvement of
  quality transportation networks.
- Promote high quality of life by protecting the integrity and opportunities provided within
  the County’s urban, suburban, transition, and rural areas, and supporting each of the
  incorporated towns within Loudoun County during planning, design, and construction of
  the transportation network.

Access and Mobility

Access and mobility are the two key indicators of success when evaluating a transportation system. Access describes the availability of practical connections between origins and destinations, while mobility describes the potential travel opportunities from a given place. This plan supports both high access and high mobility through a hierarchical and integrated roadway network that supports multi-modal transportation.

Health and Safety

Health and safety are the most critical factors in evaluating the usability of the transportation network and the supportive role the transportation network has in promoting community and economic development. By emphasizing health and safety throughout every component of this plan, this objective seeks to ensure that multi-modal access is integrated into design and development, impacts from the transportation network to residences, schools, and businesses are mitigated, and that safety is of paramount concern throughout each stage of design and construction.

Quality of Life

The purpose of providing transportation facilities is to enhance quality of life. The transportation network and policies in this plan ensure that people and goods can reach their destinations, whether commuting to a job, visiting friends and family, enjoying leisure activities, or returning home. In this way, transportation ensures access to the elements that make for high quality of life, with quality of life enhanced through transportation improvements that decrease congestion, provide alternative routes and travel options, and make it easier to get to selected destinations.
Chapter 2 – The Countywide Transportation Network

This plan carries forward the County’s commitment to coordinate road network plans with land use, environmental policies, heritage preservation plans, and other policies of the General Plan. The transportation vision, composed of a network and associated policies to accommodate motor vehicles, cyclists, pedestrians, and transit riders, is intended to support the County’s proposed land use by ensuring that adequate transportation facilities exist to serve the mobility needs of residents, visitors, and businesses throughout the County.

Four core sections are provided in this chapter to provide an overview of the Countywide Transportation Network. The Motor Vehicle Plan (MVP) provides a network of roadway travel lanes to accommodate the movement of passenger cars, light trucks and motorcycles, freight and delivery vehicles, transit service vehicles, and emergency vehicles. The Bicycle and Pedestrian Plan (BPP) provides a network of on-street and off-street facilities to accommodate cyclists and an off-street network of sidewalks and trails to accommodate pedestrians (unpaved trails are discussed in the General Plan). The Transit Infrastructure Plan (TIP) provides a plan for infrastructure, including transit stations and shelters, transit-priority corridors, and park-and-ride lots to facilitate growth and development of transit systems. The Characteristics of Planned Roadways section brings these plans together to define how each planned corridor in the County will facilitate travel for each mode. These four sections, along with the specific geographic area policies in Chapter 3, are the foundation of the Countywide Transportation Plan, while policies provided throughout the other chapters of this document serve to guide for implementation of the planned roadways defined in this chapter.

This chapter also includes two “Design Toolkits” at the end of the chapter. The first toolkit is a Roadway Design Toolkit which applies to the Suburban, Transition, Rural, and Joint Land Management Areas. Design standards for the Urban Policy Areas are provided in Chapter 3. The second toolkit is a Transit Infrastructure Toolkit, which is applicable for all areas of the County. These toolkits serve to provide policy-driven guidance to localized planning and implementation, while also serving as the standards for every applicable public and private transportation project.

Motor Vehicle Plan (MVP)

Loudoun County’s roads form the backbone of its transportation network. This chapter outlines the vision and associated policies that govern the planning, design and operation of Loudoun County’s road system. It features a road network that attempts to address future congestion concerns for motor vehicles, access and connectivity for cyclists and pedestrians, and accommodations for transit, reflecting travel needs through 2040. This plan also considers the importance of ensuring that roads serving each of the unique policy areas are designed and constructed in a manner consistent with the character of adjoining communities and land uses.

The County recognizes the limitations of the standard functional classification system, which traditionally emphasized operating speed and carrying capacity over other factors. By balancing mobility with access and by utilizing context-sensitive design techniques, the County is committed to achieving a complete and multimodal transportation network. Central to this commitment are Complete Streets. Complete Streets are safe for motorists, bicyclists, transit vehicles, and pedestrians of all ages and abilities. The complete street focuses not just on individual roads, but
on the decision-making and design process so that all users are routinely considered during the planning, design, construction and operation of all roadways. This chapter identifies roadways as principal arterials, minor arterials, major collectors, minor collectors, and neighborhood collectors, with consideration for complete street components for each roadway type. Local streets policies are provided in Chapter 3 of this document.

In order to plan the road network, County staff employed a combination of considerations, including public input, professional experience, institutional knowledge, and travel demand modeling to forecast future travel demands. These forecasts are based on observed local and regional travel patterns and behaviors, anticipated growth in population, households and employment both inside and outside of the County, and the characteristics of the existing and planned roadway network.

Road Capacity

The extent of improvements needed within the network and along particular corridors was guided in large part by the adequacy of a given road facility’s projected capacity needs. These capacity needs are evaluated based upon forecasted traffic volumes under peak conditions on weekday mornings and weekday afternoons. When volumes approach or exceed the capacity of a road segment, the operational efficiency of the road quickly deteriorates, leading to congestion, delays, and potentially unsafe conditions. The travel demand model forecasts the preference of traffic for certain road corridors to assign future trip demand. While the travel demand model serves as an estimate of future conditions, regular reevaluation of the road network is needed as new development is completed and land use plans are revisited and revised over time. If a particular road segment was forecasted to have an inadequate capacity based on proposed land uses, improvements were considered and evaluated for effectiveness in improving operations, either along the corridor or along parallel corridors, and incorporated into the network. Conversely, in locations where excess planned capacity was identified based on forecasted traffic volumes, rightsizing of the network was considered. Under either scenario, retesting was completed to ensure that the ultimate planned road network serves the anticipated needs of the County through 2040.

While these forecasts played a significant role in appraising potential network improvement locations, the need to enhance the roadway network was also balanced with contextual considerations by staff and County leadership as to whether such improvements were deemed practical, possible (given environmental or other physical constraints) and appropriate. Further consideration for the planned network is provided in the policies of this document that inform and support the implementation of the planned network.

The results of this analysis are provided in Appendix XX.

Level of Service

Another indicator that is considered in transportation planning is Level of Service (LOS). LOS is measured on a scale of A through F, with A representing the least amount of forecasted delay at intersections, and F representing a substantial amount of delay. Given the travel demand in an urbanized region, a certain threshold is established by policy to define acceptable levels of delay.
relative to the conditions of the surrounding area. This ensures that an efficient roadway network can be planned without overcompensating to accommodate for only the highest demand during a few minutes each day, which would require substantially more travel lanes and road corridors than are envisioned by this plan. Since LOS is an indicator of intersection operations, this level of analysis was not completed with this high-level plan, but would be considered as part of public and private roadway improvement projects, and may be considered during subsequent small area planning efforts.

Maintenance

Roads are generally maintained either by VDOT or through private associations, such as homeowners associations. VDOT’s Road Design Manual, Road and Bridge Standards, and Secondary Street Acceptance Requirements (SSAR) contain design and construction standards required for roads to be incorporated into the State Highway System and for road improvements for those facilities already a part of the State Highway System. VDOT has design standards for the wide variety of secondary roads that exist in Loudoun County, ranging from rural local roads to subdivision streets and collector roads. However, as the County adopted policies to encourage creative forms of residential development and for preservation of the character of the County’s rural roads grew, so has the need grown for greater flexibility in the application of VDOT standards. Since the adoption of the 2010 CTP, the VDOT Road Design Manual was amended to include new standards for multimodal facilities in mixed-use urban centers. This provides an excellent opportunity for the County to work with VDOT to ensure that the planned land uses in the Urban Policy Areas are supported by compatible transportation facilities. As the entity responsible for maintenance and operation of all public roads in the County (with limited exceptions), VDOT is responsible for the operational integration of the roadway network. Therefore, it is critical to ensure that all road design, engineering, and construction in the County has a positive impact on VDOT’s ability to maintain an efficient network.

Private Streets

Many local streets in the County are privately maintained and are therefore not in the VDOT maintenance system. The use of private streets in Loudoun County is only permissible for certain types of development as permitted by County Ordinance, usually requiring parcels to have frontage on a public road (except when part of an historic district or residential subdivision). During the rezoning process, modifications may be needed to permit private streets. In certain cases, private streets are needed to support the planned development. Developments that include perpendicular or angled parking along streets must be private, as this feature is not permitted by VDOT design standards. Regardless, all private streets must meet the design and construction standards of the County’s Facilities Standards Manual.

VDOT continues to advise against the use of private streets for new development because of concerns related to maintenance, connectivity of the road network, and consistent design standards. County and VDOT policies call for provision and use of interparcel connections within and between developments in order to promote connectivity and options for local traffic. Additionally, road maintenance is an expensive commitment as it includes repair and upkeep of roadways, curbs, accessible curb ramps, and stormwater management, as well as snow removal, landscape care, and street cleaning. In residential communities, the maintenance responsibility for private streets
generally falls upon a property-owners association, such as a homeowners association (HOA).

In order to ensure successful maintenance of private streets, it is important that road maintenance be adequately funded for current needs and that a fund is established for future maintenance and emergency repairs. The maintenance program must ensure a state of good repair and be capable of providing access as soon as possible after snows or other emergency situations.

Traffic Calming

Following construction of a road, observations and data may indicate that vehicles are traveling at a rate of speed that is higher than was intended or is desired. Traffic calming is intended to modify driver behavior, reduce vehicle speed to legal limits, increase safety for all users of the roadway, and improve the quality of life through minimizing the negative effects of motor vehicles on neighborhoods. By slowing vehicles, it encourages the use of other modes of transportation such as walking and cycling. Traffic calming is typically implemented on residential streets, but can also be applied in activity centers with high pedestrian activity.

Common techniques for implementing traffic calming on residential streets include vertical changes to the street (speed tables, raised intersections), lateral changes to the travel way (chicanes, offset intersections, lateral shifts), constrictions to the travel way (narrowed pavement widths, pinch points, islands, traffic circles or roundabouts, entrance features, small corner radii), and streetscape improvements (surface textures, edge treatments, colors, landscaping, street trees and street furniture). Traffic calming may also include measures such as community education and enforcement. The County works closely with VDOT to implement traffic calming measures where needed.

**COUNTYWIDE MOTOR VEHICLE PLAN POLICIES (SEE CHAPTER 3 FOR POLICIES RELATED TO GEOGRAPHIC POLICY AREAS)**

2-1.1 **Road Standards** Roads will be built to the standards and conditions described in this plan.

2-1.2 **Land Development Plans** Planned roads will be incorporated into every stage of the land development process, including planning, design, and construction, including provision of necessary rights-of-way or easements to accommodate the facility, as determined in this plan.

2-1.3 **Missing Segments** It is a priority of this plan that safety concerns, gaps in the existing road system, and connections to collector and arterial roads be addressed to serve neighborhoods and employment centers already in place.

2-1.4 **Focus Areas** The County will prioritize transportation funding to the Urban and Suburban Policy Areas where planned land uses and population densities warrant the expansion of roadway capacity and the implementation and expansion of transit services.

2-1.5 **Parallel Roads** Suitable alternative access to existing uses, including parallel roads where planned, shall be constructed prior to establishment of limited access freeways.

2-1.6 **Dulles Loop** The County will work to implement the “Dulles Loop” as a system of limited access roads that encircle Dulles Airport in Loudoun and Fairfax Counties consisting of limited access conditions for VA Route 28, VA Route 606, and a southern connector (either
US Route 50 or an extension of Air and Space Museum Parkway), in order to improve travel in the vicinity of the airport.

2-1.7 **Managed Lanes** The County will study opportunities for implementation of managed lanes, including HOV, HOT, and Transit-Only Lanes along planned limited access corridors and other major commuting routes, when these facilities are considered for expansion to their ultimate planned conditions.

2-1.8 **Spot Improvements** Intersection and safety improvements on primary roads are considered to be part of this planning document throughout the County.

2-1.9 **Natural Features** The County will maintain vegetation and woodlands along roadways and incorporate landscaped medians using native species where possible.

2-1.10 **Electric Vehicles** To promote the use of electric vehicles, this plan supports provision of electric vehicle charging stations, recognizing that this emerging technology will need to be revisited as new innovations impact public demand for alternative fuel vehicles.

2-1.11 **Plan Coordination** Roadway design characteristics will conform to the standards of the applicable road design toolkit and associated policies for the associated Geographic Policy Area and will complement the streetscape design guidelines and other policies of the Comprehensive Plan.

2-1.12 **Widening Existing Divided Roadways** Existing divided roadways should be widened to the inside wherever feasible in an effort to minimize the impact on adjacent properties.

2-1.13 **Planned Divided Roadways** The County promotes establishing the ultimate right-of-way for planned divided roadways at the time of the initial right-of-way dedication or acquisition to allow for turn-lanes, bicycle and pedestrian facilities, and drainage systems to be established in their ultimate condition in an effort to minimize the impact on adjacent properties.

2-1.14 **VDOT Coordination** The County will coordinate with VDOT to seek changes in VDOT policies and standards to ensure conformity with the land use, environmental, heritage preservation and other policies of this plan while providing a safe, efficient, and cost-effective transportation network.

2-1.15 **Public Roads** All new public roads will be planned and constructed to VDOT standards for acceptance into the State Highway System. As appropriate, the County will seek waivers and exceptions to these standards when warranted as part of planning or design.

2-1.16 **VDOT Standards** Roads shall be constructed in accordance with VDOT and County design standards, as appropriate based upon future maintenance responsibilities, and shall be subject to review and comment by County and VDOT.

2-1.17 **Complete Streets** All road construction will strive to provide all of the elements of a Complete Street, with consideration of context-sensitive design, to create roads that are safe for all users.

2-1.18 **VDOT Improvements** The County will work with VDOT to continue and enhance maintenance of public roads by supporting repaving efforts, encouraging construction of spot safety improvements, and coordinating to identify opportunities for optimizing use of existing pavement.
2-1.19 **Pavement, Marking, and Signage** DTCI shall be provided with opportunity to review and comment on all PMS (Pavement Marking and Signage) Plans and all construction plans for Arterial and Collector roadways within the County to ensure coordination with this plan.

2-1.20 **Functional Classifications** The County shall work with VDOT to determine appropriate functional classifications for roadways and work to correlate these classification for all roads in the County to ensure consistency between County and VDOT classifications for roadways.

2-1.21 **Primary Routes** As major cross-county secondary road corridors are completed, VDOT reclassification of these corridors to primary routes should be pursued.

2-1.22 **Arterial Preservation** Significant arterial roadways, including all primary corridors and principal arterial roadways in the County, will be designed and maintained to support the flow of traffic through the County and the region, limiting local access points, and minimizing the use of traffic controls and allowances for cross-traffic. Preservation of these corridors will be coordinated with VDOT for acceptance into the VDOT Arterial Preservation Program as Mobility Enhancement Segments, and design of these corridors will be evaluated based upon the standards set forth for improving mobility in the VDOT Road Design Manual and Traffic Signal Justification Report Requirements.

2-1.23 **Permissibility of Private Streets** The County will encourage public streets while allowing private streets where needed to support alternative solutions for a proposed development pattern that would better address plan policy and would be unsupported by VDOT SSAR standards. This determination will be made by the County and VDOT based upon applicable County ordinances.

2-1.24 **Responsibility for Private Streets** Maintenance of private streets will be the sole responsibility of the identified private sector entity in perpetuity. Such streets are not eligible for acceptance into the public street system. Neither VDOT nor the County will accept maintenance responsibility for any private street.

2-1.25 **Private Street Improvements** All street improvement projects along private streets, including traffic calming measures, will be the sole responsibility of the private maintenance entity.

2-1.26 **Public Road Access** For lots accessed from private roads or easements, demonstration of safe access to the public road network will be provided.

2-1.27 **Financial Responsibility for Private Streets** The maintenance responsibility for private streets will be insured by a bond or other long-term surety approved by the County before approval of the private road. In each case where County ordinances allow private streets, there will be language specifying the entity that will provide for maintenance of the road and that neither VDOT nor the County have, or will have, responsibility for the maintenance, repairs, or improvements.

2-1.28 **Community Traffic Calming Measures** The County will promote and implement traffic calming measures in all policy areas through community-based and supported programs, small area plans, development applications, geometric design elements, and collaboration with VDOT.
2-1.29 **Types of Traffic Calming** The County will work collaboratively with VDOT and the community in identifying appropriate traffic calming measures within the context of the surrounding area. Measures will be analyzed to determine the most effective tool for each project in coordination with surrounding residents and businesses. The use of geometric design elements, such as roadway curvature, should be considered as part of the initial design and construction of roadways to minimize the need for future traffic calming measures.

2-1.30 **Cut-Through Traffic** Opportunities to mitigate cut-through traffic shall be evaluated with consideration of alternative routes and continuity of the network.

**Bicycle and Pedestrian Plan (BPP)**

Loudoun County aspires to be a place where pedestrians and bicyclists of all abilities have a safe, secure and convenient transportation network of walkways and bikeways that enable efficient movement to and from home, work, school, shopping, libraries, parks and community centers. To accomplish this, effective planning for the cyclist and pedestrian is integrated within each stage of planning, design, and implementation.

Buildout of planned bicycle and pedestrian networks will lead to enhanced quality of life by providing: mobility, connections, and increased options for bicycle travel; improved access to public transportation, employment, and other activity centers; a cleaner environment through reduction of air pollution caused by single-occupancy vehicle trips; expansion of the rural economy by providing the opportunity for visitors to experience the County’s beauty through biking; and preservation of cultural and natural resource corridors for public enjoyment through the designation of shared use paths, bicycle routes, and improved signage.

**Bicycle Network**

This plan sets forth a vision of a comprehensive bicycling network, with on-street bicycle lanes, asphalt trails, marked bicycle routes, and other accommodations to improve the viability of bicycle commuting, recreation, and tourism. The spine of the County’s bicycle network is the Washington & Old Dominion (W&OD) Trail that provides an east-west route through the central parts of both eastern and western Loudoun County. The County is working to improve safety and connectivity along the W&OD Trail, studying and implementing grade-separated crossings at high-traffic corridors and improved at-grade crossings at others. Connections to the W&OD Trail provide access from nearby locations, allowing opportunities for trips to and from major transit hubs such as Metrorail Stations, commercial and entertainment centers, residential neighborhoods, and rural economy uses. Through the land development review process, the County will implement the improvements detailed in this plan along new and existing roads. In built-up areas, including developed areas near Metrorail stations, public efforts are envisioned to complete bicycle network development.

The County recognizes that a variety of facility types are needed based on the context of the built environment and roadways in different areas of the County. Accommodations for bicyclists along roadways include on-street bike lanes, buffered on-street bike lanes, off-road asphalt trails, wide curb lanes, and paved shoulders. Along existing roads, variations in traffic volumes, traffic patterns, and roadway designs, are of paramount consideration when considering facility types. Along new roads, design constraints due to topography, available right-of-way, design speed,
anticipated traffic volumes, and historic and natural resources are also considered as part of facility design.

Furthermore, the needs of different user groups vary from experienced bicyclists who often prefer on-street facilities to the less-experienced riders who find off-road shared use paths more conducive to comfortable travel. The complete reliance on an off-road shared use path system is not possible or desirable due to costs and funding constraints, as well as diverse public preferences. Within a suburban street setting, off-street trails may create dangerous conditions at intersections, where drivers are less aware to the presence of cyclists. By bringing bicycle facilities onto the road, the awareness of drivers and cyclists to each mode of travel is increased, leading to greater attentiveness to multimodal safety. However, on higher speed, wider auto-oriented facilities, the difference in anticipated speed and driving habits may make greater separation of these modes more preferable.

Pedestrian Network

Pedestrian-friendly communities are a key component of an effective multimodal transportation system. Not only does every trip begin with walking, but safe, logical, and efficient pedestrian connections can significantly decrease the need to drive for short trips. Walking is the only form of transportation that is completely free and has positive impacts for personal health and no negative environmental impacts. The County has a substantial pedestrian network, but significant work still needs to be done to provide comprehensive pedestrian opportunities for all residents, workers, and visitors. Generally, such needs include additional sidewalks along roads and between subdivisions where missing, better lighting, safer and appropriately wide sidewalks, and improved road crossings, especially along wider and higher-speed roads, through installation of more and better marked crosswalks.

Countywide Bicycle and Pedestrian Policies

2-2.1 **Purpose** Bicycle and pedestrian facilities will be built to the standards and conditions described in this plan and in accordance with the Roadway Design Toolkit.

2-2.2 **Road Projects** Contextually-appropriate bicycle and pedestrian facilities will be included as part of all public and private secondary road construction and improvement projects.

2-2.3 **Prioritization** Priority shall be given to construction of bicycle and pedestrian accommodations and connections associated with arterial and collector roadways with emphasis on the completion of connections between existing facilities in an effect to provide regional connections, and to the provision of safe walking and bicycling routes to new and existing public schools.

2-2.4 **Design Standards** All bicycle facilities will be designed in accordance with VDOT standards and with considerations of the American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) guidelines, the Americans with Disabilities Act (ADA), and the policies within this plan.

2-2.5 **Land Development Plans** Bicycle and pedestrian facilities will be incorporated into every stage of planning, design, and construction, including necessary rights-of-way or easements to accommodate the appropriate facility types, as determined in this plan. Such facilities will be provided regardless of the existence of connecting facilities. This full
integration will reduce the cost of designing the facilities into a project at later stages of
design and engineering and ensure that the needs of bicyclists and pedestrians are met.

2-2.6 **Timing** Bicycle and pedestrian facilities along existing or proposed CTP roads will be
provided at the commencement of a project, or the associated phase of the project,
regardless of whether connections from adjacent properties are already in place.

2-2.7 **Site Connections** All land development applications shall provide internal bicycle and
pedestrian circulation systems connecting building entrances, parking areas, and other
bicycle and pedestrian destinations within the site, and will demonstrate that the facilities
are designed to be safe, direct and barrier-free. These systems will also address connections
to existing and planned bicycle and pedestrian facilities along the public road network and
adjacent properties through direct, safe, and logical routes.

2-2.8 **Site Access** Child care centers, schools, and similar uses will provide safe and uninhibited
pedestrian access between entrances, parking lots, play areas, adjacent roadways, and
auxiliary buildings.

2-2.9 **Community Access** Public schools and other community facilities and uses shall be
designed to encourage students and patrons to walk or bike to school through provision of
connections to adjoining roads and subdivisions in all directions and implementing safe
routes to school programs to improve access and educate students.

2-2.10 **Trail Crossings** The County shall actively seek to create grade-separated crossings for
major bicycle and pedestrian corridors, such as the W&OD Trail, Broad Run Linear Park,
and Goose Creek Trail. Grade-separated crossings of the W&OD Trail will be required for
all roadway improvement projects at trail crossings at no cost to the Northern Virginia
Regional Park Authority (NVRPA).

2-2.11 **Crossings** Safe, convenient, and visually attractive crossing options will be considered at
each stage of development and planning to enable pedestrians and bicyclists to comfortably
cross major thoroughfares. Alternatives may include new intersection designs, pedestrian
and bicycle overpasses and underpasses, and other options that separate or limit exposure
to vehicular traffic.

2-2.12 **Public Outreach** The County shall engage the public to prioritize and identify funding and
alignments for bicycle and pedestrian improvements.

2-2.13 **Connectivity** The County shall actively seek to establish connections to local and regional
trail networks including but not limited to, the Appalachian National Scenic Trail,
Chesapeake and Ohio Canal Towpath, Potomac Heritage Trail, and Washington & Old
Dominion Trail.

**Transit Infrastructure Plan (TIP)**
Loudoun County has a long history of transit planning and operations, including decades of support
and planning for the Dulles Corridor Metrorail Project (Silver Line) from Falls Church through
Tysons and Reston and into Loudoun County. With revenue service to station stops at Dulles
Airport and in the Ashburn area anticipated to begin shortly after adoption of this plan, a new and
expanded approach to transit services is underway. This plan provides a guide for general and
targeted transit infrastructure. Service plans can be found in the County’s Transit Development
Plan (TDP).
Currently, the County operates three distinctly branded bus transit services, each serving different destinations and rider bases, and provides support to the Washington Metropolitan Area Transit Authority (WMATA) as a member jurisdiction.

- Premium Commuter Bus Service (Long-Haul) travels between County park-and-ride lots and major job centers in Arlington County and Washington, DC. This service provides 112 weekday trips with 987,000 annual rides (FY 2016).
- Metro Connection Service operates seven routes between County park-and-ride lots and Metrorail Stations in Reston and Falls Church. This service provides 274,000 annual rides (FY 2016).
- Local Fixed-Route Service provides intra-jurisdictional curbside bus services on 15 routes throughout Eastern Loudoun County. This service provides 445,000 annual rides (FY 2016).

The County also provides demand-response services to qualifying individuals in the vicinity of its local fixed route bus services. In Western Loudoun County and the unserved areas of Eastern Loudoun County, Virginia Regional Transit (VRT) operates demand-response services to support these communities. VRT also operates a local fixed-route service between Purcellville and Leesburg.

Metrorail Planning

The completion of the Silver Line represents a commitment of significant County resources, as well as a need to change the focus of the County’s public transportation strategies. The most recent iteration of the TDP recommends a complete transition from a pre-Metrorail transit system to a transit system that incorporates and considers the Silver Line as the spine of transit services for the entire County. With this change, the County envisions an integration of Metro Connection and Local Fixed-Route services into a singular combined service plan. The benefits of this service include:

- Improved scheduling and connectivity
- Increased access to jobs and entertainment, driving opportunities for ridership growth
- Expanded integration with Metrorail and Long-Haul Services
- Better customer experiences through unified technological and service systems

In order to minimize system redundancies and ensure optimal use of public funds, Long-Haul is planned to continue its operations as a premium service, with an aim of maintaining cost neutrality, meaning that revenue from fares and advertising support the cost of services. It is anticipated that the dependability and comparative value of Metrorail with considerations of cost and travel time will highly impact the future viability of Long-Haul. Therefore, the County will continue to evaluate all options on a regular basis following the opening of Metrorail revenue service.

Transit Infrastructure Goals

I. Provide a safe, affordable, convenient, efficient and sustainable multi-modal transportation system to serve the County.
II. Provide an integrated transit system to connect regional centers, neighborhoods, attractions and employment and retail centers.

III. Ensure the transportation system and land use policies foster greater transit use through incentives or management of parking, supportive services, and other public/private initiatives.

IV. Utilize investments in the transit system to enhance and promote economic development in the County.

**Improving Transit Infrastructure**

As a service-based mode, transit is as dependent on the quality of the service as it is on the infrastructure placed to support utilization and ridership. Transit infrastructure can best be defined as the physical attributes of transit, such as vehicle type and design, stations and stops, rails and lanes, transit signal priority (TSP), and even branding. The other characteristics of transit, such as frequencies, routing, fleet sizes, financial planning, operations and maintenance, and anything else that would be a component of the TDP would fall under the auspices of transit operations.

In order to build a more robust core network structure atop the Silver Line “spine”, this plan includes identification of transit corridors. These corridors have been identified through a combination of considerations of existing routes, existing and planned population densities, street functions, and planned service changes in the TDP. Above all, this plan emphasizes utilization of Silver Line stations and attempts to link both regional and community activity centers in a way that supports mutual interaction between residents and workers in those areas. Transit Corridors may include but are not limited to segments of the following roadways:

- Ashburn Village Boulevard
- Atlantic Boulevard
- Belmont Ridge Road
- Croson Lane
- Davis Drive
- Dulles Greenway
- Gloucester Parkway
- Harry Byrd Highway (Route 7)
- Innovation Avenue
- Loudoun County Parkway
- Mooreview Parkway
- Nokes Boulevard
- Northstar Boulevard
- Old Ox Road
- Pacific Boulevard
- Potomac View Road
- Riverside Parkway
- Russell Branch Parkway
- Ryan Road
- Shellhorn Road
- Sterling Boulevard
- Sully Road (Route 28)
- Tall Cedars Parkway
- Waxpool Road

This network of transit corridors serves as a starting point for countywide improvements. It creates a transit infrastructure supportive of greater densities and growth at activity centers, establishes highly visible and managed transit corridors capable of linking multiple activity centers through the use of multiple routes, shifts transportation mode shares in the denser and more congested eastern portion of the county, introduces logical feeder service to Metrorail and commuter bus service in currently unserved areas, provides opportunities to reassess present and future
importance of activity centers as development occurs, and allows consideration of the role of the Dulles Greenway and nearby park-and-ride facilities in providing express services for riders from central and western portions of the County. Conversely, as a framework, this network is limited. It does not add significantly enhanced coverage to currently underserved areas, requires additional consideration of transit-only lanes, transit-priority lanes, and more robust facility investments as part of corridor improvements, and needs further study of the best locations for investments in additional base or premium services while maintaining reasonable service levels along existing routes.

Key Components of Transit Infrastructure Planning

There are several components to planning a robust network of transit infrastructure. The list below provides options related to some of the ways that a complete network can be achieved. Each corridor and location is different and may require different design standards.

- Branding: Unified color and font schemes on vehicles, at station stops, schedules and brochures, websites, and signage.
- Vehicle Type and Design: Clean and functional service vehicles with appropriate capacity, accessibility, and design to be visible and convenient for all riders.
- Stations and Stops: Comfortable places to board and alight vehicles, including amenities that may include shelters, seating, lighting, trash, heating, restrooms, retail, and service information. These should be designed commensurate with anticipated usage and surrounding development patterns. Where intended to remove drivers from the roadway network, these should be designed with parking that is coordinated to ensure safe bicycle and pedestrian access as well as economic development opportunities. As possible, these should be located at or near the actual stop location of the transit vehicle. These facilities can provide opportunities for marketing and other business partnerships.
- Rails and Lanes: Dedicated space for operation of transit vehicles to improve travel times and dependability. May encompass an entire transit line or may be provided for a portion of service area.
- Transit Signal Priority: Sensor-activated traffic signals that provide extended green time to facilitate movement of buses or allow buses to “jump” a signal via special signals that allow buses to utilize a right-turn lane to advance through an intersection ahead of other traffic.
- Land Use Planning: Quality features will achieve the greatest results when paired with transit-friendly land use planning and development, including connectivity to other modes, activity centers, and population densities that can support robust services along a corridor.

Park and Ride Lots

Park and ride lots are a critical component of the County’s transportation system. They provide space for commuters to park their cars and commute via carpool, vanpool, or transit. Park and ride lots help reduce traffic congestion and pollution, assisting the region in meeting Clean Air Act requirements. Park and ride lots also provide an effective means for residents to manage travel costs by sharing the ride with others. In certain locations, successful park-and-ride lots can transition to become successful transit-oriented development sites, reserving and making use of land that can later be used for more intensive development. This long-range strategy may be
appropriate in the Urban Policy Areas and in the Transit Corridors. As demand for Park and ride spaces continue to grow, the County will need to identify strategies to make efficient use of available land and transit operations opportunities.

**Countywide Transit Infrastructure Policies**

2-3.1 **Transit Toolkit** Transit infrastructure shall be designed to meet minimum standards as outlined in this chapter’s Transit Toolkit.

2-3.2 **Planning** Studies of transit infrastructure improvements will evaluate and identify system priorities that will provide the greatest benefit to all users, enhancing transit infrastructure in response to population growth and congestion.

2-3.3 **Amenities** Transit amenities will be provided consistent with standards described in the transit toolkit with consideration of forecasted demand for transit service based upon development patterns and service frequencies.

2-3.4 **Information Signage** Boarding locations for all transit and shuttle services will be designated and signed with schedules, service and fare information posted at boarding locations.

2-3.5 **Barriers** At all planned and existing transit facilities, projects shall identify and rectify barriers to transit station or stop access for cyclists and pedestrians, including built and natural features, lacking sidewalk and trails, and lacking transit shelters and pads.

2-3.6 **ADA Accessibility** Transit stations and stops and adjoining public and publically-accessible spaces will be made accessible to persons with disabilities in accordance with the Americans with Disabilities Act (ADA) and other applicable requirements.

2-3.7 **Land Use** The County will support opportunities and investments in transit infrastructure by planning and implementing land uses that will facilitate increased levels of transit ridership in the Urban and Suburban Policy Areas.

2-3.8 **Transit-Oriented Development** The County will direct new development to the Urban Policy Areas and Transit Corridors to improve the viability and cost-effectiveness of the future transit services and reduce traffic congestion in these areas.

2-3.9 **Transit Access** The County will require design features to improve transit accessibility and efficiency, such as grid street patterns and streetscapes that accommodate pedestrians and bus stops. County review of applications along Transit Corridors will consider station or stop access, transit vehicle stop location, pedestrian and bicycle circulation, and other features related to transit-oriented design.

2-3.10 **Interim Densities** The County may permit interim development along transit corridors at densities lower than those needed to support viable services so long as the proposed development patterns do not inhibit the ability of the site to reach its planned development potential as part of future development program.

2-3.11 **Mode Split** Development applications along Transit Corridors are anticipated to achieve a minimum 10% mode split via transit through incorporation of TDM policies.
2-3.12 **Park and Ride Locations** Park and ride lot locations will be strategically identified and will be located along or proximate to arterial roads and connected by sidewalks or asphalt trails to public bicycle and pedestrian networks.

2-3.13 **Existing Park and Ride Lots** As feasible, the County will evaluate opportunities to expand existing park-and-ride lots prior to acquiring land and constructing new lots in the same general vicinity. This will allow improved service frequencies and increased opportunities for local transit service connectivity.

2-3.14 **Park and Ride Lots by Policy Area** Park and ride lots, which do not include Metrorail parking garages, shall not be constructed or expanded in the Urban Policy Areas. Existing park and ride lots in the Urban Policy Areas shall be evaluated for relocation into the Suburban Policy Area as development within these areas provides opportunities for more robust uses of available land.

2-3.15 **Park and Ride Shared Lots** Park and ride lots may be co-located with other complimentary uses, so long as it can be demonstrated that the park-and-ride lot and the adjoining use will not impact the safe and efficient operations of the other use.

2-3.16 **Park and Ride Access** Park and ride lots will be designated to provide convenient and safe access, meeting ADA requirements, between the bus stopping location and the parking areas.

2-3.17 **Park and Ride Calculations** Park and ride lot facility needs will be calculated on the basis of one commuter park and ride space for every 30 households approved for development in the Suburban, Transition, and Rural Policy Areas.

2-3.18 **Park and Ride Amenities** At minimum, park-and-ride lots will include adequate lighting and waste receptacles. Lots will also include amenities such as seating, bicycle parking, indoor waiting areas, retail amenities, restrooms, recreational trails, and informational kiosks. Installation of electric vehicle charging stations is encouraged where possible.

2-3.19 **Private Bus Shelters** Bus shelters erected on private property will be provided within a public access easement and will be maintained by the property owner for service of public transit vehicles and private shuttles, with the following guidelines: trash is to be removed at minimum twice a week, all graffiti to be removed immediately from shelter, landscaping is to be maintained regularly, lighting will be in working order, and the shelter structure will be repaired and replaced as needed.

2-3.20 **Funding** The County will pursue funding opportunities to improve and enhance transit infrastructure through development applications, special tax districts, public-private partnerships, bond referendums, and other identified funding sources.

2-3.21 **Public Outreach** Throughout the planning and development of transit infrastructure, the County will seek the input of the Transit Advisory Board and general public concerning locations, funding, and implementation of improvements.

2-3.22 **Plan Coordination** Transit Infrastructure Plan implementation will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

**Characteristics of Planned Roadways**
Planned roadway corridors in this plan consider the needs of all system users, including drivers, cyclists, pedestrians, and transit riders. In order to accommodate this spectrum of travelers, road
corridors shown on the maps provided in this chapter are further defined by typical sections provided below. It is understood that road improvement projects each feature unique challenges related to environmental preservation, public input, and the surrounding built environment. Therefore, modifications to the assigned section for each roadway segment in this plan may be necessary for implementation. However, all reasonable efforts should be made to accommodate safe and efficient multimodal mobility and operation through each stage of the planning, design, and construction processes.

There are several characteristics that help inform and describe the section and purpose of a given road segment. The most prominent characteristic is modal accommodation, which are the physical attributes, such as travel lanes, bike lanes, asphalt trails, sidewalks, and transit shelters that together comprise the roadway. Other important physical characteristics include the widths of these facilities, the presence of intersection improvements such as turn lanes and traffic controls, and accommodations for bicycle and pedestrian crossings. Other attributes that impact the design and character of a roadway include functional classification, which identifies the intent and purpose of a segment and attempts to inform design accordingly, and design speed, which impacts how the road is intended to operate. In order to standardize these factors, this plan provides a set of typical street sections that apply to each corridor identified to provide greater guidance to transportation improvement projects.

Functional Classification

A planned roadway network includes consideration of hierarchy to ensure that each corridor and segment is designed to appropriately address the needs of the traveling public. These functional classifications determine or relate several characteristics of a roadway, including anticipated design speeds, requirements for turn lanes, the prominence and significance of the road within the network, and the types and designs of bicycle and pedestrian facilities that are appropriate for the corridor. The following functional classifications relate roadway classifications that exist within Loudoun County. (The highest functional classification level – Principal Arterial – Interstate (Level 1) does not exist within Loudoun County).

Principal Arterial – Freeway (Level 2)

This classification relates planned limited access freeways and parkways where at-grade and local access is not anticipated. These corridors provide the highest level of mobility and promote long-distance travel in to, across, and out of the County. Examples include Route 28, the Dulles Greenway, and significant portions of Route 7 and US Route 50. Principal Arterial – Freeways are intended to feature the following standards:

- 60 MPH Design Speed
- All at-grade access terminated, with access provided via interchanges at identified locations
- Local access will be provided via other public roads along the corridor, which will be provided prior to any closure of access.
- Under interim conditions, will be designed with 60 MPH design speed and other standards based on the Principal Arterial – Expressway (Level 3) classification.
**Principal Arterial – Non-Freeway (Level 3)**
This classification relates to planned at-grade arterials (non-freeway) where at-grade access is highly controlled, preferred only at major intersections. Such facilities are intended to serve large amounts of traffic traveling relatively long distances at higher speeds. Direct property access requires careful management to preserve traffic mobility and avoid creating unsafe and congested traffic operations. Examples include Loudoun County Parkway, Route 7 in Sterling, and Route 15 north of Leesburg. Principal Arterial – Non-Freeways are intended to feature the following standards:

- 50 MPH design speed
- Highly-Controlled at-grade access, with local access provided via other roads or, where alternative access is not available, via consolidated multi-parcel access points.
- Left- and right-turn lanes at all intersections

**Minor Arterial (Level 4)**
This classification relates to planned at-grade arterial roadways where design is focused on intra-county mobility and connections to Principal Arterial corridors. Examples include Algonkian Parkway, Belmont Ridge Road, Northstar Boulevard, and Route 9. Minor Arterials are intended to feature the following standards:

- 50 MPH design speed
- Moderately controlled at-grade access, with local access provided via consolidated multi-parcel access points.
- Left- and right-turn lanes at all intersections

**Major Collector (Level 5)**
This classification relates to planned at-grade collector roadways that serve to provide connections between communities and arterial corridors. These seek to balance access and mobility by providing equitable measures for all travel modes, while also providing separated areas between each type of roadway user. Major Collectors are intended to feature the following standards:

- 40 MPH design speed.
- Somewhat controlled at-grade access, with local access provided via a single access point and consolidation of access highly preferred.
- Left-turn lanes at all intersections. Right turn lanes at major intersections and where warranted.

**Minor Collector (Level 6)**
This classification relates to planned at-grade collector roadways that serve to provide connections within communities. These corridors are designed to promote multimodal access by emphasizing the needs of bicyclists and pedestrians with consideration of the needs of motor vehicles, including transit vehicles. Minor Collectors are intended to feature the following standards:

- 35 MPH design speed
• Access must meet VDOT requirements for collector roadways.
• Left-turn lanes at major intersections and where warranted. Right-turn lanes where warranted.

**Neighborhood Collector (Level 7)**
This classification relates to planned at-grade collector roads that serve to provide access within a neighborhood. These roads are generally built with a development and serve as major gateways within and through neighborhoods and often feature limited numbers of direct driveway access points. Therefore, these streets serve greater amounts of traffic than a typical neighborhood street and require special consideration to ensure safety and multimodal access. Neighborhood Collectors are intended to feature the following standards:
• 25 MPH design speed
• Local access permitted.
• Left-turn lanes at major intersections when warranted.
• Traffic calming measures anticipated.

**Local Secondary Road (Level 8)**
The remainder of streets in the County are functionally classified at Local Secondary Roads. These facilities are meant to provide local access within subdivisions and other developments. Local Secondary Roads are intended to feature the following standards:
• 25 MPH design speed
• Local access permitted
• Bicycles share the road
• Five-foot wide pedestrian facilities along both sides of the road

**Arterial and Collector Roadway Identification and Cross-Sections**
The sections below relate motor vehicle, bicycle, and pedestrian accommodations for planned roadways including:
• Cross-sectional elements (i.e. shoulder and ditch or curb and gutter)
• Functional classification
• Number of travel lanes
• Turn lane requirements
• Provision of on-street parking
• Asphalt trail width
• Concrete sidewalk width
• Pedestrian refuge requirements

The purpose of these typical roadway cross-sections is to provide County staff, the development community and the general public with a guide for the planning, design, and coordination of improvements to the major roadways within Loudoun County. The County understands that in
order for the actual roadway improvement or construction to be accepted into the state system, VDOT must approve the roadway design; therefore, VDOT standards must be utilized in conjunction with these guidelines. If any differences occur between this document and the adopted transportation maps, the maps govern.

The ultimate condition for each roadway or roadway segment stated in this document is foreseen by the County as the ultimate condition. Also, the ultimate condition may include roadway link improvements, such as increasing the number of lanes, and intersection improvements, such as turn lanes and/or interchanges. These improvements may or may not occur at the same time. For new road construction on new alignments, construction of the four outside lanes in the interim condition will be required in the design of ultimate six, eight and ten-lane median divided roads. The planning guidelines are not intended to propose roadway improvements within the incorporated towns beyond those identified in the town plans.

Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix XX (to be included in the next draft version) for planning guidelines for specific roadway segments. Each roadway segment will have information regarding its location, end points, policy area, functional classification, number of travel lanes, right-of-way, bicycle and pedestrian facilities, and typical cross-section.

Appendix XX will be updated as necessary and may be modified by resolution of the Board of Supervisors through land development applications or as otherwise deemed appropriate by the Board.
### ROAD TYPE DESCRIPTIONS

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>R2</td>
<td>Rural two-lane undivided section with shoulder and ditch</td>
</tr>
<tr>
<td>U2 (SS)</td>
<td>Urban two-lane undivided section with curb and gutter and a sidewalk on each side of the road</td>
</tr>
<tr>
<td>R2 (T)</td>
<td>Rural two-lane undivided section with shoulder and ditch and a trail on one side of the road</td>
</tr>
<tr>
<td>U2P (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, on-street parking, and a sidewalk on each side of the road</td>
</tr>
<tr>
<td>U2b (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, striped bicycle lanes, and a sidewalk on each side of the road</td>
</tr>
<tr>
<td>U2bP (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, striped bicycle lanes, on-street parking, and a sidewalk on each side of the road</td>
</tr>
<tr>
<td>U2B (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, buffered bicycle lanes, and a sidewalk on each side of the road</td>
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<tr>
<td>U2CP (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, center turn lane, on-street parking, and a sidewalk on each side of the road</td>
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<tr>
<td>U2Cb (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, center turn lane, striped bicycle lanes, and a sidewalk on each side of the road</td>
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<tr>
<td>U2CbP (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, center turn lane, striped bicycle lanes, on-street parking, and a sidewalk on each side of the road</td>
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<td>U2CB (SS)</td>
<td>Urban two-lane undivided section with curb and gutter, center turn lane, buffered bicycle lanes, and a sidewalk on each side of the road</td>
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<tr>
<td>U4M</td>
<td>Urban four-lane median divided section with curb and gutter and a trail on each side of the road</td>
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<tr>
<td>U4M (TT)</td>
<td>Urban four-lane median divided section with curb and gutter and a trail on one side of the road</td>
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<tr>
<td>R4M (T)</td>
<td>Rural four-lane median divided section with shoulder and ditch and a trail on one side of the road</td>
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<tr>
<td>R4M (TT)</td>
<td>Rural four-lane median divided section with shoulder and ditch and a trail on each side of the road</td>
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<tr>
<td>R6M</td>
<td>Rural six-lane median divided section with shoulder and ditch</td>
</tr>
<tr>
<td>R6F</td>
<td>Urban six-lane freeway</td>
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<tr>
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<tr>
<td>U6M (TT)</td>
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<td>U6M (TT)</td>
<td>Rural six-lane median divided section with shoulder and ditch and a trail on each side of the road</td>
</tr>
<tr>
<td>R8M</td>
<td>Rural eight-lane median divided section with shoulder and ditch</td>
</tr>
<tr>
<td>U8M</td>
<td>Urban eight-lane median divided section with curb and gutter</td>
</tr>
<tr>
<td>U8F</td>
<td>Urban eight-lane freeway</td>
</tr>
<tr>
<td>U8M (TT)</td>
<td>Urban eight-lane median divided section with curb and gutter and a trail on each side of the road</td>
</tr>
<tr>
<td>U10M</td>
<td>Urban ten-lane median divided section with curb and gutter</td>
</tr>
<tr>
<td>U10F</td>
<td>Urban ten-lane freeway</td>
</tr>
</tbody>
</table>
Rural two-lane undivided section with shoulder and ditch

Urban two-lane undivided section with curb and gutter and a sidewalk on each side of the road

Rural two-lane undivided section with shoulder and ditch and a trail on one side of the road

Urban two-lane undivided section with curb and gutter, on-street parking, and a sidewalk on each side of the road
U2b (SS)
Urban two-lane undivided section with curb and gutter, striped bicycle lanes, and a sidewalk on each side of the road

U2bP (SS)
Urban two-lane undivided section with curb and gutter, striped bicycle lanes, on-street parking, and a sidewalk on each side of the road

U2B (SS)
Urban two-lane undivided section with curb and gutter, buffered bicycle lanes, and a sidewalk on each side of the road

U2C (SS)
Urban two-lane undivided section with curb and gutter, center turn lane, and a sidewalk on each side of the road
U2CP (SS)

Urban two-lane undivided section with curb and gutter, center turn lane, on-street parking, and a sidewalk on each side of the road.

U2Cb (SS)

Urban two-lane undivided section with curb and gutter, center turn lane, striped bicycle lanes, and a sidewalk on each side of the road.

U2CbP (SS)

Urban two-lane undivided section with curb and gutter, center turn lane, striped bicycle lanes, on-street parking, and a sidewalk on each side of the road.

U2CB (SS)

Urban two-lane undivided section with curb and gutter, center turn lane, buffered bicycle lanes, and a sidewalk on each side of the road.
**R4M**

Rural four-lane median divided section with shoulder and ditch

**U4M (TT)**

Urban four-lane median divided section with curb and gutter and a trail on each side of the road

**R4M (T)**

Rural four-lane median divided section with shoulder and ditch and a trail on one side of the road

**R4M (TT)**

Rural four-lane median divided section with shoulder and ditch and a trail on each side of the road
U4MB (SS)

Urban four-lane median divided section with curb and gutter, buffered bicycle lanes, and a sidewalk on each side of the road.

U4M (ST)

Urban four-lane median divided section with curb and gutter and a sidewalk on one side of the road and a trail on the other side of the road.
R6M
Rural six-lane median divided section with shoulder and ditch

R6F
Rural six-lane freeway

U6F
Urban six-lane freeway

U6M (TT)
Urban six-lane median divided section with curb and gutter and a trail on each side of the road
R6M (TT)
Rural six-lane median divided section with shoulder and ditch and a trail on each side of the road

R8M
Rural eight-lane median divided section with shoulder and ditch

U8M
Urban eight-lane median divided section with curb and gutter

U8F
Urban eight-lane freeway
**U8M (TT)**

Urban eight-lane median divided section with curb and gutter and a trail on each side of the road

**U10M**

Urban ten-lane median divided section with curb and gutter

**U10F**

Urban ten-lane freeway
Roadway Design Toolkit for Suburban, Transition, Rural and Joint Land Management Areas

As outlined, design of streets with appropriate accommodations for motor vehicles, cyclists, and pedestrians can highly impact the reality of multimodal use and preference along any corridor. In order to achieve the vision of this plan, implementation of design elements that support the vision is essential. This toolkit provides guidance and standards for design of roadway elements, in conjunction with streetscape-related policies in the General Plan. For roadway design specifications in the Urban Policy Areas, refer to the Urban Policy Areas section of this plan.

Roadway Guidelines

Vehicular travel lanes are the core elements of roadway design. Most users will at some point use travel lanes, whether in a private vehicle, transportation service vehicle, or transit vehicle to reach a destination. Therefore, several features need to be considered when designing roads. All roads will need to meet the design standards of VDOT or the County, depending on whether the road will be maintained publically or privately. The following is an overview of guidelines for road design.

- Typically, travel lanes should be 12 feet in width. In activity centers and along planned lower speed roadways, narrower lanes should be considered to encourage reduced vehicular travel speeds and shorter crossing distances for pedestrians.
- Striping should be provided along both sides of travel lanes, and is highly desired when separating through traffic from turning traffic, on-street parking spaces, or on-street bicycle lanes.
- Local streets should be designed to slow vehicles through contextually-appropriate elements such as narrow widths, tight corner radii, roundabouts, chicanes and islands, traffic controls, intersection tables, raised crosswalks, striping, and heavy landscaping.
- A striped buffer area or other barrier meeting VDOT standards between the vehicle lane and bicycle lane is preferred to strengthen the indication of a bicycle lane for drivers and cyclists, and prevent misuse of the bicycle lane for parking or turning vehicles.
- During public road repaving and restriping projects, provision of on-street bicycle lanes should be evaluated based on this plan and in coordination with VDOT as part of the effort to create a complete and comprehensive bicycling network. Additional opportunities to maximize multimodal utility along existing roadways should be considered, including striping of on-street parking spaces, center turning lanes, right-sizing travel lanes, and traffic calming.
- Along rural area secondary roads, consideration will be given to opportunities to construct bicycle lanes by widening shoulders and adding signage or markings to accommodate bicycles.

Off-Road Bicycle and Pedestrian Facility Guidelines

Due to their physical placement to the side of the travel ways and their relative narrow width compared to the road, off-road facilities for cyclists and pedestrians need to be designed.
appropriately to accommodate safe and comfortable travel. This includes sufficient sizing, prominence, sightlines, and construction materials to make these facilities dependable and desirable to travelers. The following is an overview of guidelines for off-road facilities.

- In the Urban Policy Areas, Suburban Policy Area, and JLMA’s, sidewalks are to be constructed of an impervious surface such as concrete or asphalt that will permit safe and dependable use in varying weather conditions. In the Transition Policy Area and Rural Policy Area, sidewalks are preferred to be constructed using asphalt in lieu of concrete due to the more natural aesthetic of asphalt. Where an asphalt trail is provided in place of a sidewalk, width standards for a pedestrian sidewalk may be applied.
- The following minimum standards will be applied to off-road bicycle and pedestrian facilities, with wider facilities preferred:
  - Regional Trails – 16 feet
  - Asphalt Bicycle and Pedestrian Trails along Planned Roadways – 10 feet
  - Sidewalks along Planned Roadways – 6 feet
  - Sidewalks along Local Streets – 5 feet
- Sidewalks and trails located along public roads will need to be entirely located either within the public right-of-way or within a public access easement.
- Connections between bicycle and pedestrian facilities and surrounding neighborhoods should be considered and supported through public and private planning processes, particularly along regional trail corridors including the W&OD Trail.
- Bicycle and pedestrian facilities will be designed with consideration for safe travel along and across high speed multilane roadways with consideration of the diversity of user groups who are anticipated to use these facilities.
- Bicycle and Pedestrian facilities should feature designs consistent with the natural topography of the area, especially in the transition and rural areas, minimizing impacts to existing natural and manmade features while providing for safe and efficient travel.
- Asphalt trails along roadways should be designed to follow the roadway in a direct and efficient manner, meeting AASHTO and VDOT guidelines for vertical and horizontal shifts to ensure useful and accessible bicycling routes.

**Intersection Design Guidelines**

The integration and connection of transportation facilities provides opportunities for access and mobility as well as the need for route decisions and concerns for traveler safety. To this end, intersections, whether between two roads or a road and an off-road bicycle and pedestrian facility, need to consider multimodal safety and positive design to provide comprehensive opportunities for travel. The following is an overview of guidelines for intersections.

- Opportunities for installation of roundabouts should be considered when developing public and private projects as a safer, cost-effective alternative to a traditional signalized or stop-controlled intersection designs.
- Right-In / Right-Out intersections, and other modified intersections, will be designed in order to physically prevent non-permitted turning movements.
• Pedestrian refuge islands will be provided at crossings of median divided roadways with four or more through travel lanes to shorten individual crossing distances and improve pedestrian safety.
• Grade-separated bicycle and pedestrian crossings should be considered for major roads and rivers where anticipated demand or distance to alternative crossing locations may necessitate such an improvement.
• Crosswalks should be evaluated and provided across all four legs of signalized intersections, at stop controlled intersections, at roundabouts, and where needed to facilitate safe and efficient bicycle and pedestrian mobility, as well as between opposing curb ramps along two lane roads.
• Along primary roads and within villages in the rural area, crosswalks should be provided at pedestrian crossing locations.
• Curb ramps will need to be provided at all intersections where crosswalks are planned or anticipated.

Amenities and Natural Features

Aside from the core transportation facilities, other elements can have significant impact on travel and route preference. Natural features, such as trees, waterways, mountains, and landscaping can improve both the roadside experience and the surrounding vistas. Manmade improvements, such as buildings, public art, or erected barriers can also impact the quality of the journey. To create the best possible travel experience, useful amenities, wayfinding signage, aesthetic improvements, and safety features can be incorporated into the corridor. Additionally, natural features, such as plantings and natural barriers, can be installed to improve the design. The following is an overview of guidelines for amenities and natural features.

• Plantings are encouraged along roadways and within roadway medians where feasible.
• Plantings should make use of native plants and shrubs where possible to reduce maintenance and increase sustainability.
• Consideration will be given to accommodations for public art, place-making elements, and other aesthetic improvements along roadway corridors.
• Pedestrian plazas, pocket parks, and seating areas should be considered to provide opportunities for pedestrians to congregate and enjoy outdoor areas.
• Provision of bicycle parking for multifamily residential, commercial, and institutional uses, as well as at transit centers, park and ride lots, and other public facilities will help encourage bicycle trips. These should be located in the vicinity of primary building entrances to provide safety and convenience for cyclists.
• Where noise mitigation or other barriers to access - whether natural or artificial – are proposed between a major thoroughfare and an adjacent use, it is preferable to locate the shared-use paths and sidewalks on the side of the barrier with access to proposed uses. This will provide for better access to adjacent uses.
• Bike route signage should be considered along regional trails and along major cycling corridors following study to ensure the corridors are generally safe for bicycle travel.
• Bicycle and pedestrian wayfinding signage will be designed in a context-sensitive manner, matching the existing and planned surrounding aesthetic.
• Wayfinding signage should be provided to direct travelers to destinations such as public parks and other tourism areas
• Lighting for roads, sidewalks, and trails encourages use and promotes safety.

Transit Infrastructure Design Toolkit
In order to provide a safe, affordable, convenient, efficient and sustainable multi-modal transportation system to serve the County as outlined in the goals, distinct guidance for transit infrastructure amenities is essential. The following transit toolkit provides guidelines to create a systematic approach for the County and developers to build out a consistent and unified transit system and serves as the County’s policy foundation for the development of transit infrastructure.

Stop Placement Guidelines
Bus stops are a critical component of the transit system. On a single round trip a bus rider will typically use at least four different bus stops for boarding and alighting, and any one of those stops may create a significant barrier if not designed well. Being able to get to a bus stop easily and wait for the bus in a comfortable environment are important elements of every transit customer’s experience. These bus stop design guidelines are intended for bus stops used by full-size transit buses on fixed-route service.

Location Choice
Existing conditions such as roadway type and width, transit service characteristics, and land use affect the way that bus stops should be spaced and designed to ensure comfort, short travel times, and overall network efficiency. Additional considerations that impact the safety, convenience, and accessibility of a stop, such as placement relative to street intersections must also be considered. The following is an overview of several factors that influence the placement of bus stops.

• Bus stops should be placed near activity centers, such as shopping areas, civic buildings, schools, medical centers, or residential communities to attract ridership by enhancing the convenience of transit service. In areas where there are several activity centers in close proximity, such as an area with several popular shopping destinations, bus stop placement should consider additional factors, such as spacing and logical routing.
• For major activity generators, such as special event centers, stops should be located as close as possible to the entrance of the destination.
• Roadway speed, width, and vertical alignments should be considered when siting and designing a bus stop and stops. A bus stop’s adjoining roadway can impact both design and operation of bus service and stops. For example, wider streets may allow for curb extensions at bus stops, which would create more space for amenities and reduce the pedestrian crossing distance. However, wider streets also typically have higher travel speeds, which increase the sight distance needed for pedestrians to feel comfortable crossing the roadway as well as distance needed for drivers to see passengers at the stop as they approach.
• Conditions of the sidewalk and connections with the surrounding area are important and affect the prioritization of bus stop improvements. At minimum, a stop should be accessed
by a sidewalk in safe and ADA-accessible condition between the bus stop and the closest intersection.

- As almost all riders will need to make round trips using a pair of bus stops on opposite sides of a street, safe, nearby crosswalks with curb cuts for wheelchairs, are required. When a stop is intended to serve a singular destination, a logical path between that destination and the bus stop shall be provided as well.

- Bus stops will be designed with lighting, either as part of the stop or via nearby street lights. Passenger security (real and perceived) can positively or negatively affect customer perceptions of the bus stop. Therefore, landscaping, walls, and solid structures should be designed to CPTED (Crime Prevention Through Environmental Design) standards so as not to provide hiding spaces or restrict sight lines for passengers.

**Bus Stop Zones**

Determining the proper location of bus stops involves choosing between near-side, far-side and mid-block stops. The location of the stop relative to the intersection is an important consideration. If all other factors were similar, far-side stops would be preferable, since they encourage people to cross behind the bus and not in front. However, there are almost always complicating factors.

_The size of the bus stop zone—where other vehicle parking is not allowed—varies based on the type of vehicle used. If the County adds articulated buses to its future fleet, 20 feet should be added to the length of all bus stop zones described in stop siting alternative. Additionally, the length of the bus stop zone should be increased by 50 feet per additional bus at locations where multiple buses may stop to board/alight passengers simultaneously._

**NEAR-SIDE STOP**

Near-side bus stops are located at the approach to an intersection, allowing passengers to load and unload while the vehicle is stopped at a red light or stop sign. Bus stops located at the near side of the intersection should be placed at least 5’ behind the crosswalk to prevent the bus from straddling the crosswalk while it is stopped to serve the stop.

Near-side stops have several advantages, depending on various intersection factors. They minimize interference with heavier traffic on the far side of the intersection, provide more
convenient access to crosswalks (if existing), allows riders to board and alight simultaneously with the red light, avoids being forced to stop for a red light and then again at the bus stop, and provides space for the bus to “jump” traffic when the traffic signal turns green.

However, there are several potential drawbacks to a near-side stop as well, including increased vehicle and control device sightline problems for crossing pedestrians, sightline problems for drivers approaching the intersection, conflicts with passing and right-turning vehicles, blockage of through travel lanes, and disruption of traffic flows. A bus may also find itself stuck on a red light after dropping passengers at the stop during the traffic signal’s green phase.

Near-side stops are recommended in locations where:

- Vehicular traffic is heavier on the far side of an intersection
- Pedestrian facilities are more readily available on the near-side of the intersection
- The bus will be turning right at the intersection, where curb extensions protect the bus from turning traffic
- Stacking of buses at far-side stops may lead to gridlock within the intersection

### FAR-SIDE STOP

Far-side bus stops are located after an intersection, allowing the bus to travel through the intersection before stopping to load and unload passengers. For a standard 40’ transit bus, the bus stop should be located at least 50’ after the intersection to ensure that the rear of the bus does not extend into the intersection and/or straddle the pedestrian crosswalk.

![FAR-SIDE STOP Diagram]

Advantages to far-side stops include minimized potential conflicts with turning vehicles, the ability of buses to take full advantage of the gaps in traffic flow created at signalized intersections behind the stop, additional right-turn capacity by making curb lane available for traffic, longer deceleration distances for buses, smaller area needed for curbside bus zone (when considering space needed to pull in to the stop area), and opportunities for pedestrians to cross behind the bus.
The disadvantages to far-side stops include the potential for traffic to queue into the intersection when a bus is stopped in travel lane, obscured sight distance at the far-side crosswalk and for side streets, pedestrian conflicts as the bus approaches the stop while seeking to move past the intersection, and may result in the bus being required to stop at both the red light and the far side stop.

Far-side stops are recommended in locations where:

- Vehicular traffic is heavier on the near-side of an intersection
- At heavy right turns on major approach (or where the near side approach includes a right-turn lane), or heavy left and through movements from side street
- Existing pedestrian facilities are greater and movements safer than on the near side
- At complex intersections with multiphase signals or dual turn lanes, this removes buses from the area of complicated traffic movements
- Intersections that have transit signal priority or queue jump lanes

**MID-BLOCK STOP**

Midblock bus stops are located between intersections. Mid-block stops should generally only be used under special circumstances, such as where major trip generators/attractors justify high-volume access and that generator/attractor cannot be served at the nearest intersection, or when the distance between adjacent intersections exceeds stop spacing recommendations and a midblock crossing is available for use.

Midblock stops, while generally not preferred, provide some advantages, including the likelihood of less pedestrian congestion near customer waiting areas, improved sightlines for pedestrians and vehicles, and limited conflicts with traffic flows. However, the drawbacks of mid-block stops include the need for more significant on-street space for the bus to pull in and out of the stop zone, increased potential for unsafe midblock crossings, and increased walking distance to nearby intersections and associated destinations.
Therefore, midblock crossing should only be considered under limited circumstances where:

- Traffic or street/sidewalk conditions at the intersection are not conducive to a near or far-side stop
- Customer traffic generators are located mid-block and/or adjacent intersections are too far apart
- A queue jump lane conflicts with a potential near side or a far-side stop

**Bus Stop Spacing**

Stop spacing refers to the distance between bus stops along a route. Stop spacing affects overall travel time and, therefore, demand for transit. In general, the tradeoff is between close stops, which result in short walking distances but more frequent stops and longer bus trips, and stops farther apart, which result in longer walking distances but less frequent stops, higher speeds, more reliable bus service, and a shorter bus trip.

- Generally, a distance of about 1,000 feet between bus stops is recommended while up to 1,300 feet may be more appropriate for low density areas. This distance is a reasonable balance of the conflicting goals. However, finding suitable sites for bus stops may necessitate altering the spacing significantly. In addition, there may be reasons for bus stops to be closer together, such as major transfer points and/or activity centers. And there may be places where bus stops should be further apart, particularly if there would not be any boarding or alighting anticipated based upon adjacent land uses. In high density areas, such as the Urban Policy Areas, stops along a route should occur generally no less than once every 3,000 feet.

- Whenever possible, bus stop locations should be paired, so that people are able to board and alight on opposite sides of the same roadway in the same vicinity when making a round trip. This allows the transit service to be more intuitive, and maximizes convenience for the greatest number of users.

In many cases, there are certain existing or planned locations for bus stops which stand out as particularly important. This can be due to existing use, activity centers, transfer opportunities, or other conditions. Once these critical locations are determined, the remaining stops can be planned for optimal spacing.

- At locations where transfer activity between routes is heavy, bus stops for the intersecting routes should be located as close to each other as possible in order to shorten travel for passengers traveling between routes. Additionally, stops with high transfer activity should have a high level of passenger amenities since transferring passengers have less control over the amount of time they wait at the bus stop for a transfer.

**Loading Area Type**

On-street bus stops each include a stop zone which may be located in a travel lane, a parking lane, or along the shoulder depending on the characteristics of the roadway. Although on-street bus stops are the most common and the easiest to establish, each location has site constraints that should be considered when evaluating a location for an on-street stop.
• Posted speed limits should not exceed 40 miles per hour.
• Parked cars must not block bus access to acceleration/deceleration areas or the curb, rendering the stop inaccessible to customers who use wheelchairs. Alternative configurations such as curb extensions, and bus bays may address some of these issues while accomplishing other service goals.

• **CURBSIDE STOPS**

   The most common stop location, these are designed for the bus to pull up along the existing curb edge to board and alight passengers. When installing amenities at these locations, such as seating or a shelter, it is preferable to locate the amenities between the sidewalk and street edge so that riders waiting for a bus are not required to cross the sidewalk to reach the curb. These stop locations placed at least 60 feet from the edge of the curb radius of the nearest intersection to ensure safe boarding and alighting for transit riders and safe turning movements for vehicular traffic.

• **CURB EXTENSIONS**

   A curb extension, also known as a bulb-out, is a widening of the sidewalk to extend the bus stop loading and waiting area into the parking lane, bring it directly adjacent to the travel lane. Curb extensions are most effective in denser environments with high pedestrian activity or areas where the sidewalk is too narrow to accommodate a bus stop. In these locations, curb extensions provide a larger bus stop footprint that can accommodate shelters, benches, and other transit customer improvements while reducing interference with pedestrian activity on the sidewalk. Curb extensions also reduce the need to displace parking spaces since a bus serving a stop on a curb extension will stop in the traffic lane instead of traveling into the parking lane as they do at curbside bus stops. Finally, curb extensions work well in conjunction with crosswalks by reducing the crossing distance for pedestrians.

   Curb extensions should be considered at sites with the following characteristics:
   - High pedestrian activity
   - Crowded and/or narrow sidewalks
   - A need to reduce pedestrian crossing distances
Bus already stops in travel lane
The need to minimize loss of street parking
There are multiple travel lanes, enabling vehicles to bypass a stopped bus
Since a bus serving a stop on a curb extension will now stop in the traffic lane instead of traveling into the parking lane, a shorter bus stop length (50-feet) is required.

Stops located along a curb extension should be designed to the following minimum dimensions:

- 50-foot bus stop length (70-foot bus stop length for stops served by articulated buses)
- 5-foot by 8-foot concrete landing pad
- 4-foot by 10-foot rear door clear zone

**BUS BAYS**

A bus bay is a stop with a pull-out for buses that is constructed as an inset into the curb. The bus bay allows buses to pull out of traffic for loading and unloading, allowing general traffic to pass the loading bus. Bus bays are most effective in areas where the impact of a bus blocking a travel lane creates significant traffic delays, where traffic speeds are more than 40 MPH, or where long dwell times are common. In these locations, bus bays allow buses to service the stop while minimizing traffic delays and conflicts with traffic. Bus bays also clearly define the bus stop and allow customer loading and unloading to be conducted in a more relaxed manner.

However, bus bays can also make it difficult for buses to reenter traffic, which can increase bus delays, decrease service reliability, and increase average bus travel time. Bus bays may also require right-of-way acquisition. Additionally, bus bays may reduce sidewalk width and impact pedestrian traffic if sufficient right-of-way is not available.
Bus bays should be considered where street traffic averages 40 mph or more and any of the following conditions exist:

- Average peak period dwell time exceeds 30 seconds per bus
- There is a high frequency of collisions involving buses and/or pedestrians
- Bus volumes exceed 10 or more buses per hour
- Where stops in the curb lane are prohibited
- Where sight distances prevent traffic from stopping safely behind a stopped bus
- At stops where there are frequent wheelchair passengers boarding
- Where buses are expected to layover at the end of a trip

Bus stops located along bus bays require slightly different footprints than typical curbside bus stops. Since a bus serving a stop in a bay will pull out of the general traffic lane into a curved pull-out lane, a shorter bus stop length (60’) is required, as the bus will use the curved pull-out lane for its approach.

Stops located in a bus bay should be designed to the following minimum dimensions:

- 60-foot bus stop length
- 5-foot by 8-foot concrete landing pad
- 4-foot by 10-foot rear door clear zone

**Bus Stop Elements and Amenities**

Well-designed bus stops enhance the rider experience, decrease perceptions of extended wait times for transit services, and can contribute to increased ridership. Conversely, poorly designed bus stops can decrease customer satisfaction, make transit less attractive to potential new customers, and potentially make waiting at stops unsafe and uncomfortable for riders. Investing in high quality bus stops is often a low-cost, high-reward strategy for improving transit operations.

Developing clear and practical guidelines for amenities at bus stops can provide the structure and process needed to improve overall transit system quality. No matter how many riders use a bus stop on a given day, each stop requires certain key design elements to be safe, accessible, reliable, and comfortable for passengers. By formalizing the amenity installation process, the County can set clear goals for stop quality and provide justification for how and when bus stop upgrades occur. Bus stop amenities are profiled below.

**BUS STOP SIGN**

Bus stops should all include consistently updated and attractive signage conveying essential information to increase customer satisfaction and understanding of the bus system.

- Basic information includes route numbers and names, stop ID number, the direction of the routes, a phone number and website for additional assistance, and often destination(s) and service hours. A stop ID number is often used to access real-time schedule information via
text message, internet, or an automated phone system. These details help to reduce confusion and increase rider comfort at stops.

- All bus stops should have a consistently maintained bus stop sign on the far side of the boarding area and be placed on a pole at a height that conforms to ADA standards while avoiding impacts to pedestrian movement on the sidewalk.

**SEATING**

Benches can be either freestanding or part of a shelter design and provide seating for passengers waiting for the bus or near sites that attract riders who may have difficulty walking and standing.

- Seating should be provided wherever possible and designed so as not to compromise safety or obstruct sidewalk access or access to customer information.

- Benches should be fabricated of durable materials resistant to vandalism and weather conditions.

**LIGHTING**

Adequate lighting at bus stop facilities allows bus drivers and approaching traffic to see waiting passengers at night. Lighting also provides added security for those waiting at the stop, in addition to illuminating route and schedule information for patrons.

- Lighting can be provided by a nearby streetlight, lighting installed within the shelter, or a stand-alone light pole. Transit stops should either be located within 30 feet of an overhead street light or include lighting within the shelter.

- Lights installed within the shelter should be designed with appropriate brightness to provide visibility, while not being so bright as to create a spotlight effect that makes it difficult for waiting passengers to see outside.
**SHELTER**

Shelters offer a prominent and safe protective waiting area for bus passengers, traditionally including informational signage about the bus service or surrounding land uses. Shelters protect transit riders from the elements and help to identify stop locations by defining a sense of place along a roadway or at a transit center.

Numerous suppliers provide off-the-shelf bus stop shelter designs. The County also has a standard design, which may be updated from time to time. This is a minimum standard and can be provided by DTCI upon request.

- Shelters should include at least two walls, a roof, seating, and a clear space for customers using a wheelchair.
- Bus shelters should provide a clear line of sight to approaching buses. Many shelter designs incorporate glass or plastic walls in order to provide multiple lines of sight.
- Bus shelters shall be a minimum of 16-feet in width in the Urban Policy Areas and a minimum of 12-feet in width elsewhere in the County. At existing or planned transfer points, at stop locations central to activity centers, and at locations where high ridership is anticipated, a minimum of 16-feet in width shall be required. All bus shelters will be designed to include lighting, which may be on a motion detector or timer, and shall be solar-powered as feasible.

**WASTE AND RECYCLING**

Bus stops, both those with and without shelters, can offer both trash and recycling receptacles to help keep the stop area free of debris, food scraps, or other refuse generated by waiting bus passengers on a daily basis.

- Receptacles should be durable, visible, and placed conveniently without blocking major pedestrian movements.
• Bus stops that have a problem with litter and those in proximity to fast food establishments should have trash receptacles.

• Receptacles should be of a standard type, closed at the top to prevent rain, snow, or other precipitation from entering, and easy for maintenance workers to access and empty.

• Maintenance may be completed through a private maintenance agreement. Design should be consistent for easy identification by travelers, but receptacles can be customized with artwork or advertising specific to stop locations.

**BICYCLE PARKING**

Permanently and individually installed bicycle racks provide an opportunity for bus passengers arriving by bicycle to securely park their bike during the length of their bus trip. Groups of bicycle racks may be covered and secured in lockers or a shelter with gated access to provide an additional benefit to long-term bicycle parkers by protecting bicycles and related gear from weather or theft.

• Bicycle parking should be provided at all park-and-ride lots and at transfer stations.

• Lockers should be clearly labeled as bicycle parking and signs should be posted with directions for use. Larger bicycle parking stations can have vertical hanging racks and typically require a unique maintenance plan and are often operated as a concession or contract service.

• Sufficient spacing between racks enables a comfortable and intended fit of two bicycles to each rack. To be consistent with the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines, racks aligned parallel to each other should be at least 36 inches apart. Those aligned end-to-end should be 96-inches apart. Racks perpendicular to a wall must be at least 48-inches from the wall and at least 48-inches from the curb. Racks parallel to a wall should be at least 36-inches from the wall and 24-inches from the curb.

**Additional Amenities**

The following amenities will be considered as part of bus stop design but are not anticipated at all stop locations at this time:
REAL TIME INFORMATION DISPLAYS
An electronic display at bus stops showing the number of minutes until the next arrival of each operating bus route at that very stop can help improve the passenger experience. Especially at stops where bus route frequencies are less than every 10-15 minutes, knowledge of how long a passenger must wait until the next bus is important for rider comfort.

OFFBOARD FARE VENDING EQUIPMENT
At major bus stops and transfer stations, the installation of fare payment/purchase equipment at bus stops can improve customer convenience and service reliability by reducing on-board cash transactions and bus stop dwell times. Off-board fare payment vending machines and associated instructional signage typically require a 10’ by 10’ footprint for two machines and should be semi-enclosed. The potential need for wired connections for power or communications can restrict the number of potential deployment sites.

PUBLICATION VENDING
Newspaper boxes and other literature vending machines can be an added convenience to passengers and should be placed at locations where there is a high level of pedestrian activity or bus ridership. Corrals can be used to designate a location for newspaper boxes. As with other bus stop elements, boxes should not obstruct pedestrian movement and should comply with ADA requirements.

SECURITY CAMERAS
Bus stops and transit centers see large numbers of users each day, not always under employee supervision. A security surveillance system both on-board buses and at select facilities can help to ensure a safe and secure environment for customers and employees alike. Video surveillance also allows the transit operator to monitor facilities remotely at any time of the day and may have operational benefits from an arrival/departure/loading time perspective.
Bus Stop Hierarchy

Resources for providing and improving passenger facilities must be prioritized in terms of what improvements will be made and where they will be applied. The table below provides a guide for the provision of the previously described bus stop elements for each class of bus stop.

### Conceptual Ideas of Basic, Enhanced, and Transit Center Bus Stops

Note that the Park & Ride is not in and of itself a typology. The bus stop located proximate to any size parking facility may be configured as a basic stop, an enhanced stop, or a transit center, although anticipated high ridership at these locations are more likely to lend themselves to the Transit Center category. Considerations on the choice of stop class should consider total daily trips, number and type of routes serving the stop, and any the customer based served.

<table>
<thead>
<tr>
<th>Bus Stop Element</th>
<th>Basic Stop</th>
<th>Enhanced Stop</th>
<th>Transit Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Stop Sign</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Seating</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Lighting</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Shelter</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Waste and Recycling</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>No</td>
<td>Optional</td>
<td>Yes</td>
</tr>
<tr>
<td>Real-Time Information</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Fare Vending Equipment</td>
<td>No</td>
<td>No</td>
<td>Optional</td>
</tr>
<tr>
<td>Literature Vending</td>
<td>No</td>
<td>No</td>
<td>Optional</td>
</tr>
<tr>
<td>Security Cameras</td>
<td>No</td>
<td>No</td>
<td>Optional</td>
</tr>
</tbody>
</table>
Operational Network Features/Improvements

In addition to stops, there are improvements that can be made to the transit system through management of travel lanes along identified transit corridors. These improvements attempt to prioritize transit as a more efficient way to move more people through a transportation corridor, understanding the people trips as being different than the traditional vehicle trips metric.

DEDICATED TRANSIT LANES

Dedicated transit lanes are used to prioritize and improve frequent bus services on busy streets. Owing to the high passenger capacity of transit, a dedicated transit lane can drastically increase the amount of people that can be transported along a corridor during the highest demand travel periods. Since dedicated transit lanes encourage people to shift to transit, reducing vehicle demand, they are an important part of maximizing the utility of the transportation system by making travel faster, more reliable, and more enjoyable. Pavement markings, signage, and enforcement are important to maintain the integrity of dedicated lanes.

Dedicated lanes can be located along the curb, which work best on streets with a parking lane that can be designated as no parking during peak travel hours, few driveways, and limited right-turning traffic. They can also be located within the median, operating in full-time dedicated lanes with median islands for boarding. For short connections, they can use transit plazas that prohibit other vehicle traffic and reserve the entire right of way for buses.

Transit lanes are used only on corridors where transit service is very frequent, ridership is high, and traffic congestion significantly and routinely impedes transit operations. Transit lanes may be permanent or time restricted—reserved for transit vehicles only at peak hours of the day and permitted for other uses at other times. Transit lanes may also be considered for future implementation where planned densities may result in the need for such facilities in the future.

Example of Dedicated Transit Lanes

SHARED TRANSIT LANES

A shared lane reserved for transit vehicles and bicyclists can provide improved accommodation for both road users to maneuver together as transit vehicles start and stop along a corridor. Shared
lanes are appropriate on streets where bus headways are at most every five minutes, traffic speeds are less than 30-miles per hour, bike volumes are not very high, and space constraints preclude exclusive facilities for each mode. The shared lane is typically wider than a dedicated transit lane. They should be located in the outermost lane adjacent to a curb to reduce conflict.

Example of Shared Transit Lanes

**BUS QUEUE JUMP Lanes**

- A short bus lane located at the approach to a traffic signal allows buses to bypass waiting traffic, significantly improving transit travel time. They are best used at congested intersections on primary transit routes and where stops can be placed at the far-side of an intersection. Space on the far side of an intersection should exist for the bus to reenter traffic. Bus queue jumps may be:

  - **Transit Exemption for Right-Turn Lanes**: The bus queue jump lane shares space with a right-turn lane, but transit vehicles are allowed to proceed straight through the intersection.

  - **Shared Right-Turn/Bus Lane**: The entire curbside lane is reserved for transit vehicles, but drivers are allowed to enter the lane when approaching an intersection for right turns.

  - **Advanced Stop Bar**: The main stop bar is pushed back several car lengths and a transit-only or “right and transit” lane is placed along the curb at least two car lengths ahead of the stop line, so that transit vehicle can pull ahead of other traffic.
Example of Bus Queue Jump Lanes

Maximum Allowable Walkshed Mode Shifts for Site Analysis

When evaluating the breakdown of transit trip generation, realistic assumptions should be made by considering the type of available transit service nearby, the frequency of the service, the distance to the service area, and the uses proposed. Mode shifts to transit may not exceed the following rates subject urban orientation of the proposed use and the allowable mode shift rates described below:

**Transit Inner Core (Generally ¼ Mile or less from a Transit Center)**
40% Rapid Transit | 25% Local Transit

**Transit Outer Core (Generally ¼ Mile to ½ Mile from a Transit Center)**
20% Rapid Transit | 10% Local Transit

**Transit-Supportive Area (Generally ½ Mile to 1 Mile from a Transit Center)**
5% Rapid Transit | 0% Local Transit

(These may be applied at the weighted rates for proposed developments as described below based upon walkshed and transit service in the vicinity).

**Retail Uses** 100% of the allowable walkshed mode shift for all pedestrian-oriented retail uses. Reductions may not be applied for any auto-oriented retail use, including drive-through
restaurants, drive-through banks, drive-through pharmacies, car washes, gas stations, automobile service stations, or convenience stores (if fronted by gas pumps).

**Commercial (Non-Retail) Uses** 100% of the walkshed reduction for office uses, artistic studios, educational institutions, research and development campuses, and technology campuses. Reductions may not be applied for any auto-oriented or industrial/manufacturing use such as warehouses, data centers, vehicle rental businesses, manufacturing, breweries (non-retail), and moving/shipping/storage businesses, including any related office components.

**Residential Uses** 100% for the allowable walkshed mode shift for multi-family residential units under 1,500 SF and urban single-family attached residential units under 1,800 SF; 80% for multi-family residential units over 1,500 SF and urban single-family attached residential units between 1,800 SF and 2,400 SF; 50% for single-family attached residential units over 2,400 SF and all single-family detached residential units.
Chapter 3 – The Built Environment – Transportation and Land Use

Our collective desire to travel and explore is generated by our interest not in the journey, but the destination. Without places to go, be they homes, businesses, schools, entertainment venues, or recreational options, there would be no need for roads. Therefore, the demand for mobility and access is dependent on the built environment, and the built environment has a substantial impact on how the transportation system operates. Distances between uses, connectivity and integration of places, building design, and environmental features can all impact how the traveling public perceives a particular location. Addition, alteration, or removal of a seemingly trivial structure or other feature, such as landscaping, signage, entryways, or windows may deeply impact the way people feel about their safety and security in that area, as well as about the aesthetic quality of the environment.

If places are the reason people travel at all, the spaces between the places can impact experiences just as significantly. Low speed roads may deter drivers, while high speed roads may deter cyclists and pedestrians. Narrow, winding two-lane roads may fit perfectly in a rural environment, but feel out of place and insufficient in a suburban environment. The transportation network connects people to places within every part of Loudoun County, but to achieve planned connections while supporting the goals and intended outcomes of the entire Comprehensive Plan, the context of the built environment must be of paramount consideration. Therefore, design of the transportation system must consider not only facilities needs but appropriate design for the surrounding planned environment. This chapter provides policies to support the creation of a comprehensively multimodal transportation system that accommodates all transportation modes with strong consideration of enhancement opportunities in the Urban and Suburban Policy Areas, creation a visual transition in the Transition Policy Area, preservation of the landscape in the Rural Policy Area, and coordination and integration with Towns through the Joint Land Management Areas.

To accommodate travel options along every route to incorporate the needs of different users within these differing contexts, this plan incorporates roads, sidewalks, bike lanes, asphalt trails, and transit infrastructure policies to ensure that multimodal connectivity can be realized. Effective implementation of a context-sensitive multimodal transportation system requires implementation of several key planning principles to ensure that facilities are designed to fit the natural and built environment in which they currently or are planned to exist. These principles include:

1. The development of local and regional street connections providing redundant routes and multiple access options appropriate based upon the existing and planned environment.
2. Human-scaled connections to ensure that every system user has logical routes throughout the area.
3. Design of roadways that accommodate drivers, cyclists, and pedestrians.
4. Amenities that encourage and provide adequate access to all travelers.

The following sections provide a framework for context-sensitive transportation system design for the Urban, Suburban, Transition, and Rural Policy Areas, as well as for the Towns and Joint Land Management Areas.
Urban Policy Areas
The Urban Policy Areas transportation network focuses on the concept of choices. If a transportation network is designed appropriately, no resident, worker, or visitor to the area is limited to a single transportation mode in order to travel, allowing for choice depending on distance, weather conditions, trip purpose, or personal preference. For others, such as those who are too young to drive, those who do not feel comfortable driving, those who cannot afford a personal vehicle, or those who are unable to drive, multimodal systems provide safe and dependable travel options to ensure convenient access to goods, services, employment opportunities and entertainment.

Creating a Multimodal System
The Urban Policy Areas plan and policies are critical because development of a multimodal system cannot happen haphazardly or through piecemeal efforts. Just as a comprehensive street network is necessary to allow cars and traffic to move efficiently, so are the networks intended for transit riders, cyclists, and pedestrians necessary to encourage people to take advantages of these different mode choices. This is comparable to a two-lane road with stop signs every block that intentionally slows traffic, and is therefore not as preferable to drivers as a freeway. Transit, automobile, bicycle, and pedestrian networks that account for the mobility needs of these different modal users are required for each mode choice to be viable.

- For Automobiles, this means ensuring development of a system of higher-capacity roadways in order to move traffic through and into the area.
- For Transit Riders, this means identifying and building streets that feature elements to support premium transit services, including frequent but practically-spaced transit stops, to allow for direct routing and high-frequency transit services that provide logical connections throughout the County and to the rest of the region via Metrorail.
- For Cyclists, this means ensuring development of on-street bicycle lanes into a network that serves bicycle commuters by providing higher speed, traffic-signal controlled routes through the Urban Policy Areas. Meanwhile, this also means developing a comprehensive on- and off-road trail network that serves recreational cyclists.
- For Pedestrians, this means completing a sidewalk system that provides continuous routes along both sides of every street in the corridor for maximum mobility and access. It further means providing sidewalks that are free of bicycles, delivery loading and unloading, and limits the frequency of driveways to provide limited interruptions and conflict points in the pedestrian network.

Urban Policy Areas – Built Environment
General policies for these facilities are outlined below. Chapter 2 of the Countywide Transportation Plan provides specific descriptions of the street section typology for each roadway identified in the plan. Along planned limited access roadways, trail systems along parallel roadways have been incorporated into the plan to provide non-motorized access in these corridors.
Urban Areas Built Environment Policies

3-1.1 Multimodal Design Every street within the Urban Policy Areas will include design elements for vehicles, pedestrians, and bicycles to ensure multimodality. These elements should incorporate all prominent modes, including:

- **Bicycling** through on-street bike lanes, trails, and shared travel lanes
- **Walking** through sidewalks and jogging paths
- **Driving and Riding Transit** through innovative street designs
- **Modal Transfers** through bicycle parking, transit shelters, and transit stations

3-1.2 Block Size Small urban block sizes are a critical component to maximizing access and walkability. Development in the Urban Policy Areas will provide connected internal streets (including Local Streets, Avenues, Boulevards, and Multimodal Through Corridors) placed at an interval of no more 660 feet (1/8th mile). This interval is not inclusive of alleyways or service roads. Exceptions for interruptions to the street grid, resulting in a **Superblock** (a block larger than 660 feet by 660 feet), shall be allowed where necessary to provide for public parks, public facilities, cultural institutions, or other uses deemed appropriate by the County requiring a large uninterrupted swath of land, or where natural and fixed manmade features (e.g., floodplains, bridges, utility substations) would not permit development of an optimally-connected network. Where feasible, pedestrian connections through this **Superblock** shall be provided to ensure ample pedestrian connectivity.

3-1.3 Off-Street Parking Areas Parking lots should be oriented to the rear of buildings to ensure safe and convenient access to Boulevards and Avenues for pedestrians and cyclists in order that conflicts with vehicle drive aisles are reasonably minimized.

3-1.4 Inter-parcel Connectivity New, expanded, or significantly renovated development plans will seek to maximize the number of logical street connections to adjacent properties and to CTP roadways for all modes so that seamless connectivity can be achieved between developments. Development proposals in the Urban Policy Areas shall provide for or reserve inter-parcel connections meeting the block criteria above to both undeveloped and underdeveloped adjacent sites so that future developments may connect seamlessly into the proposed development in accordance with land use policies of this plan.

3-1.5 Landscaped Buffers The buffer area between sidewalks and roadways is an important element of transportation system design. Buffer widths should depend on the speed of a roadway and the character of the surrounding development and will conform to VDOT Design Guidelines.

3-1.6 Street and Driveway Alignments As feasible, streets and driveways shall be constructed to align with existing streets and driveways in order to facilitate development of a grid of streets.
3-1.7 **Connectivity** Land development applications will include connected and unified road, bicycle, and pedestrian networks where feasible in order to promote connectivity within a development and between neighboring developments.

3-1.8 **Public Roads** Internal roads within a development site shall be public, unless meeting the definition of alleys or service roads. Public Roads shall be designed to meet the standards of VDOT Road Design Manual Appendix B (2) and DRPT Multimodal System Design Guidelines.

3-1.9 **Meeting the Intent of the Typology** Development applicants will define how the proposed roadways within the proposed development meet the intent of either a commuter route, commercial mixed-use street, residential street, or industrial street, and demonstrate compliance with the policies and sections for each roadway.

3-1.10 **Pedestrian Corridors** All Multimodal Through Corridors, Boulevards, and Avenues shown in this plan shall be considered pedestrian corridors. In order to maintain the integrity of these corridors, service uses such as loading docks and trash collection should face service driveways internal to the site. Service driveways and parking lots shall not be placed immediately parallel to pedestrian corridors, unless it can be demonstrated that the proposed layout enhances or complements the pedestrian streetscape.

3-1.11 **Planned Roadways, Sidewalks, and Trails** Any roadway or trail indicated within this plan shall be constructed in the location shown on this plan as described in this plan, whether built by the County or as part of a land development application.

3-1.12 **Plan Coordination** Transportation Improvements in the Urban Policy Areas will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

**Urban Policy Areas Roadway Network**

The transportation network established herein seeks to meet all of the objectives described above, creating a regional grid to facilitate the development of an urban grid of local streets throughout. Corridors run generally east-west or north-south, providing multiple redundant travel ways through the area. This allows traffic to divide onto parallel roads, similar to the County’s transportation system plan for other parts of the County. This plan also includes several new components in regard to transportation. Roads are more specifically defined to ensure coordination with all modes. This allows for creation of a network that serves drivers, cyclists, walkers, and transit riders all within the same system. This network allows developments to retain and create their own identities, while ensuring that development can be designed to fit seamlessly into the greater network. This network features high-speed highways and low-speed local streets, recognizing the importance of each type of roadway in the overall network, and integrates access to Metrorail as a key component of the overall concept.

The Urban Policy Areas road network provides ample mobility and access for drivers, transit users, cyclists, and pedestrians, regardless of age or ability. The transportation network provides for true mode choice, ensuring that users are not limited in the options, whether they choose to drive a personal vehicle, ride transit, ride a bicycle, or walk. The Urban Policy Areas transportation network facilitates the development of the envisioned high-density urban environment detailed
within this plan, and improves and increases connectivity to places throughout Northern Virginia and the region for people throughout Loudoun County.

In a suburban roadway network, grid connectivity is replaced by funneling traffic onto arterial roadways. Traffic in a traditional suburban subdivisions travel along local roads, funneling to one or two entrances along collector roads. From there, traffic funnels from the collector onto an arterial with traffic from other subdivisions. This system therefore requires wide collector roads and even wider arterial roads to act as the ribs and spine of the network, respectively. An urban network, comparatively, has several sets of ribs and spines, more evenly dispersing traffic through the network and allowing for more direct travel routes.

Urban multimodal streets feature many elements already found in Loudoun County. In the Urban Policy Areas, these elements include:

- **Parallel Roads** With redundant travel options, multiple routes allow travelers to disperse more evenly and efficiently throughout the system.

- **Frequent Intersections** Long blocks limit pedestrian access and opportunities to reach key corridors. Human-scaled block sizes ensure greater mobility for all system users.

- **Crosswalks and Midblock Crossings** While traveling an additional ¼ mile during a trip may be nearly imperceptible when driving, pedestrians travel approximately three miles per hour. This means that if someone wants to get across the street and the nearest crossing is ¼ mile in either direction, that person has to travel an additional 10 minutes simply to complete this crossing. Therefore, frequent and well-marked crosswalks make a substantial difference for pedestrians. Along main streets, midblock crossings should also be considered for additional convenience.

- **Sidewalks** Wide sidewalks facilitate pedestrian activity and make streets welcoming to pedestrians. On slower streets, sidewalks may be built adjacent to the curb, while on higher-speed roadways, a buffer area may be appropriate.

- **Bike Lanes** These striped bike-only zones create a safe and dependable route for cyclists, not blocked by pedestrians and not sharing the travel lane with cars. They encourage bicycle commutes and increase comfort for cyclists and drivers.

- **Transit Shelters** Enhanced transit shelters are critical in making transit a choice mode during the heat of the summer, cold of the winter, and in the evening. These shelters can include information such as schedules, live next bus screens, and provide access for all users, including those with physical disabilities. By placing shelters between the sidewalk and the street, transit users can move seamlessly from the shelter onto the bus without conflicting with pedestrians or being exposed to the elements.

**DRPT Definitions and Concepts**

In 2013, the Virginia Department of Rail and Public Transportation (DRPT) released the Multimodal System Design Guidelines, which provide a transportation system design manual alternative to the Virginia Department of Transportation’s (VDOT) Road Design Manual. In order
to permit these guidelines to be applied in certain areas, VDOT amended its Road Design Manual in 2014, adding Appendix B (2), which includes guidelines for implementation of the DRPT standards within a designated urban area. In order to facilitate the County’s visions of the Urban Policy Areas as an urban, multimodal center, the County has incorporated these guidelines into the plans within this document.

Streets within the Urban Policy Areas will be identified by a hierarchy as defined by the Virginia Department of Rail and Public Transportation. Descriptions of roadway typologies as defined in the DRPT Multimodal System Design Guidelines are provided below:

**Multimodal Through Corridor**

The Multimodal Through Corridor (MTC) is a higher speed corridor that connects multiple activity centers. It is intended for longer distance, higher speed automobile, bus, or rail travel and ideally has limited at-grade intersections with other roadway types. MTCs are good candidates for high speed commuter transit having few impediments to traffic flow. Higher speeds limit pedestrian and bicycle modes and hence the corridor design should provide separated facilities for these modes if they are needed. The design of the adjacent buildings should be oriented away from MTCs and towards place-making corridors on the other side of the buildings, providing more desirable pedestrian facilities and pedestrian-oriented land uses on the place-making corridors, while still accommodating pedestrian travel along the MTCs. Design speeds for MTCs range from 35 to 55 mph.

**Transit Boulevard**

The Transit Boulevard is the highest capacity and most transit supportive Multimodal Corridor in the typology. It would typically only be found in dense urban centers that have sufficient density and market for premium transit. A Transit Boulevard is a multi-lane and multimodal boulevard with a dedicated lane or right-of-way for transit. Transit technologies could be bus service with a bus only lane (BRT or express bus), light rail, or other transit technologies with a separate right-of-way. Other transit types that share lanes with general traffic, such as streetcar or local bus service, could be accommodated on a Boulevard, Major Avenue, or Avenue, but the dedicated transit-only right-of-way defines the Transit Boulevard corridor type. Design speeds for Transit Boulevards range from 30 to 35 mph.

**Boulevard**

A Boulevard is the corridor type of highest multimodal capacity that accommodates multiple motorized and non-motorized modes. Boulevards allow for higher traffic volumes and greater efficiency of vehicular movements than Major Avenues, Avenues, and Local Streets, and typically have four to six lanes of traffic but may be up to eight lanes in particularly dense centers, such as Tysons (in Fairfax County). Boulevards provide safe and convenient pedestrian and bicycle access to adjacent land uses. Boulevards feature a median, landscaped amenity elements, street trees, and wider sidewalks. Design speeds for Boulevards range from 30 to 35 mph.

**Major Avenue**

Major Avenues contain the highest density of destinations, intensity of activity, and mix of modes. Because of the close proximity of destinations, pedestrians and street activity are common on Major Avenues. Major Avenues have wide sidewalks to accommodate high numbers of pedestrians and a variety of outdoor activities, including sidewalk cafes, kiosks, vendors, and other
street activities. Major Avenues can be areas of high transit ridership for local bus routes. Traffic is low speed and localized. Due to the intensity of destinations, longer regional trips do not use Major Avenues; rather such trips would typically utilize Boulevards or Multimodal Through Corridors. Autos and buses on Major Avenues travel at slow speeds because pedestrian crossings and on-road bicyclists are frequent. Major Avenues typically have four or fewer lanes for motor vehicle travel while providing adequate facilities for bicycling and typically providing roadway space dedicated to on-street parking. Design speeds for Major Avenues range from 30 to 35 mph.

**Avenue**

Avenues provide a balance between access to the businesses and residences that front upon them and the collection of vehicular and pedestrian traffic. While having fewer destinations than Major Avenues, pedestrian and bicycle activity is very common, as Avenues serve as critical links in the non-motorized network. Avenues are low speed roadways that facilitate shorter trips, but still contain a fair amount of destinations. Avenues typically have three travel lanes or fewer, and do not exceed four lanes. Avenues may have roadway space dedicated for on-street parking and provide adequate bicycle facilities. Avenues have a 25-30 mph design speed.

**Local Street**

Local Streets see the lowest amount of activity and have the slowest speeds and the highest access. Bicyclists typically can share the road with autos, because speeds are slow and auto traffic is sparse, although they have separate sidewalks and trails for pedestrian accommodation. Local Streets are primarily in more residential areas and are intended to serve only trips that originate or end along them. They connect to Avenues, Boulevards or Major Avenues, funnelling longer trips to these higher capacity corridor types. Local Streets are characterized by slow design speeds, wider setbacks; they may not have lane striping and emphasize on-street parking. Local Streets have a 25 mph design speed.

**Roadway Features**

Good design for the multimodal transportation system in the Urban Policy Areas needs to integrate all of the modal demands outlined above. Therefore, consideration of design standards, traffic controls, roundabouts, and other traffic operations and traffic calming measures must be considered in relation to their impacts to each of the modes desired along the corridor. The decisions made in pursuit of these goals will impact traffic patterns, development potential and design, and mode splits for the transportation system through the area.

While it is commonly understood that the number of travel lanes on a roadway determines roadway capacity, the width of those lanes can have a significant impact as well. Lane width impacts travel speed, and pedestrian crossing distance. For example, on a four-lane median-divided roadway, suburban standards can call for the two-lane section in each direction to be 27 feet from curb to curb, exclusive of turn lanes. Comparatively, in a more urban environment, that width could be limited to 22 feet. While this difference may seem minimal to drivers, it can make a significant difference for pedestrians.

On-street parking is another factor that can help drivers find parking easily and can slow traffic, make drivers more aware of bicyclists, and protect pedestrians. This is because the cars parked next to the roadway make drivers in the right-lane more cognizant of the potential for movement on their right side, thereby making them more aware of bicyclists. Further, it provides a physical
barrier between the roadway and the sidewalk, separating pedestrians from vehicle traffic. Multimodal streets can serve the needs of drivers, transit uses, cyclists, and walkers all at the same time. Designs conducive to a multimodal environment, such as pedestrian refuges at wide crossings that provide pedestrians a safe place to wait if they cannot make it all the way across the street, and peak hour bus/HOV lanes can encourage transit ridership and carpooling when congestion is heaviest, can remove single-occupancy vehicle trips from the road. Meanwhile, in order to protect the pedestrian-oriented character of local streets, traffic calming measures integrated into street design, such as roundabouts, road diets, chicanes, and raised crosswalks can create an environment where traffic feels the need to travel at slower speeds. These are preferable to other types of retrofits, such as speed bumps, median dividers, and retrofitted cul-de-sacs, which breakup neighborhoods and reduce accessibility and mobility.

Roadway System Policies

3-1.13 DRPT Implementation All roadways within the Urban Policy Areas will be built or redesigned in accordance with VDOT Road Design Manual Appendix B (2) and DRPT Multimodal System Design Guideline standards and policies and descriptions provided in this plan. Streets internal to a development site should be classified as local secondary roads (VDOT Functional Classification) and local streets (DRPT Multimodal System Classification).

3-1.14 Design to Meet the Typology Based upon the DRPT Multimodal System Design Guidelines, roadways within the Urban Policy Areas will be defined according to the DRPT Multimodal System Classification. The descriptions provided below are derived from the DRPT Multimodal System Design Guidelines as they are intended to be applied within the Urban Policy Areas:

3-1.15 Grid of Streets Streets within the Urban Policy Areas will be developed in a grid pattern corresponding to the alignment of at least one Avenue or Boulevard adjacent to or within the site, or to an existing grid of local streets immediately adjacent to the site.

3-1.16 Connectivity Road and pedestrian connectivity will be maximized within the Urban Policy Areas through connections between Local Streets, Avenues, and Boulevards at regular intervals, and sidewalks along all public and private streets and commercial driveways.

3-1.17 Roadway Widths Streets shall be designed to minimum widths required by the standards of the Virginia Department of Transportation, in accordance with an appropriate multimodal street section type approved with this document.

3-1.18 Curb Radii Corners at intersections along Boulevards, Avenues, and Local Streets in the Urban Policy Areas shall be designed to shorten the crossing distance for pedestrians and slow turning traffic in order to increase safety for all system users. Corners at the intersection of two Multimodal Through Corridors shall be designed to facilitate both traffic flow and pedestrian safety.

3-1.19 Turn Lanes Turns lanes will be provided along Multimodal Through Corridors. Turn lanes will be provided along Boulevards, Avenues, and along commercial driveways only where warranted and needed for safety. Turn lanes are prohibited along local streets as
defined in this plan. Free-flow turn lanes are prohibited to or from Boulevards, Avenues, or Local Streets. Dual left-turn lanes are prohibited along Avenues, and Local Streets. Dual left-turn lanes are permitted on Boulevards only at intersections with Multimodal Through Corridors.

3-1.20 **Cul-de-Sacs** Cul-de-sacs and dead-end streets are prohibited in the Urban Policy Area, except where specific environmental constraints, road design minimum standards, or public amenities exist that would prohibit a connection, and reasonable development alternatives are not feasible. Service driveways and parking access driveways are not subject to this policy.

3-1.21 **On-Street Parking** On-street parallel parking shall be provided where feasible along all Avenues and is encouraged along all Boulevards in commercial, industrial, and residential districts, except where the proposed adjacent use will generate minimal travel and occupies an area greater than 660 feet in length. On-street parking will be clearly striped and indicated by signage along the street. On-street parking is recommended along local streets in commercial, industrial, and residential districts. Angled or perpendicular on-street parking spaces are prohibited along all public and private streets within the Urban Policy Areas.

3-1.22 **Lane Striping** Roadway lanes should be striped at a width appropriate to the DRPT Multimodal System classification, even if they have a wider curb-to-curb width.

3-1.23 **Traffic Controls** All intersections within the Urban Policy Areas shall include traffic control signs or signals so as to clearly indicate right-of-way for all system users.

3-1.24 **Roundabouts** Roundabouts should be considered as an alternative to traffic signals and stop controls along Avenues and Local Streets, particularly at entrance gateways to commercial or residential districts. Roundabouts are not preferred along Transit Corridors.

3-1.25 **Traffic Calming on Boulevards and Avenues** Boulevards and Avenues shall be designed to permit traffic to operate efficiently at speeds appropriate for the area. As such, measures should be taken during the initial design phase to incorporate elements that will provide a safe environment for all users. On-street parking, roundabouts, textured crosswalks, curb extensions, median islands, and pavement markings that indicate a reduced travel-way width should be incorporated into land development and construction plans.

3-1.26 **Traffic Calming on Local Streets** Local streets should be designed to prioritize pedestrians. As such, raised crosswalks and intersections, miniature roundabouts, striped chicanes with parking bays, and curb extensions should be employed to maintain appropriate vehicular traffic speeds and provide for safe pedestrian crossings.

*Urban Policy Areas Bicycle and Pedestrian Transportation*

Often paired, cycling and walking are two distinctive transportation options that can be made possible with incorporation of infrastructure to support these travel modes. Generally, people will choose cycling or walking for shorter trips as well as for recreation. In the Urban Policy Areas, the development patterns outlined in Chapter 2 of this document support walking and cycling by establishing a mix of uses, residential density to support these uses, and street design elements to
make these non-motorized modes not only an option, but a preferable alternative to driving or taking transit. A bicyclist and pedestrian-friendly development pattern may also help to remove potential vehicle trips from the roadway as people may choose to shop locally and seek employment locally, rather than driving to these destinations and adding cars to the area’s roadways. Below is a discussion of how to facilitate development that considers accommodations for bicyclists and pedestrians.

Bicycle mobility is important for the success of the Urban Policy Areas. Cycling has become a primary mode of travel in urban areas throughout the United States, allowing for short- to medium-range trips with no per-mile transportation cost to the commuter. A multimodal urban center must accommodate bicycles in a safe and inviting manner through buffered, connected, and logical bike lanes, and ample bicycle parking. The proliferation of bicycles is possible when safe, convenient, and abundant networks are put into place to provide real mobility. A comprehensive network will not only lead to a significant increase in bicycling for commutes and errands, but these trips directly reduce automobile trips and help to alleviate vehicular congestion on roads by making these other modes of travel more feasible. This will also ease demand for limited parking spaces, which are costly to construct and maintain in an urban environment where land values are high. The more comprehensive the bicycle network, the exponentially greater the impact. In many American cities, investments in bicycling infrastructure has helped to draw young professionals and dynamic businesses, further growing their local economies.

For commuter cyclists, real mobility exists when a combination of shared low-speed travel lanes, dedicated bicycle lanes on medium-speed roadways, and buffered bike lanes on higher-speed roadways are provided in a complete and practical form to create a network that caters to commuter cyclists. This plan includes a detailed plan for on-road bicycle lanes in the Urban Policy Areas, with an overall goal of creating a bicycle-friendly environment for residents, workers, and visitors.

On-road bicycle facilities exist in many form based upon the roadway characteristics. On low-speed local roads, bicycles may be able to safely share the travel lanes with vehicles. To facilitate this multimodal operation, signage, such as “Share the Road” signs, and striping, such as “Sharrow” markings can be used to alert drivers to the presence of cyclists. On slightly more prominent roads with more traffic, striped bike lanes, which create an additional, narrow travel lane intended only for bicycles, may be suitable. Often, these types of lanes are best located on streets with moderate traffic speeds, where other moderate-speed elements, such as on-street parking and frequent pedestrian crossings can be accommodated. For higher-speed roads, providing a dedicated bicycle lane is crucial, as is ensuring its separation from vehicular traffic. This can be accomplished by adding a striped-out area between the bike lane and the vehicle lane, providing a buffer between modes. This buffered bike lane helps ensure that errant drivers and cyclists will be less likely to cross paths, just as a highway shoulder helps ensure that errant drivers have some ability to regain control of a vehicle before departing the roadway altogether. On the highest-speed roads, however, accommodating cyclists in a safe and comfortable manner on the roadway may not be possible. While regular cyclists tend to prefer the roadway where traffic is of a low-to-moderate speed (35 MPH or under), higher speed corridors are often incompatible with on-road bicycling, instead requiring a trail adjacent to the roadway. In these cases, it becomes
critical that the trail is arranged to accommodate cyclists, limiting tight curves and providing clear sightlines for safety.

Off-road trails can further improve this network, with well-placed and well-designed paths providing an additional layer of connectivity for cyclists. This, however, depends on these trails becoming an integrated part of the network, with adequate space for cyclists and pedestrians, manageable curves, protected roadway crossings, and frequent, bicycle-friendly access points. These trails can serve a dual purpose: providing commuter routes during weekday peak travel periods while providing recreational opportunities during early-mornings, evenings, and weekends. In order to facilitate demand for these trails for either use, it is critical that these pathways are pleasant, with good maintenance and natural features, and safe, with adequate sightlines, trail markings, and wayfinding. This plan includes a detailed plan for off-road trails in the Urban Policy Areas in order to create commuting routes and family-friendly amenities that serve to promote and enliven the outdoor environment. While road-adjacent trails can also provide useful connectivity along major corridors outside of the development core, they are not appropriate in high-density urban areas due to the pedestrian activity in these locations. As such, in these areas, sidewalks and on-road bicycling are more compatible with the Urban Policy Area’s mobility and development goals.

Asphalt trails, or shared-use paths, in the Urban Policy Areas serve two important and distinct purposes. They provide recreational opportunities through their role as linear parks, allowing families to ride bicycles together or hike through nature, and allowing opportunities to experience a natural environment interwoven into one that is markedly urban. However, they are also a key component of a multimodal transportation system. While a trail may serve as a recreational amenity on Saturday afternoon, come Monday morning, it can also become a commuting route for those walking or riding a bicycle to work. Loudoun County already has a transportation corridor of this nature: the Washington & Old Dominion Regional Park Trail. Well used by commuters and leisurely travelers alike, this route is often over-capacity, with pedestrians, joggers, recreational cyclists, and commuter cyclists all in conflict with one another. The popularity of this facility speaks to the need for more trail systems in the County, as well as to the importance of these trails not only as parks but as part of the transportation system.

**Bicycle Amenities**

An important part of a comprehensive bicycle network, stationary amenities such as bicycle parking are necessary components of a complete system. Similar to a road network without traffic signals or adequate parking, a good bicycle network requires quality bicycle parking, including bike racks and bike storage that are provided with a high level of access to major destinations. Additionally, with a complete network comes opportunities for services such as bike share, allowing tourists and workers access to bicycles away from their homes, and providing opportunities for “last mile” travel, so that people living or working within bicycling distance – but not walking distance – of a transit center can reach their destinations without requiring a personal vehicle or waiting for the bus.
Comprehensive Vision for Bicycling
Creating a comprehensive bicycle network means developing a system that serves bicycle commuters, those shopping and making local trips by bicycle, and those cycling for recreation and/or exercise. The network proposed within this plan provides ample options for all of these users, ensuring travel options for current and future residents, workers, and visitors.

Pedestrian Connectivity
A comprehensively connected pedestrian network is integral to the success of the Urban Policy Areas. The promise and economic success of the Urban Policy Areas is dependent on providing an inviting, accommodating, and safe environment, encouraging pedestrian activity within the urban core. Pedestrians are not only a critical transportation component, but also act as a magnet, attracting economic growth and development. Achieving the goals of a walkable and vibrant urban center is only possible with human-scaled transportation system development, including street sections at a scale narrow enough for all pedestrians to cross comfortably with elements such as curb extensions to shorten crossing distances, crosswalks at frequent intervals, direct routes between key destinations within the urban center, and grade separation where pedestrian and/or vehicular traffic volumes and/or road widths make at-grade crossings impractical.

Pedestrians depend on many factors to make travel comfortable and easy. Like roadways, sidewalks that are too narrow may feel constricted, especially if located along a wide roadway or tall buildings. Also like roadways, wider sidewalks can encourage pedestrian activity, as the sidewalks become more accommodating to large groups and conversations. Human-scaled transportation elements also include analysis and consideration focused on the pedestrian experience. A mile-long journey that may take 4 minutes for a driver in a climate-controlled vehicle within a moderately-dense environment takes approximately 20 minutes for a pedestrian in the elements, assuming a safe and direct pathway is available. Therefore, considering the needs of pedestrians means thinking at a pedestrian scale, understanding that a short travel distance for a driver may be significant for a pedestrian, and that the amenities offered by a personal vehicle cannot be provided in the same way for a pedestrian. Therefore, improving conditions for pedestrian travel must be accommodated in other ways, such as creation of an attractive streetscape, development of awnings and inlets to provide temporary shelter, provision of benches and tree for sitting and shade, and allotment crosswalks, signs, and signals that can ensure safe interaction with vehicular travel ways.

The most prominent conflict for pedestrians in a suburban environment is often the barrier of wide and intimidating roadways that can feature up to 150-foot wide crossing distances. That distance requires more than 30 seconds for a typical pedestrian to cross, and far longer than that if the pedestrian is unable to move at a rapid pace.

Additionally, these types of roadway promote automobile travel, with drivers often unprepared for the presence of pedestrians, making collisions between vehicles and pedestrians, especially when vehicles are turning, particularly common. While ground-level pedestrian activity is always preferred, and visually-appealing crosswalks are encouraged, high-volume, wide thoroughfares
may require more extensive crossing infrastructure, including grade-separation, in order to ensure
that system users, including children, senior citizens, and disabled individuals can cross safely.
The vision for the Urban Policy Areas is a highly-connected pedestrian-friendly network that
supports and encourages pedestrian activity and makes walking a preferred mode of travel. This
can be achieved through construction of a comprehensive system, development of pedestrian-
oriented neighborhoods, and a focus on pedestrian nodes.

Bicycle and Pedestrian Connectivity Policies

3-1.27 **Bicycle Lanes** Marked on-street bike lanes (minimum 5 feet in width) shall be provided
where called for by the Bicycle Facilities Plan. On roads with speed limits of 30+ MPH or
roads with at least four through travel lanes, bicycle lanes shall be buffered from traffic by
striping at least 3 additional feet in width. Buffer zones are recommended, but not required,
where on-street parking spaces are provided adjacent to the bicycle lanes as they help
provide additional space between both open doors from parked cars and moving traffic.

3-1.28 **Trails** Off-street asphalt trails shall be constructed in accordance with the Urban Policy
Areas Trails Plan. Where parallel and adjacent to a roadway, these trails shall be at least
10 feet in width and shall provide a direct route (without overly meandering deviations) to
allow for moderate bicycle speeds. Where routed independently from a roadway, the trails
shall be at least 16 feet in width and feature a separating stripe down the center of the path
to indicate the bi-directional nature of the trail.

3-1.29 **Intersection Crossings** At intersections, curb ramps shall be placed in the direction of the
bicycle path to facilitate through movements. Where both sidewalks and trails intersect
with a roadway in the same direction, separate crosswalks should be marked for trail users
(bicyclists) and for those on the sidewalk (pedestrians), as permitted by VDOT.

3-1.30 **Trail Construction** Development proposals shall include construction of trails, or at
minimum, reservation or dedication of trail easements where indicated by the plan. Unless
specifically indicated otherwise by the plan, all trails shall be paved for ease of use and
access for all system users. Trails included in the Bicycle Facilities Plan shall include a
public access easement along their entire length or be dedicated to the County as a linear
park in order to ensure public right of access along throughout the trail network.

3-1.31 **Dedicated Roadway Crossings** For roadway crossings as part of the off-road trail
network, the County shall seek public and private opportunities to construct grade-
separated crossings. As an interim condition, traffic signals may be sought to provide a
safe crossing of roadways with four or more vehicular travel lanes.

3-1.32 **Bicycles on Roadways without Bicycle Lanes and Trails** On two-lane Avenues and
Local Streets without on-street bicycle lanes or adjacent trails, travel lanes shall be
designed for use by vehicles and bicycles through pavement markings and/or “Share the
Road” signs to convey awareness of the presence of bicyclists in the vehicular travel lanes.

3-1.33 **Bicycle Parking** Secure bicycle parking (bike racks) for at least four bicycles shall be
provided at average intervals of once every 660 feet (1/8th of a mile) within commercial
districts and once every 1,320 feet (1/4th of a mile) within residential districts. Bicycle
parking will be provided in public parks and near primary entrances to public facilities.
3-1.34 **On-Site Bicycle Facilities** Secure bicycle rooms are encouraged within high-density residential and commercial buildings proposed within the Urban Policy Areas to encourage bicycling among residents and employees.

3-1.35 **Bicycle and Pedestrian Connectivity Plan** Land development applications within the Urban Policy Areas shall demonstrate conformance with the Urban Policy Areas Bicycle and Pedestrian Plans and, for legislative applications, shall include a bicycle and pedestrian connectivity plan, clearly indicating on-road and off-road mobility options proposed with the application.

3-1.36 **Sidewalks** Minimum eight-foot sidewalks are required along both sides of all Multimodal Through Corridors, Boulevards, and Avenues, and are encouraged along all Local Streets, within the Urban Policy Areas, regardless of use or location, except where specific provisions are described for the roadway in Chapter 2 of this plan. Minimum six-foot wide sidewalks are required along both sides of any Local Street in the Urban Policy Areas, regardless of use or location.

3-1.37 **At-Grade Pedestrian Crossings** Safe pedestrian crossings shall be incorporated into all intersections within the Urban Policy Areas for all pedestrian approaches.

3-1.38 **Grade-Separated Pedestrian Crossings** Grade-separated crossings may be provided in lieu of an at-grade crossing if such a crossing meets the grade-level sidewalk within 660 feet (1/8th of a mile) of the subject intersection. Grade-separated crossings are preferred to connect dense developments on either side of Multimodal Through Corridors and other higher-speed and wide roadways where the street typology is not conducive to a pedestrian environment.

3-1.39 **Crossing Accessibility and Safety** Grade-separated and at-grade pedestrian crossings shall be fully-accessible for all users, complying with all local, state, and federal regulations, and shall be, at minimum, 16 feet in width. Tunneled and skyway crossings shall include lighting throughout for pedestrian safety and clear sightlines from end to end, including at approaches. Signing shall be provided directing pedestrians and cyclists to use the grade-separated crossing in order to reach the opposite side of the roadway. Pedestrian refuge islands should be considered for at-grade crossings of wider roads where space allows.

3-1.40 **Pedestrian walkability** In order to maximize pedestrian access and mobility, pedestrian networks should provide direct routes to major destinations within the grid, as possible. When trip reductions are applied as part of traffic study for a development application, transit walksheds are required to provide a high-level of pedestrian access in coordination with plan policies.

3-1.41 **Curb extensions** In order to narrow the travel width of an intersection, curb extensions should be constructed at all crossings along streets with on-street parking, unless a right-turn lane is required per policy at the intersection.

3-1.42 **Crosswalks** Crosswalks shall be provided at all intersections within the Urban Policy Areas. Crosswalks shall be provided along avenues and boulevards a least once every
1,320 feet (1/4\textsuperscript{th} of a mile), shall be designed to VDOT standards, and shall include appropriate signage and/or signaling to alert drivers to presence of pedestrians. Along Multimodal Through Corridors, Boulevards, and Avenues, crosswalks will be marked in an enhanced style, such as Solid, Continental, Zebra, Ladder, or another similar style acceptable by VDOT that provides a highly visible indication of the potential for pedestrians to be crossing at that location.

**Urban Policy Areas Transit Infrastructure**

A critical element of an urban area, public transportation serves as most efficient way to move people along popular commuter routes and between activity centers. This is because far more people can be transported comfortably in a railcar or bus than in a personal vehicle and no dedicated space is needed to park that transit vehicle. Within the Urban Policy Areas, transit services are planned to include Metrorail, commuter, limited-stop, express, and local buses, and shuttles and circulators. Together, these services provide accessibility, convenient, and affordable access for people both inside and outside of Loudoun County.

**Metrorail**

Transit service in the Urban Policy Areas is centered around Metrorail. The Dulles Corridor Metrorail Project (Silver Line) will include stations at Ashburn, Loudoun Gateway, and Dulles Airport in Loudoun County and Innovation Center in Fairfax County on the Loudoun County border with frequent service to the commercial centers at Herndon, Reston, Tysons, Arlington, and Washington, DC. Though not part of the current project, the Town of Leesburg envisions in its Town Plan an extension of Metrorail to Leesburg, following the Dulles Greenway corridor. With the arrival of Metrorail service to Loudoun County, existing bus transit service will be altered to serve changing commuter patterns.

**Countywide (local and express) Transit Network**

Metrorail is complemented by a comprehensive and dependable local fixed-route bus service connecting people to places throughout Loudoun County. To create and enhance a high-quality transit system, frequent, fast, and dependable service, as well as clean and comfortable vehicles and stops are provided. These routes run both express service to important locations throughout the County and more locally to neighborhoods and communities. Within the Urban Policy Areas, a limited number of routings between the Metrorail stations and the fringes of the Urban Policy Areas will increase service on key roadways and provide opportunities for easy transfers. Every local bus route provides access to a Metrorail station or a Transit Center. Optimal service for local fixed-route bus services are at least every 15 minutes in the peak periods, with, at minimum, 30 minutes in the off-peak. Fares should be commensurate with surrounding jurisdictions, and discounts for transfers to/from Metrorail should be studied.

Several major corridors within the Urban Policy Areas are designated as Transit Corridors. These streets will serve as the primary routes for the countywide transit network through the Urban Policy Areas, providing efficient and logical routes between locations throughout the County and the Metrorail Stations. Located primarily along four-lane roads, these streets are designed to facilitate travel of transit and private vehicles alike. In order to facilitate dependable and logical transit
routes, stop locations will be placed strategically at key locations along the corridor, at distances that provide access to the surrounding area without unnecessarily frequent and underutilized stops. Bus stop locations should face the Transit Corridor when possible, rather than an intersecting or adjacent street, to provide dependability and clarity of route to riders. For this system to function properly, it is also crucial that bus stops on either side of a Transit Corridor are located at the same intersection so that riders may depart and alight a transit vehicle at the same approximate location. Features along these corridors may include enhanced bus stops and transit centers, intelligent transportation system devices (such as signal preemption), transit-friendly street elements, and frequent crosswalks. These streets should be considered for transit lanes at such time as transit ridership and projected growth within the area can justify such an improvement.

Localized Shuttles and Circulators

Private developments may choose to operate private shuttles connecting residents, employees, and visitors to locations within their site, or to Metrorail services. These private shuttles may be interim – until public transportation service is implemented – or permanent. However, demands for public transportation services and constrained space at the Metrorail Stations for transit vehicles may limit the effectiveness of these services as substantial growth occurs.

Aside from countywide bus services and private shuttle services, circulator services localized within the Urban Policy Areas can efficiently move people in high-density areas with all-day demands for service between the Metro Stations and the core developments within the Urban Policy Areas. This circulator is different from countywide local routes in both its character and route, using smaller buses and preferring denser, busier, and often slower streets that bring people to the most popular centers in the area, even at the expense of slightly increased travel times. Fares on circulator routes are usually lower than local fixed-route services, if not free altogether. Circulators, unlike traditional buses, are considered to be economic incubators and tend to run at all times, with the greatest demand and frequently in the evening and on weekends, when tourism to the area is most prominent. A conceptual map of potential circulator routes is shown below. These routes are intended for conceptual purposes only and would be further planned in coordination with the entity that would be operating the service. In the long term, circulator routes should comprehensively cover residential and employment centers within the Urban Policy Areas, ensuring that all residents and most employees are within a five minute walk of a shuttle stop. As the below concepts indicate, at least four shuttles are envisioned:

- A Moorefield Station Shuttle providing a connection between Moorefield Station and the Ashburn Metrorail Station South Transit Center.
- An Ashburn Station Shuttle providing a connection between areas north and south of the Ashburn Metrorail Station and the Ashburn Metrorail Station South Transit Center.
- A Loudoun Gateway Station Shuttle providing a connection between the Route 28 Business District and the Loudoun Gateway Metrorail Station Transit Center; and
- A Silver Line Loop Circulator providing a connection between the Ashburn North, Ashburn South, and Loudoun Gateway Transit Centers and the surrounding areas.
These shuttles will provide direct routes between development areas and the Metrorail Stations in order to ensure convenient and reliable access to all parts of the Urban Policy Areas.

Transit Amenities
Bus shelters are an important element at stop locations, with stops and associated shelters placed at intervals relative to the surrounding development density. In higher density areas, more frequent stops are assigned, with frequencies declining as dictated by housing and commercial density. Regardless of spacing, well-lit and signed shelters placed at the bus stop locations should be easily identifiable and include service information where feasible. In the central core of highly dense areas, more prominent and inclusive amenities are constructed to provide for modal transfers, higher ridership demands, and route transfers. The transit toolkit in Chapter 2 provides guidelines for these improvements.

Urban Area Transit Infrastructure Policies
3-1.43 Transit Infrastructure Design Development and implementation of transit infrastructure will be based upon the policies of this plan and the guidelines provided in the Transit Toolkit in Chapter 2.

3-1.44 Metrorail Project Facilitation The County will facilitate the implementation of the Dulles Corridor Metrorail Project, extending to Ashburn via intermediate station stops at Innovation Center, Dulles Airport, and Loudoun Gateway.

3-1.45 Improvements Associated with Metrorail The County, in partnership with VDOT, WMATA and/or other appropriate agencies, will ensure that land needed to provide planned rail-related improvements is obtained or reserved prior during review of land development applications. Land acquisitions and reservations will consider long-range transit plans as well as short term improvements.

3-1.46 Transit Corridor Elements Specific streets identified as Transit Corridors will be designed for transit service with special attention to transit elements including transit shelters and stations, bus bays, and bicycle and pedestrian access to transit services. Development proposals should concentrate the location of fixed transit elements along these roadways in accordance with the policies outlined below.

3-1.47 Transit Corridor Design Roundabouts and raised roadway traffic calming measures are prohibited along Transit Boulevards and other Transit-Priority Roadways, unless specifically designed to accommodate transit vehicles.

3-1.48 Intelligent Transit Systems Transit-priority elements such as traffic signal preemption and active parking information signage should be considered as part of transit system development within the Urban Policy Areas.

3-1.49 High-Capacity Transit System Development Transit Corridors should be prioritized for any future plans for transit-priority lanes through the Urban Policy Areas.

3-1.50 Private Shuttles In order to ensure residents and employees in the Urban Policy Areas have a car-free option for travel to and from Metrorail, the County will seek private shuttle
services between developments within the Urban Policy Areas and at least one of the Metrorail Stations during review of legislative land development applications. These shuttles should operate at a minimum frequency of every 15 minutes during peak hours and every 30 minutes during all other times that Metrorail is operating.

3-1.51 Land Development Applications Proposed circulator routes and stop locations should be indicated on applicable land development application materials in order to ensure integration and route connectivity with adjoining developments.

3-1.52 Provision of Service Fixed-route private shuttle services will be operated on an interim basis, ceasing operation at such time as a public circulator service is initiated that provides redundant routing and frequency.

3-1.53 Circulator Routes Circulators will be routed to provide direct access to development nodes within the Urban Policy Areas

Urban Policy Areas TDM Strategies
Urban development patterns provide ample opportunities for implementation of bold TDM strategies. Walking to work becomes a viable option for many people. High ridership transit service is made possible by increased density along major corridors. Possibilities for bike share and car share services that are dependent on integrated residential and office environments can grow in demand in order to serve the area.

Public Transit Walksheds and Trip Reductions
Trip reductions based on transit access from a proposed development are encouraged in the Urban Policy Areas. These reductions will consider several factors related to use, transit services available, access to transit service, and orientation of uses toward transit with appropriate connectivity. Scoping agreements for traffic impact studies shall be based on walksheds described herein (which could vary within the development area), and the design of the transportation network within the development site to facilitate the level of transit-use described in the scoping document and traffic impact study. Transit reductions for local transit will vary, not to exceed the rates outlined above, based upon a review of:

- The overall frequency of all existing transit services serving the site, including combined headways and hours of operation (weekday / peak / weekend).
- The type of service offered (local / limited / express).
- The scale of bus facilities existing on the site or proposed as part of the land development application (shelter / transit center / transit station).
- Estimated transit ridership based on the proposed uses and likelihood of the proposal to generate ridership at a level equitable to the requested reduction.

TDM Policies
3-1.54 Live/Work The County will provide information regarding the benefits of working in mixed-use urban center and encourage employees to consider options for living closer to their workplaces.
3-1.55 **Metrorail and Transit** The County will strongly encourage the use of Metrorail and other transit services, and work with companies in the Urban Policy Areas to develop strategies to encourage daily ridership, and incentives for those who do not drive alone. The County will work with development applicants to ensure that transit is featured as a prominent component of the development proposal.

3-1.56 **Traffic Scoping** The trip reduction guidelines described in this section shall be applied to planning studies, traffic impact study scoping documents, and land development applications, as applicable and requested, when identifying needs and mitigating impacts of proposed transit-oriented developments. During traffic scoping, the Applicant may also request to take reductions based on ITE, ULI, or other accepted industry standard urban development impact evaluator in consultation with County staff.

3-1.57 **Vehicle Trip Reductions** Trip reductions shall be permitted for different uses within the Urban Policy Areas based upon walkshed and access to transit if the site is designed according to the guidelines for transit-oriented developments within this document. The primary/public building entrances claimed within the walkshed must be located within the walkshed area for the associated reduction to be utilized.

3-1.58 **Minimum Parking Reductions** Reductions to parking requirements will be evaluated by standards of the County’s Zoning Ordinance and policy. The policy component of this review will be based upon the trip reductions described above as well as any information provided by the Applicant as justification for the reduction.

3-1.59 **Car Share and Bike Share** The County will study the creation of a bike share system and encourage car sharing services to locate in the Urban Policy Areas in order to allow residents and workers to access local and regional services without the need for a private automobile. The County will request that development applicants provide opportunities for car share and bike share within their developments.

3-1.60 **Carpools and Vanpools** The County will work with employers in the Urban Policy Areas to encourage workers to commute by carpool and vanpool, and to incentivize those who do not drive alone.

3-1.61 **High-Occupancy Vehicle and Bus Lanes** The County will consider alternative travel lane typologies along roadways within the Urban Policy Areas in order to encourage alternative travel options.

3-1.62 **Dynamic Parking** The County will encourage the development of dynamic parking systems in public and publicly-accessible parking structures in order to guide drivers to available spaces.

**Suburban Policy Area**

Suburban areas are typified by networks of wide, high-speed roads and tree-lined residential local streets defined by curves and cul-de-sacs, strip center retail, and isolated office parks, while heavily oriented towards automobiles. As the County’s suburban areas have built out, plans and policies have sought to improve upon this model through encouragement of interconnectivity, strengthened pedestrian access, and integration of both commercial and community amenities into development
planning. Today, these efforts have in many ways bucked many of the problems of traditional suburban development while sustaining the positive aspects of suburban living, such as access to open space, access to goods and services, and moderate densities that provide for community integration and personal space. Modern definitions of quality of life have reflected these trends, with consumer preference for townhomes, bicycle and pedestrian facilities, and walkable amenities driving demand. In order to accommodate these desires, the policies below are designed to facilitate safety and operation of this modern transportation system while providing flexibility to accommodate the types of uses the market demands.

Suburban Policy Area Built Environment

For the purposes of this transportation plan, the suburban built environment is best defined as the spaces between the places (trip origins and destinations), including site access, parking, and the relationship between structures and streets. In the Suburban Policy Area, this means engaging buildings into transportation system planning to ensure that placemaking can occur while support suburban mobility needs.

Suburban Built Environment Policies

3-2.1 **Structure Access** All buildings will be designed to accommodate safe and convenient pedestrian access between building entrances, parking areas, and adjoining streets.

3-2.2 **Quality Design** The County supports proposals for quality design for streets and transit shelters, including the use of enhanced materials, plantings, and wayfinding signage to enhance the aesthetic character of development.

3-2.3 **Entrances** Building entrances should be designed to face streets either along or internal to the development in order to provide opportunities for improved streetscape and encourage pedestrian traffic.

3-2.4 **Village of Ashburn** This plan supports the preservation and enhancement of the Village of Ashburn through context-sensitive transportation network design and consideration of historic structures and preservation of the village aesthetic.

3-2.5 **Plan Coordination** Transportation Improvements in the Suburban Policy Area will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

Suburban Policy Area Roadways

While this plan attempts to provide modal options for travelers throughout the Suburban Policy Area, the primary mode of travel in the suburban area is the automobile. Therefore, completion of the planned roadway network is critical to success of the planned suburban area. The policies below seek to create a safe, efficient, and connected road network in the suburban area, promote the suburban quality of life desired by residents within this area.

Suburban Roadway Policies

3-2.6 **Design Standard** All roadways in the suburban area shall be designed consistent with the Roadway Design Toolkit.

3-2.7 **Grid of Streets** Roadways will be designed to facilitate development of a grid of local streets with integrated bicycle and pedestrian access.
3-2.8 **Integration of Uses** The County will improve the planned and existing motor vehicle, bicycle, and pedestrian networks in the Suburban Policy Area by encouraging additional connections between neighborhoods and between residential and employment areas where such connections can be made with minimal disruptions. These connections will be prioritized where it can be demonstrated that such connections will ultimately reduce congestion.

3-2.9 **Level of Service** For public and private transportation projects within the Suburban Policy Area, a Level of Service threshold of LOS D or better, overall and by approach, will be the standard for analyzing needed improvements.

3-2.10 **Interparcel Access** Interparcel access reservations will be provided via dead end streets, cul-de-sacs, or land reservations as part of development applications, including redevelopment applications, where adjacent parcels are undeveloped or could be redeveloped in the future.

3-2.11 **Connectivity** Development applications will connect to established interparcel access points or reservations, unless sufficient justification can be provided for abandoning such a potential connection.

3-2.12 **Traffic Calming** Traffic calming measures shall be considered for local and collector roadways in the Suburban Policy Area to improve multimodal safety and quality of life.

3-2.13 **Roundabouts** Roundabouts should be considered as an alternative to traffic signals and stop controls along Avenues and Local Streets, particularly at entrance gateways to commercial or residential districts. Roundabouts are not preferred along Transit Corridors.

**Suburban Policy Area Bicycle and Pedestrian Facilities**

One of the primary benefits of suburban living is the opportunity to enjoy open space while living proximate to workplace and lifestyle destinations. While the automobile is the primary mode of transportation in the suburban area, it is crucial to provide opportunities for bicycling and walking for short trips, to provide mobility to those who cannot drive, and for recreation. As in urban areas, a complete network is necessary to realize the full potential of bicycle and pedestrian systems in the suburban area.

**Suburban Bicycle and Pedestrian Policies**

3-2.14 **Provision of Facilities** Bicycle and pedestrian facilities are required along both sides of all public and private streets in the Suburban Policy Area, designed and constructed consistent with the policies and Roadway Design Toolkit of this plan.

3-2.15 **Off-Road Trails** Provision of publicly-accessible off-road trail networks through suburban neighborhoods is highly encouraged. Such networks will provide for greater access to natural amenities and activity centers.

3-2.16 **Off-Road Trail Parking Areas** Small parking areas intended to serve recreational trails in the suburban area, including the W&OD Trail, are supported by this plan. Such lots may be privately maintained by entities other than the County or VDOT. Wayfinding and informational signage will also be provided at these parking areas to direct cyclists and pedestrians to nearby destinations.
Suburban Policy Area Transit Infrastructure

The suburban policy area features suburban street grids, but in many places within the county, development densities present opportunities to expand local transit service by attracting riders through convenience and, in the coming years, access to Metrorail and planned urban centers. This means that coordinated planning with identification of potential transit corridors can help to facilitate these ridership growth opportunities. Additionally, community park-and-ride lots can offer transit services, increasing the efficiency of the suburban road network and providing travel options to those seeking to reach major job centers.

Suburban Transit Infrastructure Policies

3-2.17 Park-and-Ride Lots Regional park and ride lots shall be considered for placement at the outskirts of communities and neighborhoods to attract nearby residents to depart the public road network and shift to transit prior to reaching the County’s most demanded arterial roads.

3-2.18 Bus Shelters Curbside bus shelters are encouraged along collector roads in the suburban policy area. This will ensure that such investments are located along pedestrian-friendly corridors that can efficiently accommodate transit services.

3-2.19 Bus Lanes Opportunities for bus-only, bus-priority, and signal-priority shall be evaluated along major corridors in the county. Such studies will consider ridership demands, potential service types and patterns, and key locations where such facilities would have the most significant impact on reducing travel time for transit riders.

3-2.20 Stop Locations It is anticipated that bus stops intended to serve specific uses will be located to provide logical and direct access for transit riders between the stop and building entrances, including placement such that the rider will not need to cross parking lots or travel a further distance than is reasonable.

Suburban Policy Area TDM Strategies

A balanced transportation system is vital to Loudoun citizens. The County supports and promotes a variety of commuting options for residents, employees and visitors. These include carpools and vanpools, rail and bus transit, bicycling, walking, teleworking and alternative work schedules. To facilitate these options, transportation demand management (TDM) strategies are implemented to encourage use of positive commuting options. TDM strategies also seek to reduce single occupant vehicle (SOV) travel, thereby increasing the efficiency of the transportation system. By providing mobility choices, air and water quality can be improved, congestion can be reduced, and citizens may enjoy a better quality of life. TDM measures also support other goals within this plan, including the creation of walkable mixed-use communities, which help to reduce the need to build as many multi-lane roadways. In addition, mobility options serve the needs of a growing and diverse population, including non-drivers, and help attract economic development to the County.

In the suburban area, TDM is key to improving utilization of existing facilities and services while accommodating growth. TDM programs help manage travel demand to make the systems more efficient with a core mission of moving more people in fewer vehicles, less demand during the peak travel period, or, in the case of teleworking, eliminate travel demand altogether. To accomplish these goals, TDM focuses on people-oriented transportation choices and efficient transportation solutions.

The benefits of enhanced investment in public transportation and TDM programs to Loudoun
County and the region span a broad range. Some of the most notable benefits include improved mobility and travel choices, decreased cost of travel, reduce roadway congestion, improved air and water quality, and opportunities for improved quality of life through decreased stress, time savings, and greater opportunity for rest or work while in transit, while allowing the transportation network to keep pace with needs of a growing population.

Specific TDM programs offered by Loudoun County include transit services, carpool and vanpool programs, employer outreach efforts, telework support services, provision of bicycle and pedestrian facilities, and planning and management of park and ride lots and HOV facilities.

Suburban Transportation Demand Management Policies

3-2.21 Land Development Strategies for TDM will be evaluated and recommended at each stage of the development process for legislative applications, including at traffic study scoping stage, to evaluate opportunities to mitigate transportation system impacts deriving from proposed land uses.

3-2.22 Trip Reductions TDM-based trip reductions included with traffic study scoping agreements will be evaluated as mode shifts and appropriate provisions will be requested during the land development review process to support such reductions. Such reductions will be reviewed taking into consideration existing and proposed surrounding land use patterns and opportunities for effective TDM implementation.

3-2.23 Recommended Improvements TDM will be facilitated through provision of facilities needs to accommodate programs, including but not limited to: transit shelters and stations, park-and-ride lots, bike racks, carpool and vanpool parking spaces, workplace TDM information displays, car sharing parking spaces, bicycle sharing stations, regional bicycle and pedestrian facilities, workplace transit commute benefit programs, private shuttle services, managed travel lanes, and financial support of County TDM programs.

3-2.24 County Efforts The County will encourage employers to support alternative travel modes by engaging employers, proving County staff support, and encouraging adoption of private TDM programs.

3-2.25 Parking Reductions The County will consider existing and proposed TDM programs as a factor when evaluating requests for modifications and reductions to parking requirements. These TDM factors will be evaluated based on demonstration of likely reductions to trip and parking generation rates commensurate with the demonstrated reduced forecasted demand for parking.

3-2.26 Shared Mobility The County shall encourage private provision of car sharing and bicycle sharing in public and private commercial and residential areas to decrease the demand for private vehicle ownership and parking.

3-2.27 Shared Rides The County shall encourage vanpooling and carpooling through public and private programs in order to encourage more efficient commuting and better use of the County's roadways.

3-2.28 Telework The County shall encourage public and private entities to provide opportunities for employees to telework, hold alternative hours, or provide opportunities for a compressed work schedule in order to improve travel along the County's roadways.
3-2.29 **Metrorail Access** The County supports the extension of Metrorail into Loudoun County and will continue to seek opportunities to increase ridership through improved mobility, access, and amenities in the vicinity of the station areas.

**Transition Policy Area**

The Transition Policy Area serves to provide a visual transition between the suburban and rural areas of the County. To achieve this goal, development in the Transition Policy Area should provide more rural features than the suburban area and more suburban features than the rural area. In the same vein, the transportation network should reflect the shifting development patterns and aesthetic between these areas. To achieve this type of built environment, the policies below reflect a combination of suburban and rural area policies.

**Transition Policy Area Built Environment**

The transition built environment is one that provides a defined transition between suburban and rural through changes to the aesthetic characteristics of transportation corridors. This means creating an environment that features elements of both rural and suburban design while still feeling connected, integrated, and logical to provide a sense of continuity and place.

**Transition Built Environment Policies**

3-3.1 **Setbacks** All buildings shall be sufficiently set back from roadways to create a less intensive feeling along roadways, supplemented with native landscaping to enhance the aesthetic character of development.

3-3.2 **Streetscape** Building entrances should be designed to face streets along the development frontage in order to provide opportunities for improved streetscape.

3-3.3 **Traffic Operations** Site access will be designed to limit impacts to traffic operations along arterial and collector corridors, including incorporation of design elements to limit the need for traffic signals.

3-3.4 **Plan Coordination** Transportation improvements in the Transition Policy Area will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

**Transition Policy Area Roadways**

The road network in the Transition Policy Area is planned to reflect the transitional character of the area as outlined in the General Plan. The policies below represent a combination of suburban and rural roadway policies that will facilitate development of the transition area in a way that achieves its planned purpose.

**Transition Roadway Policies**

3-3.5 **Level of Service** For public and private projects within the Transition Policy Area, a Level of Service threshold of LOS D or better will be the standard for analyzing needed improvements.

3-3.6 **Interparcel Access** Reservations will be provided for future interparcel access via dead end streets, cul-de-sacs, or land reservations as part of development applications, including redevelopment applications, where adjacent parcels are undeveloped or could be redeveloped in the future.

3-3.7 **Connectivity** Development applications will connect to established interparcel access
points or reservations, unless such a connection would disrupt significant environmental or natural features, or other sufficient justification can be provided for abandoning such a potential connection.

3-3.8 **Capacity** Collector and arterial roads in the transition area will be planned for the necessary capacities and roadway sections to accommodate through trips and are generally not intended to accommodate development beyond that planned to occur.

3-3.9 **Transition Techniques** Appropriate techniques will be used to visually signal to travelers that they have left the Suburban Policy Area and entered the Transition Policy Area. Some of these techniques include a reduction in the number of through travel lanes, a change to the design of the roadway section, a change in speed limit, increased natural landscaping and wider buffers, and a transition from curb and gutter to shoulder and ditch sections. Any improvements within the transition area will also be made consistent with the Roadway Design Toolkit.

3-3.10 **Roundabouts** Roundabouts should be considered as an alternative to traffic signals and stop controls along Avenues and Local Streets, particularly at entrance gateways to commercial or residential districts. Roundabouts are not preferred along Transit Corridors.

**Transition Policy Area Bicycle and Pedestrian Facilities**

Through extensive provisions of open space, the transition area offers opportunities for recreation and enjoyment of nature. Bicycle and pedestrian connections can improve access to these amenities while also providing connectivity to residential, retail, and community centers.

**Transition Bicycle and Pedestrian Policies**

3-3.11 **Connectivity** Developments will be designed to feature internally and externally integrated bicycle and pedestrian access, with great deference to preservation of natural topographies and environmental features.

3-3.12 **Off-Road Trails** Provision of publicly-accessible off-road trail networks is highly encouraged in the transition area. Such networks will provide for greater utilization and access to natural amenities.

3-3.13 **Recreational Parking Areas** Small parking areas intended to serve recreational trails in the transition area are supported by this plan. Such lots may be privately maintained by entities other than the County or VDOT. Wayfinding and informational signage will also be provided at these locations.

**Transition Policy Area Transit Infrastructure**

The auto-oriented nature of the Transition Policy Area provides opportunities for commuter park-and-ride lots. Comparatively, planned densities in the Transition Policy Area are generally incompatible with higher population densities needed to support local bus service. However, planned activity nodes in the General Plan may provide opportunities for hybrid bus services with longer routes and fewer stop locations.

**Transition Transit Infrastructure Policies**

3-3.14 **Park and Ride Lots** Regional park and ride lots shall be considered for placement along arterial corridors in the transition area to provide options to local residents as well as travelers from rural areas and those traveling from outside of the County.
3-3.15 **Bus Shelters** Curbside bus shelters shall be evaluated in planned activity nodes, but are not envisioned in other parts of the transition area where population densities are unlikely to support local transit services.

**Transition Policy Area TDM Strategies**

A balanced transportation system is vital to Loudoun citizens. The County supports and promotes a variety of commuting options to residents, employees and visitors. In the transition area, these commuting options include carpools and vanpools, commuter bus, bicycling, walking, teleworking and alternative work schedules. To facilitate these options, transportation demand management (TDM) strategies are implemented to encourage use of positive commuting options. TDM strategies also seek to reduce single occupant vehicle (SOV) travel, thereby increasing the efficiency of the transportation system. By providing mobility choices, air and water quality can be improved, congestion can be reduced, and citizens may enjoy a better quality of life. In addition, mobility options serve the needs of a growing and diverse population, including non-drivers, and help attract economic development to the County.

**Transition Transportation Demand Management Policies**

3-3.16 **Land Development** Strategies for TDM will be evaluated and recommended at each stage of the development process for legislative applications, including at traffic study scoping stage to evaluate opportunities to mitigate transportation system impacts deriving from proposed uses.

3-3.17 **Trip Reductions** TDM-based trip reductions included with traffic study scoping agreements will be evaluated as mode shifts and appropriate provisions will be requested during the land development review process to support such reductions. Such reductions will be reasonable based upon proposed and surrounding land use patterns and opportunities for effective TDM implementation.

3-3.18 **Recommended Improvements** TDM will be facilitated through provision of facilities needs to accommodate programs, including but not limited to: transit shelters, park-and-ride lots, bike racks, carpool and vanpool parking spaces, workplace TDM information displays, regional bicycle and pedestrian facilities, and financial support of County TDM programs.

3-3.19 **County Efforts** The County will encourage employers to support alternative travel modes by engaging employers, proving County staff support, and encouraging adoption of private TDM programs.

3-3.20 **Parking Reductions** Parking reductions are generally not supported in the transition area due to the lower planned densities. Limited consideration of parking reductions will be considered on a case-by-case basis where it can be demonstrated that reasonable reductions in parking generation will be achievable.

3-3.21 **Shared Rides** The County will promote vanpooling and carpooling through public and private programs in order to encourage more efficient commuting and better use of the County's roadways.

3-3.22 **Telework** The County will encourage public and private entities to provide opportunities for employees to telework, hold alternative hours, or provide opportunities for a compressed work schedule in order to improve travel along the County's roadways.
Rural Policy Area

The Rural Policy Area represents the County’s goals to focus new urban and suburban development in the eastern portions of the County, thereby maintaining and supporting rural economic uses and residential lifestyles throughout the west. As the largest policy area by geography, planning transportation capacity through this area with appropriate consideration of context, character, and preservation aesthetic is a challenging process. When planned correctly, such efforts can create opportunities sustaining the rural qualities that Western Loudoun offers for generations to come.

Rural Policy Area Built Environment

Although the “built” environment is not what comes to mind when picturing the west, development that does occur in the context of the General Plan requires consideration of access and impacts on the transportation system. The policies below seek to protect the rural area while being cognizant of the ever-increasing demands for mobility through this area by travelers to and from locations within and outside of the County.

Rural Built Environment Policies

3-4.1 Setbacks Buildings in the Villages should be located closer to the street frontage and provide a consistent streetscape, while those outside of the Villages should be sufficiently set back from roadways to create a less intensive feeling along roadways, supplemented with native landscaping to enhance the aesthetic character of development.

3-4.2 Streetscape Building entrances should be designed to face streets along the development frontage in order to provide opportunities for improved streetscape.

3-4.3 Access Points Access points will be designed to support the rural context, including shoulder and ditch sections, rustic elements, and preservation of the rural road corridor aesthetic.

3-4.4 Traffic Operations Site access will be designed to limit impacts to traffic operations along arterial and collector corridors.

3-4.5 Plan Coordination Transportation improvements in the Rural Policy Area will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

Rural Policy Area Roadways

Loudoun County has a network of over 265 miles of unpaved rural roads that reflect the County’s agricultural heritage, many of which were trail blazed in the 17th and 18th centuries. The unpaved rural road network has a natural traffic calming effect that permits their shared use for horseback riding and hiking and contributes to the quality of life sought by rural residents. They are recognized as adding to the rural character that attracts tourists. They also facilitate the safe, efficient movement of farm vehicles. The County is committed to the preservation of a safe unpaved rural road network. It is also worth noting that paving this extensive network of unpaved roads is undesirable due to the cost of completing such a task, which would require reallocation of state funds from other, more utilized, roads in the Secondary Road Improvement Program (SRIP), such as those in the Suburban and Transition Policy Areas.

In certain circumstances, unpaved roads may need to be paved. In consultation with the County, road paving occurs when VDOT can no longer provide adequate maintenance to keep the facility in operable condition due either to the geometry or traffic demands for the road. In such instances,
the County supports the use of minimal-impact and context-sensitive design techniques, such as Pave-In-Place and Rural Rustic Road standards.

**Rural Rustic Road Program**

VDOT manages a Rural Rustic Road program that can be applied to any unpaved secondary road that carries at least 50 but no more than 1,500 vehicles per day, serve predominantly local traffic, and that has been designated by the County as a Rural Rustic Road. The design and engineering standards of this program are intended to preserve the significant historic and environmental features of these low volume roadways, while limiting the need for additional rights-of-way. The intent of this program is to improve travel conditions and dependability on the road while limiting traffic growth along the corridor by maintaining the most limited design and engineering standards necessary to maintain safe travel along the road.

**Pave-In-Place Program**

VDOT manages a Pave-In-Place program that can be applied to any unpaved secondary road that carries at least 50 but no more than 750 vehicles per day. These roads are paved within an existing right-of-way if possible or within a slightly wider right-of-way that is less than 40 feet wide based on considerations of safety, public input, historical and aesthetic features along the corridor, availability of land, and environmental considerations.

**Rural Roads Policies**

3-4.6 **Intent** Transportation road improvements in the Rural Policy Area will be focused on the safety of all users and will be designed to protect the rural character of the road network. Such improvements will be consistent with the Roadway Design Toolkit.

3-4.7 **Traffic Calming** Traffic calming measures will be incorporated into road projects in the Rural Policy Area to improve safety, with particular focus on Towns, Villages, and other historic areas. Improvements to roads in or adjacent to existing Villages will incorporate site specific design solutions to preserve the existing aesthetic and character.

3-4.8 **Improvements** All transportation improvements made within the Rural Policy Area will be designed to a rural standard, including use of shoulder and ditch sections, native plantings, and provision of turn lanes only where warranted and needed for safety and maintenance of traffic operations.

3-4.9 **Roadway Districts** The County will seek to protect the historic and scenic qualities of roads within the Rural Policy Area through the designations of Historic Roadway Districts, Virginia Scenic Byways, and Historic Access Corridors.

3-4.10 **Necessary Improvements** The County will seek to make only essential safety improvements on unpaved rural roads based on volumes, the nature of the road users (local vs. regional traffic), and crash data.

3-4.11 **Preservation** The County will coordinate with VDOT on review of planned road improvement plans for rural roads so that the County can limit potential negative impacts on rural character, including features such as:
• Tree canopy
• Stone walls and fences
• Hedgerows
• Historic and Agricultural Structures
• Significant View Sheds
• Limestone / Karst topography

3-4.12 **Low-Impact Improvements** The County supports maintaining the unpaved roads as feasible. In cases where unpaved roads must be paved, the VDOT Pave-in-Place and Rural Rustic Road programs will be used to the maximum extent possible. The County will work with VDOT to expand opportunities and refine application of these standards through legislation.

3-4.13 **Unpaved Roads** The County’s commitment to maintain its unpaved rural roads is a de facto recognition of the traffic calming effect of these roads on local traffic. Other traffic calming measures along rural roads will be designed with considerations of rural context and character.

3-4.14 **Roundabouts** Roundabouts should be considered as an alternative to traffic signals and stop controls along Avenues and Local Streets, particularly at entrance gateways to commercial or residential districts. Roundabouts are not preferred along Transit Corridors.

**Rural Policy Area Bicycle and Pedestrian Facilities**
This plan supports growth of a cycling network in the Rural Policy Area while promoting safety for riders. The plan also indicates the need for pedestrian facilities along primary roads and in the villages, where pedestrian activity is anticipated to occur.

**Rural Bicycle and Pedestrian Policies**

3-4.15 **Priority** Facilities along primary roads and within the Towns and Villages will be prioritized in order to provide mobility within and between rural activity centers.

3-4.16 **Villages** Within the villages, sidewalks will be provided along both sides of all public and private streets.

**Rural Policy Area Transit Infrastructure**
The County provides select long-haul commuter bus services from limited portions of the rural area. However, the County does not operate local transit services in the rural area. Instead, these services are operated by Virginia Regional Transit and include a fixed-route local bus service and on-demand services. The relatively low densities in the rural area outside of the towns are generally unable to support transit services. However, future consideration may be given to routes through the rural area that connect rural towns and villages to transportation hubs either in the eastern portions of the County or in neighboring jurisdictions.

**Rural Transit Infrastructure Policies**

3-4.17 **Park-and-Ride Lots** The County shall study and seek public input regarding opportunities for regional park and ride lots along primary road corridors in the rural area to provide options to rural communities as well as travelers from outside of the County, thereby mitigating some pressures on the County road network.
3-4.18 **Commuter Bus Services** The County will continue to support long-haul bus services from locations in the rural area, exploring opportunities for connections to the County’s Metrorail Stations and evaluating the ongoing demand for these services.

3-4.19 **Support** The County supports the continued provision of local and on-demand transit services in the rural area by Virginia Regional Transit.

**Rural Policy Area TDM Strategies**

In order to maintain a high quality of rural life and low traffic congestion in the County’s rural communities, transportation demand management (TDM) measures can be instituted in the context of rural opportunities and lifestyles. Due to the relatively low population densities across the rural landscape, the types of TDM measures employed in denser portions of the County may not be adaptable in the rural area. However, certain steps can be taken to minimize the need for single-occupancy vehicle travel in these areas.

In the rural area, TDM can manage travel demand to make the systems more efficient with a core mission of moving more people in fewer vehicles, less demand during the peak travel period, or, in the case of teleworking, eliminate travel demand altogether. To accomplish these goals, TDM focuses on people-oriented transportation choices and efficient transportation solutions.

The benefits of enhanced investment in public transportation and TDM programs to Loudoun County and the region span a broad range. Some of the most notable benefits include improved mobility and travel choices, decreased cost of travel, reduced roadway congestion, improved air and water quality, and opportunities for improved quality of life through decreased stress, time savings, and greater opportunity for rest or work while in transit, while allowing the transportation network to keep pace with needs of a growing population.

Specific TDM programs applicable to rural development patterns may include long-distance transit services, carpool and vanpool programs, employer outreach, telework, provision of context-sensitive bicycle and pedestrian facilities, and planning and management of park-and-ride lots.

**Rural Transportation Demand Management Policies**

3-4.20 **Land Development** Strategies for TDM will be evaluated and recommended at each stage of the development process for legislative applications, including at traffic study scoping stage to evaluate opportunities to mitigate transportation system impacts deriving from proposed uses.

3-4.21 **Trip Reductions** TDM-based trip reductions are not anticipated in the rural area, except in the Towns. For TDM policies within the Towns, please refer to the Town Plans.

3-4.22 **Recommended Improvements** TDM will be facilitated through provision of facilities needs to accommodate programs, including but not limited to: park-and-ride lots, bike racks, carpool and vanpool parking spaces, workplace TDM information displays, regional bicycle and pedestrian facilities, private shuttle services, and financial support of County TDM programs.

3-4.23 **County Efforts** The County will encourage employers to support alternative travel modes
by engaging employers, proving County staff support, and encouraging adoption of private TDM programs.

3-4.24 **Shared Rides** The County will promote vanpooling and carpooling through public and private programs in order to encourage more efficient commuting and better use of the County's roadways.

3-4.25 **Telework** The County will encourage public and private entities to provide opportunities for employees to telework, hold alternative hours, or provide opportunities for a compressed work schedule in order to improve travel along the County's roadways.

**Towns and Joint Land Management Areas (JLMAs)**

Each of Loudoun County’s seven incorporated towns – Hamilton, Hillsboro, Leesburg, Lovettsville, Middleburg, Purcellville and Round Hill – control their own transportation planning functions within their corporate limits. Additionally, due to their larger populations, both the Town of Leesburg and the Town of Purcellville are responsible for the maintenance and operation of all public roads within their boundaries. However, the County works cooperatively with each Town regarding transportation matters both within the Towns and in unincorporated areas outside the Towns’ boundaries. Joint Land Management Areas (JLMAs) have been established by the County as urban growth boundaries around four of the Towns: Hamilton, Leesburg, Purcellville, and Round Hill. JLMA boundaries define the planned ultimate extent of Town municipal water and sewer systems.

**Towns and JLMAs Policies**

3-5.1 **Coordination** The County will coordinate development of plans and design of all transportation facilities within JLMA areas with the associated Town, and will seek opportunities to provide comment and coordination during Town transportation planning and design efforts.

3-5.2 **Town Plans** Development in the JLMAs should refer to the associated Town JLMA plan for policy and strategy related to connectivity of the transportation network. Proposed connections outside of the JLMA will be subject to the plans and policies for the associated Policy Area as defined in this plan.

3-5.3 **Connectivity** The County will work with the Towns to ensure seamless connections and continuous networks between the Towns and surrounding portions of the County as appropriate based upon other County policies and plans.

3-5.4 **Traffic Management** The County will work with the Towns to strive for completion of a functional and dependable transportation system, while respecting the historic nature and aesthetic qualities of the Towns.

3-5.5 **Land Development** The County will work with the Towns to complete joint evaluations of land development applications that are located near Town boundaries or that would have substantial transportation impacts on both Town and County networks.

3-5.6 **Plan Coordination** Town and JLMA transportation improvements will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.
Chapter 4 – Air Travel

Air travel is an integral component of Loudoun County’s overall transportation system. Washington Dulles International Airport (IAD) is one of the most utilized airports in the United States. It offers connections to international destinations and provides a critical economic engine for business and cargo movement with the County and the larger Washington, DC region. Leesburg Executive Airport (JYO) is one of the largest general aviation airports in the Washington region and supports both a burgeoning corporate market and recreational fliers. Air travel also occurs from localized facilities such as helipads, which can be used for emergency services as well as to provide high-speed travel options for businesses and individuals.

Washington Dulles International Airport

Washington Dulles International Airport (Dulles Airport) is a critical component to success of the County’s entire comprehensive plan. In 2017, 265,025 flights operated out of Dulles Airport serving nearly 22,800,000 passengers, including 7,744,586 international travelers, each arriving and departing through the airport’s Loudoun County terminal buildings.

Access to Dulles Airport is provided by the Dulles Airport Access Road, which connects to Route 28 and the Dulles Greenway for connections to Loudoun County. Transit access is provided by WMATA via the Wiehle-Reston East Station until the completion of the Dulles Corridor Metrorail Project, at which time rail access will connect travelers to the airport, providing access to locations along the rail line within Loudoun County. At this time, bicycle and pedestrian connections are not provided to the airport. In addition, this plan calls for extension of the Air and Space Museum Parkway as an arterial corridor between Route 28 and Loudoun County Parkway, enhancing mobility for air travelers, museum visitors, and daily commuters into and out of southern Loudoun County. Any portion of the proposed arterial corridor that traverses Dulles Airport property will be coordinated with and approved by the Metropolitan Washington Airports Authority.

Dulles Airport also features the Smithsonian Institute’s Udvar-Hazy Air and Space Museum in the southeast corner of the airport. This cultural center is easily accessed from Loudoun County via Route 28 and US Route 50 via Air and Space Museum Parkway.

Leesburg Executive Airport

Leesburg Executive Airport is a general aviation facility that is owned and operated by the Town of Leesburg. The airport supports approximately 115,000 annual arrivals and departures, with nearly 300 aircraft stationed at the facility. The airport also features minimum charter operations and repair services. Its 5,500-foot long runway is planned for extension in the future to support the airport’s growth and expansion.

Private Air Travel Facilities

Aside from airports, air travel can be facilitated via heliports, helipads, and other private facilities. These facilities can support emergency safety and medical services, economic development, and decreased demand for travel along County roads. While not common, such facilities do exist throughout the County and serve a role in supporting mobility goals.
**AIR TRAVEL POLICIES**

4-1.1 **Intent** The County supports the growth and development of Washington Dulles International Airport and Leesburg Executive Airport.

4-1.2 **Coordination** The County will coordinate development of plans and design of transportation facilities along the boundaries of the airports with MWAA, VDOT, Fairfax County, the Town of Leesburg, and other agencies as appropriate. The County will seek opportunities to provide comment and coordination with airport officials during airport planning and design efforts.

4-1.3 **Access** To improve access to Washington Dulles International Airport, the County supports and will work to implement the Dulles Loop, consisting of limited access conditions for VA Route 28, VA Route 606, and a southern connector (either US Route 50 or an extension of Air and Space Museum Parkway), working to identify where airport access points would be logically located or improved along these corridors.

4-1.4 **Multimodal Access** The County will work to enhance access to the airports through improvements to nearby roadways, provision of transit services, and options for bicycle and pedestrian access.

4-1.5 **Transit Access** The County will work in coordination with the other jurisdictions surrounding Dulles Airport to conduct a joint transit study to determine if a fixed guideway transit system is feasible along the Route 606, Route 28, US Route 50, or other corridors in the vicinity of Dulles Airport.

4-1.6 **Expansion** The County will work with the airports to design transportation facilities that facilitate planned growth at both airports, including runway expansions and freight connectivity.

4-1.7 **Private Air Travel** The County supports development of air travel facilities such as helipads for emergency services and business development, in adherence to local, state, and federal regulations. See Chapter 7 of this document for policies related to mitigation of noise impacts.
Chapter 5 – Mitigating the Impacts of Development

Successfully implementing this plan requires a concerted effort by the County government, private landowners, and developers to ensure that a coordinated and connected multimodal network is achieved. Land development applications (LDAs) consist of two types: legislative and ministerial. To the extent permitted by the Virginia Code and the applicable guidelines of the Comprehensive Plan, the CTP seeks to engage development applicants to facilitate coordination with and completion of planned transportation infrastructure.

Review of LDAs

Legislative applications seek to change or expand permitted development opportunities and are subject to review by the Planning Commission and the Board of Supervisors. Legislative applications may, or may not, request changes that conform to the planned land use, and therefore may, or may not, represent consistency with forecasted regional trip generation anticipated by this plan. Therefore, each application needs review and comment regarding transportation policy and to identify any issues that might arise in conflict with this plan following approval of the land development application. For legislative applications, concerns with conformance to existing plans can be addressed either through proffers, which are voluntary commitments made as part of rezoning application packages, or conditions, which are requirements imposed by the County as part of special exception application packages. To ensure the viability of this plan, transportation proffers and conditions seek to ensure that the policies and intent of this plan are incorporated into the final application package. All policies within this document are considered as part of this review, as appropriate based on proposed use and location of an application. The County will not in any way suggest, request, require or accept any proffered commitment unless and to the extent such proffers are consistent with County proffer policies and proffer guidelines as set forth in the General Plan.

Ministerial applications seek to authorize development of already permitted uses on a site subject to regulations and ordinances. Similarly, ministerial applications advance development of permitted uses which also may not conform with planned land use. However, since these uses are already permitted, review of these applications includes ensuring fulfillment of any associated proffers and conditions, and resolving any direct conflicts with this plan related to the planned transportation network, access management, frontage improvements, and connectivity.

**Land Development Review Policies**

5-1.1 **Ensuring Conformance** DTCI will review land development applications to ensure conformance to the County’s transportation policies as provided in this plan and the General Plan. Requests for additional detail or commitments may be made with as part of any applications to facilitate implementation of this plan, in accordance with applicable State and local requirements.

5-1.2 **Legislative Applications** DTCI review of legislative applications may include comments related to traffic studies, traffic engineering, potential impacts of the proposals, ensuring that the plan set accommodates planned transportation facilities and appropriate circulation
elements, reasonable access to the public roadway network, and any other transportation-related characteristic of the development proposal as described in this plan.

5-1.3 **Ministerial Applications** DTCl review of ministerial applications will include comments related to conformance with this plan, adherence to any approved proffers and conditions, and assurance that development plans will accommodate the ultimate condition of the County’s planned transportation network.

5-1.4 **Mitigating Impacts** The Applicant will be responsible for mitigating each of the modal impacts generated by the proposed development. Trip reductions incorporated into the Applicant’s traffic analysis will be considered as modal shifts and appropriate facilities will provided to support this modal shift.

5-1.5 **General Approach** The County will actively seek transportation proffers, including those for roads and related infrastructure such as traffic signals, transit (including transit capital and route start-up costs), and bicycle and pedestrian facilities from rezoning applications. A case-by-case analysis of the needs for transportation improvements will be made for each development application.

5-1.6 **Level of Service Standards** Through legislative applications, the Applicant will be required to demonstrate that minimum level of service thresholds, as defined by the relevant policy area, will be achieved and maintained at all study intersections throughout all phases of development. Mitigation measures needed to meet the level of service standard must be in place and open for use prior to the appropriate occupancy permit that is forecasted to cause the degraded level of service.

5-1.7 **Planned Roadways** Any transportation facilities indicated within this plan shall be constructed in the location shown on this plan and as described in this plan, whether built by the County or as part of a land development application. Justification for exceptions to this policy require appropriate documentation, including demonstration of cause.

5-1.8 **Traffic Calming** Applicants will be responsible for addressing potential traffic calming concerns that may result from a proposal new development and ensuring that network design encourages low travel speeds while also providing for a logical and efficient network.

5-1.9 **Access Management** Proposed site entrances from public roads are subject to review by the County. The County may request limitations or additions to the total number and locations of access points in order to ensure efficient operation of the transportation system.

5-1.10 **Access Design** Turn lanes and other safety features shall be of primary consideration when evaluating access management to developments, especially those primarily serving children, tourism, and large vehicles.

5-1.11 **Driveway Stubs** Existing driveway stubs should be used when feasible as part of development, unless such access points conflicts with access management policies or standards. When a site is developed that would preclude future use of an existing stub, the stub shall be removed and the roadway and associated turn lanes and median breaks shall be fully removed and the roadway will be reconstructed to appropriate standards for the segment as described in this document.
5-1.12 **Plan Coordination** Transportation improvements will meet the policies and intent of this document as well as other policies of the Comprehensive Plan.

**Traffic Study Policies**

5-2.1 **Traffic Study Requirements** Traffic studies are required with all legislative applications and will be scoped based upon the intensity and impacts of the proposal.

5-2.2 **Pre-Application Meeting** A pre-application meeting or waiver is required to occur at least one week prior to a traffic study scoping meeting.

5-2.3 **Scoping Requirements** In order to scope a traffic study, a completed draft traffic study scoping application form, including identification of all uses proposed for the site, trip generation table, site layout graphics, and bicycle and pedestrian accommodations will need to be submitted at least one week in advance of the meeting date. Traffic study scoping parameters and agreements will be consistent with the standards and criteria set forth by VDOT. Traffic study scoping agreements will be coordinated with VDOT as required.

5-2.4 **Agreement Expiration** Traffic Study Scoping Agreements will expire two years from the date of County approval. After two years, the County, at the request of an applicant, may renew the agreement only if the scoping agreement is deemed to accurately represent the current proposal and surrounding land uses and transportation network.

5-2.5 **Traffic Counts** Traffic counts shall be considered valid for a period of one year after collection.

5-2.6 **Background Traffic** If substantial changes, as determined by the County, have occurred at a study intersection more than 6 months after the scoping agreement is signed (e.g., a new road or large development opens, impacting traffic patterns), DTCI reserves the right to request a new traffic study scoping agreement be drafted and a new traffic study be completed.

5-2.7 **Conformance** Traffic Study submissions and CDPs should generally conform to the scoping agreement. If the County identifies substantial changes in use, character, extent, or scale at time of checklist submission, the County may deem the traffic study scoping agreement invalid and require that a new agreement be drafted.

**Proffer Policies**

The following policies are subject to the overriding County proffer policies and proffer guidelines as set forth in the General Plan. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2302, and 15.2-2303.4, as applicable, to evaluate the reasonableness of proffered conditions, and for those applications subject to Section 15.2-2303.4, the County shall accept only those proffers permitted or deemed reasonable under Virginia Code Section 15.2-2297 and not deemed unreasonable under Section 15.2-2303.4.

5-3.1 **Cash-In-Lieu** When a proffer proposes an improvement along a public road, a cash-in-lieu provision should be included in order to allow the County or others to advance implementation of an improvement.
5-3.2 **Potential Proffers** Private participation in the funding and development of the transportation system may include, but need not be limited to:

- Access improvements beyond those required by County Ordinance;
- Frontage improvements beyond those required by County Ordinance;
- Appropriate right-of-way for on-site roads not required by County Ordinance;
- Appropriate cross-section of a roadway to accommodate traffic beyond that generated by the development;
- Construction of regional improvements (both on- and off-site) or cash contribution towards regional improvements;
- Traffic signal warrant studies and traffic signalization at intersections;
- Roundabouts, interchange improvements, and other alternative intersection designs;
- Development and improvement phasing;
- Interparcel connections beyond those required by County Ordinance;
- Sidewalks and asphalt trails, with accompanying public access easements and maintenance agreements for those facilities constructed outside of the public ROW;
- On-road bicycle facilities;
- Land acquisition or contributions towards eminent domain proceedings;
- Routing and scheduling of construction and industrial traffic to minimize impacts on adjoining areas;
- Travel Demand Management measures;
- Traffic calming measures;
- Contributions towards roadway, transit capital, or bicycle and pedestrian improvements, and;
- Contributions towards abandonment / vacation of public ROW.

5-3.3 **Monetary Contributions** Where cash proffer contributions can be accepted subject to state and local policies and ordinances, the County will seek contributions for roadways and transit in the general vicinity of a residential development site on a per-unit basis. The amounts of any such contribution will be guided by analysis of acceptable level of service standards, projected costs of improvements, and projected funding levels through the plan horizon. Regional improvements (as defined in this document) made as a part of a development can be deducted from this contribution amount. Improvements necessary to mitigate site-generated impacts shall not be considered as regional improvements.

5-3.4 **Use of Monetary Contributions** Cash contributions provided as part of a development application either for regional improvements or in lieu of completed improvements, funds will be utilized within the related policy or planning subarea. If requested during the land development review process, alternative geographic areas of reasonable size and
relationship to the site may be considered, such as tax district boundaries or boundaries defined by major roads.

5-3.5 **Right-of-Way Valuation** The County will value right-of-way dedications based on County pre-rezoned assessment values at the time of the rezoning application in accordance with Capital Facilities proffer guidelines.

**Parking Standards**

Parking requirements are regulated by the Zoning Ordinance. However, parking locations, standards, and safety impact the transportation system by affecting demand for parking on public streets, pedestrian routes between sidewalks and building entrances, and vehicular safety and access between parking facilities and the public road network. Therefore, parking needs to be evaluated in the broader context regarding the transportation system.

5-4.1 **Parking Studies** Parking studies shall be reviewed by DTCI to ensure adequate on-site and on-street parking is provided to support the proposed uses.

5-4.2 **Pedestrian Routes** Safe and practical pedestrian access between parking areas and proposed uses shall be considered when evaluated when analyzing proposals for shared parking.

5-4.3 **Parking Reductions** Proposals for reductions in minimum parking requirements for residential and commercial uses shall be supported by DTCI when existing, substantial, and reasonable peak, off-peak, and weekend local and regional travel alternatives can be demonstrated as accessible from the site when the parking reduction is proposed.

5-4.4 **Parking Areas** Locations of proposed parking areas shall be arranged to meet the Countywide Transportation Plan and Comprehensive Plan goals for the planning subarea and policy area where the development will be located.

5-4.5 **Site Access** Parking shall not be placed in conflict with site access points, and shall be arranged so as not to inhibit traffic flows into and out of the site.

5-4.6 **Parking Locations** As possible, parking lots and parking structures shall be located to the rear of development sites so as to bring buildings closer to the street, improving walkability and creating a sense of place.

5-4.7 **Parking Signage** Appropriate signage shall be provided for restricted parking spaces, including accessible spaces, day care pick-up and drop-off spaces, use-specific spaces adjacent to a shared parking area, and for visitor-specific spaces, as appropriate.

5-4.8 **Parking Requirements** The County will study appropriate rates of parking to ensure that sufficient parking is provided while not providing an overabundance of parking that can detract from the quality of a development.

**Traffic Management and Operations**

Significant development proposals may generate traffic exceeding normal conditions. Such proposals might include regional destinations such as major shopping or entertainment venues, conference centers, large religious or educational institutions, or other special event or activity centers. Such locations may warrant substantial transportation system improvements based on their peak usage, but would result in a substantially overbuilt network during most other times.
Therefore, alternative solutions could be considered to support such proposals while promoting the goals of this plan through use of Traffic Management and Operations Plans (TMOPs).

**Traffic Management and Operations Plan (TMOP) Policies**

5-5.1 **Use of TMOPs** TMOPs shall be required only when extreme shifts to travel demand are anticipated based on a proposed use.

5-5.2 **Alternative Modes** As feasible, alternative modes should be incorporated into TMOPs, specifically transit shuttles and general transit access.

5-5.3 **Traffic Mitigation Fees** To manage travel demand and encourage carpooling and use of transit shuttles, the County supports the use of parking fees as part of a TMOP.

5-5.4 **Traffic Control** Traffic control personnel shall be incorporated into TMOPs. Any changes to lane usage and access along public roads shall be approved in advance by the County and VDOT.

5-5.5 **Hours** As feasible, the County shall encourage timed events to be scheduled such that travel demand generated by the proposed use would occur outside of the normal peak commuting hours. This would promote the efficiency and effectiveness of the transportation system in the vicinity of the site and minimize impacts to regular travelers.
Chapter 6 – Regional, State, and Local Coordination

Transportation planning is a complex process, requiring coordination with decision-making bodies from all levels of government and often with the private sector. Loudoun County actively participates in transportation planning processes at the regional, state and local levels to ensure:

- Effective coordination among appropriate agencies/bodies
- Full compliance with State and Federal laws
- The ability to maximize Regional, State and Federal funding, and ultimately
- The provision of needed transportation facilities and services and implementation of the County’s vision for transportation

Regional Coordination

As part of the Washington, D.C. metropolitan region, Loudoun County coordinates with various regional agencies in order to identify, plan for and implement priority transportation improvements and ensure concerns of a regional nature are addressed. Federal and state laws form the framework of these associations. The County works cooperatively with three such regional bodies on a regular basis. They include the National Capital Region Transportation Planning Board (TPB), the Northern Virginia Transportation Authority (NVTA) and the Northern Virginia Transportation Commission (NVTC). Each of these institutions has distinct roles and is discussed in the sections that follow.

The National Capital Region Transportation Planning Board (TPB)

The National Capital Region Transportation Planning Board is the federally designated Metropolitan Planning Organization (MPO) for the entire Washington, D.C. metropolitan region. The TPB was established in 1965 in response to federal legislation that required urban areas to develop coordinated planning processes. The TPB plays an important role as the regional forum for transportation planning. MPOs prepare plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to their regions. The TPB’s primary activities are the development of a 25-year Financially Constrained Long-Range Plan (CLRP) and a six-year Regional Transportation Improvement Program (TIP). At present, the TPB is in the process of developing an updated long range plan, referred to as Visualize 2045, which will contain both financially constrained and unconstrained transportation plans. Members of the TPB include representatives of local governments; state transportation agencies; the Maryland and Virginia General Assemblies; the Washington Metropolitan Area Transit Authority (WMATA); and non-voting members from the Metropolitan Washington Airports Authority (MWAA) and federal agencies. Loudoun County currently holds one seat which is filled by a member of the Board of Supervisors; a second seat will become available to Loudoun County when the County’s population surpasses 400,000 persons. The County became actively involved with the TPB in the mid-1980s during the early stages of planning for future transportation improvements to include the Dulles Corridor Metrorail Project and the Dulles Toll Road, and later the Dulles Greenway. The TPB’s activities are closely coordinated with the Metropolitan Washington Council of
Government’s (MWCOG) programs for forecasting population and employment for the region, and with the air quality planning activities of the Metropolitan Washington Air Quality Committee (MWAQC).

The CLRP responds to federal requirements that funding sources be identified for all strategies and projects included in long-range plans. Updated at least every three years, the CLRP includes only those projects and strategies that can be implemented over the planning period with funds that are “reasonably anticipated to be available.” The TIP shows how portions of the CLRP will be implemented over the first six years of the planning period. Individual projects in the CLRP and TIP are often analyzed in more detail in corridor or sub-area studies. These studies are conducted by state and local agencies in cooperation with the TPB, and in accordance with federal procedures. Loudoun County projects must be on this six-year program in order to receive federal or state funding. Because the TPB places a project in the CLRP only after a funding source is identified, the placement of a project in the CLRP and TIP creates a high probability that the project will be constructed.

One reason for the strict criteria for project placement in the CLRP and TIP is that, under federal law, metropolitan areas must demonstrate that they comply with the Clean Air Act Amendments of 1990 and with a United States Environmental Protection Agency (USEPA) memorandum of March 1995 on the phased attainment process. The Washington, D.C. metropolitan region is currently designated as a non-attainment area for the federal health standards for ozone and fine particles. As such, the region has developed a State Implementation Plan (SIP) for the attainment of clean air standards and must demonstrate that planned transportation improvements are in conformance with the SIP. Each year, the CLRP and TIP are tested for air quality conformity. In recent years, conformity for specified pollutants has consistently been obtained by the region as called for in the SIP. Air Quality issues are further discussed in Chapter 7, Environmental and Heritage Resources.

The Northern Virginia Transportation Authority (NVTA)

Established in 2002 by the Virginia General Assembly, the Northern Virginia Transportation Authority is responsible for long-range regional transportation planning for Northern Virginia. Member jurisdictions include the Counties of Arlington, Fairfax, Loudoun and Prince William, and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park. Loudoun County has been a member of the NVTA since its inception and holds one seat which by Code is filled by the Chairman of the Board of Supervisors. In accordance with its mission, NVTA is responsible for development of the TransAction Regional Transportation Plan, most recently updated and adopted in 2017, which identifies critical transportation projects requiring funding within Northern Virginia through the year 2040. TransAction stands for “A Transportation Action Plan for Northern Virginia” and is scheduled to be updated every five years.

In 2013, NVTA’s role increased significantly with the General Assembly’s passage of HB 2313. That legislation created a dedicated revenue source for funding transportation projects through the NVTA. One of the criteria for jurisdictions to receive certain funding through the NVTA is that the transportation project for which funding is sought must be included in TransAction. Additionally, NVTA identifies priority projects for regional Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation Program (RSTP) funding
each year.

**The Northern Virginia Transportation Commission (NVTC)**

The Northern Virginia Transportation Commission is responsible for coordinating public transportation planning and funding in the Northern Virginia jurisdictions of Arlington County, Fairfax County, Loudoun County, the City of Alexandria, the City of Fairfax, and the City of Falls Church. Created by the Virginia General Assembly in 1964, NVTC consists of 21 commissioners. Fourteen commissioners are locally elected officials from the six member jurisdictions, six are from the General Assembly, and the final commissioner is a representative of the Virginia Secretary of Transportation. Loudoun County holds two of the 21 seats which are filled by members of the Board of Supervisors. Loudoun County became actively involved with NVTC when it began collecting a 2% local gasoline tax in January 1989. As part of its mission, NVTC receives and administers gasoline tax funds for member jurisdictions. NVTC also advocates for funding for public transit, provides oversight for Virginia Railway Express (VRE) and Washington Metropolitan Area Transit Authority (WMATA) services, and coordinates planning for innovative transit services in the region, among other functions. Additionally, NVTC administers the I-66 Commuter Choice Program, which awards funding from I-66 inside the Beltway tolling revenues for transit infrastructure and service as well as transportation demand management programs in the greater I-66 Corridor through a competitive process.

**The Metropolitan Washington Airports Authority (MWAA)**

The Metropolitan Washington Airports Authority operates Washington Dulles International Airport and Ronald Reagan Washington National Airport under a 50-year lease with the Federal Government, as authorized by the Metropolitan Washington Airports Act of 1986, Title VI of Public Law 99-500. Washington Dulles International Airport, located within both Loudoun County and Fairfax County, provides domestic and international air service for the Mid-Atlantic region. Both airports were transferred to MWAA from the Federal Government in June 1987. Prior to that date, the airports were owned and operated by the Federal Aviation Administration in the U.S. Department of Transportation. MWAA is governed by a 17-member Board of Directors, which establishes the Authority’s policy and provides direction to management. Members of the Board are appointed by the Governors of Virginia and Maryland, the Mayor of Washington, D.C., and the President of the United States. The MWAA organization includes central administration, airports management and operations, and police and fire departments.

MWAA is not taxpayer-funded but is self-supporting, using aircraft landing fees, rents and revenues from concessions to fund operating expenses. In the early 2000s, MWAA embarked on a major capital construction program at Dulles Airport, including improved facilities and additional capacity with completion of a new airport traffic control tower, expanded airline gates, a fourth runway, and a train system that provides access between terminals. Airport capital improvements are funded by bonds issued by the Airports Authority, Federal and State Airport Improvement Program funds, and Passenger Facility Charges.

In November 2008, the Commonwealth of Virginia transferred responsibility for the daily operation, maintenance and control of the Dulles Toll Road to MWAA. Tolls collected are used for operation, maintenance and improvements in the Dulles corridor, and to fund a portion of the construction of the Metrorail in the Dulles corridor. Additional construction funding is provided
by Fairfax and Loudoun Counties, the Commonwealth of Virginia, and the Federal Government. MWAA is managing the Dulles Corridor Metrorail Project; the first phase to Reston opened in July 2014, and the second phase to Dulles and Loudoun County is under construction and is anticipated to be operational in 2020.

**The Washington Metropolitan Area Transit Authority (WMATA)**

The Washington Metropolitan Area Transit Authority, commonly referred to as Metro, was created by an interstate compact in 1967 to plan, develop, build, finance, and operate a balanced regional transportation system in the national capital area, to include Metrorail and Metrobus. WMATA is governed by a Board of Directors consisting of eight voting and eight alternate members. Maryland, Virginia, the District of Columbia and the Federal Government appoint two voting and two alternate members each. Metro began operating the first phase of Metrorail in 1976. Today, Metrorail serves 91 stations and has 117 miles of track, with an additional six stations, including three in Loudoun County, and 12 additional miles of track to be opened with Phase 2 of the Silver Line in 2020. When Phase 2 of the Silver Line opens, MetroAccess paratransit service will also become operational within portions of Loudoun County.

**Route 28 Highway Transportation Improvement District Commission and Advisory Board**

The Route 28 Highway Transportation Improvement District Commission administers the Route 28 Highway Transportation Improvement District, established by Loudoun County in partnership with Fairfax County in 1987 to accelerate limited access improvements to Route 28, a key artery in the region. The Commission is made up of members of the Boards of Supervisors from both Counties and has the authority to subject the owners of industrial and commercial property within the District to a maximum additional tax assessment of 20 cents per $100 of assessed value. The funds collected are used for the road improvements and debt service on bonds issued by the state. The Route 28 Highway Transportation Improvement Advisory Board submits an annual report to the District Commission on the transportation needs of the District and activities of the Board, and presents special reports concerning the District tax as requested by the Commission or either the Fairfax or Loudoun Board of Supervisors. The Advisory Board consists of members appointed by the Boards of Supervisors and selected by landowners within the Route 28 District.

**Specific Regional Coordination Topics**

**New Potomac River Crossing**

For more than fifty years, various studies and regional plans have considered an additional roadway connection across the Potomac River between Virginia and Maryland west of Interstate 495. In September 2016, the Board of Supervisors (Board) included the concept of a new Potomac River crossing on its list of Strategic Plan initiatives and subsequently included the item on its Strategic Plan Initiatives Work Plan in January 2017. On June 29, 2017, at its annual Transportation Summit, the Board received a presentation summarizing the history of the proposed Potomac River crossing as well as data resulting from previous studies. At that time, the Board initiated a study to identify a series of potential corridors recommended for further analysis in an area bounded by Route 7 on the south, the Potomac River on the north, Fairfax County on the east and Goose Creek on the west. This study was completed in August 2018 with a report that provides an overview of the potential benefits and challenges of a new Potomac River crossing.
On September 20, 2018, the Board recognized two of the corridors identified in the August 2018 report, namely Corridor D and Corridor E, and the area between these corridors, as the County’s preferred location for a future Potomac River crossing. Both were mapped as 2,000-foot wide corridors to identify existing conditions and environmental concerns within the corridor and surrounding areas. Specific roadway alignments were not established within the identified corridors.

Corridor D Overview

Corridor D begins at the interchange of Route 7 and Route 28. From this southern terminal point, Corridor D runs northwest generally following Broad Run. Corridor D runs through the eastern portion of Bles Park and terminates on the southern bank of the Potomac River just west of the mouth of Broad Run and near Selden Island in the Potomac River.

As identified in the August 2018 report, Corridor D has potentially large impacts to existing residential properties, 100-year floodplain, and parks. Corridor D would have minor impacts to wetlands, existing transportation infrastructure, utilities, commercial properties, and regional connectivity.

Corridor E Overview

Corridor E begins at the interchange of Route 7 and Loudoun County Parkway. From this southern terminal point, Corridor E runs northwest following the existing alignment of Loudoun County Parkway to the intersection of Loudoun County Parkway and George Washington Boulevard. From that intersection, Corridor E continues north along the western edge of the University Center development just east of the Potomac Farms subdivision and into Bles Park. Corridor E terminates on the southern bank of the Potomac River near Selden Island in the Potomac River.

From the report, Corridor E has potentially large impacts to existing residential and commercial properties. Corridor E would have minor impacts to 100-year floodplain, wetlands, recognized environmental conditions, public facilities, existing transportation infrastructure, historic resources, and utilities.
Regional Recreational Access

Loudoun County is situated near two major national recreational corridors just outside of its boundaries, namely the Appalachian National Scenic Trail along the Blue Ridge and the Chesapeake & Ohio (C & O) Canal Towpath along the Maryland shoreline of the Potomac River. There are limited non-motorized connections between Loudoun County and these corridors for individuals wishing to access them without the use of a motor vehicle, or conversely, for individuals hiking or biking along these corridors wishing to access points within Loudoun County. Improved connections could, for example, provide access between the Appalachian Trail at Snickers Gap and the Village of Bluemont, between the C & O Canal Towpath at Brunswick, Maryland to the Town of Lovettsville, and between the C & O Canal at White’s Ferry and the Washington and Old Dominion (W & OD) in the Town of Leesburg.

Regional Transportation Coordination Policies

6-1.1 **County Participation in Regional Organizations** The County will continue to participate as a member of regional transportation planning agencies to increase the County’s role and status in the regional planning arena and to generate support for transportation projects that are contained within the Loudoun 2040 Countywide Transportation Plan. Roadways and other transportation facilities identified in the Loudoun 2040 Countywide Transportation Plan represent planned or improved transportation facilities Countywide and their ultimate conditions. Transportation facilities noted in this plan are will be updated on a regular basis through the County’s transportation planning process in coordination with regional planning agencies, and by resolution of the Board of Supervisors.

6-1.2 **Issues of Mutual Concern** The County will continue to work with other localities on specific issues of mutual regional concern, such as the Route 28 Highway Transportation Improvement District (HTID), and to provide support for appropriate regional transportation improvements outside the County.

6-1.3 **Potomac River Crossing** The County is committed to the on-going study of a future Potomac River Crossing between Virginia and Montgomery County, Maryland. The County’s preferred location for such a crossing is within the boundaries identified as Corridor D and Corridor E, and the area between these identified corridors. This future crossing will take every measure to avoid the removal of any existing residential dwellings within Loudoun County.

6-1.4 **Potomac River Crossing Coordination** The County will develop a plan for regional coordination and collaboration with local and state jurisdictions, as well as with federal agencies, to advance the concept of a future Potomac River Crossing.

6-1.5 **Regional Recreational Access** The County will work with adjacent jurisdictions and agencies to identify and implement improved non-motorized access between the Appalachian Trail and the Chesapeake & Ohio Canal Towpath to points within Loudoun County.

State Coordination

Of equal importance to its coordination with regional agencies, the County must partner with state
agencies to realize its vision for transportation. Coordination with VDOT is particularly important given that the state is responsible for maintenance and operation of all public roadways in Loudoun County.

**The Commonwealth Transportation Board (CTB)**

At the forefront of transportation issues for the state, the Commonwealth Transportation Board is a governor-appointed 17-member body that establishes administrative policies for Virginia’s transportation systems and allocates funding for highway projects, airports, seaports and public transportation. CTB-approved programs are administered through the various transportation-related state agencies, including the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Port of Virginia, and the Virginia Department of Aviation.

**Office of Intermodal Planning and Investment (OPII)**

The Office of Intermodal Planning and Investment is located within the Office of the Secretary of Transportation and was created in 2002 to encourage the coordination of multimodal and intermodal planning across the various transportation modes within the Commonwealth. Since then, the office has produced multiple statewide planning efforts, performance reports and collaborated with multiple entities to promote a safe, strategic and seamless transportation system. OPII is also charged with assisting the CTB in the development of the Statewide Transportation Plan, currently known as VTrans2040. VTrans2040 identifies is the long-range, statewide multimodal policy plan that lays out overarching Vision and Goals for transportation in the Commonwealth. It identifies transportation investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs.

VTrans2040 identifies multimodal needs across the Commonwealth. The plan focus is on the needs of the Commonwealth’s statewide network of Corridors of Statewide Significance, the multimodal regional networks that support travel within metropolitan regions, and improvements to promote locally designated Urban Development Areas. In Loudoun County, the Northstar Boulevard / Belmont Ridge Road corridor is a designated Corridor of Statewide Significance, referenced as “North-South Corridor G,” and the locally designated Urban Development Area is comprised of the Urban and Suburban Policy Areas.

VTrans2040 is divided into two components: the VTrans2040 Vision Plan (Vision Plan) and the VTrans2040 Multimodal Transportation Plan (VMTP). The VTrans2040 Vision component lays out Virginia’s Guiding Principles, Vision, Goals, and Objectives in a policy framework to guide partner agency investment decisions over the next 25 years. The VTrans2040 VTMP component includes a Statewide Transportation Needs Assessment. This needs assessment serves as a screen for state funding consideration through the SmartScale program.

**The Virginia Department of Transportation (VDOT)**

The Virginia Department of Transportation is responsible for the maintenance and operation of all public roads in Loudoun County (excluding incorporated towns with populations greater than 5,000 people). Included with this responsibility is the provision of transportation improvement
projects to ensure the continued mobility of the traveling public. The County works closely with VDOT in the identification and implementation of priority transportation projects through the Six-Year Improvement Program (SYIP). These projects represent a portion of the County’s priorities and are the culmination of significant programming, design and funding actions.

VDOT’s Locally Administered Projects (LAP) Program offers opportunities for the County to directly manage construction, as well as planning, environmental clearance, design, and permitting of transportation projects that include VDOT funding. This approach helps to streamline project development, saving time and money in the process and bringing projects to fruition in an abbreviated time-frame compared to past projects. In 2006, VDOT approved Loudoun County’s application to participate in a predecessor to the LAP program for the rehabilitation of historic Hibbs Bridge on Route 734. The Hibbs Bridge project was successfully completed by the County’s Office of Capital Construction in 2007. More recently, with the development of the County’s robust CIP since 2012, several other projects have been or are currently being administered under the LAP program through the County’s Department of Transportation and Capital Infrastructure (DTCI). These projects include the extension of Claiborne Parkway between Croson Lane and Ryan Road; construction of the Route 7 / Belmont Ridge Road Interchange; the widening of Belmont Ridge Road between Truro Parish Drive and Croson Lane, and Northstar Boulevard between US Route 50 and Tall Cedars Parkway.

The County also works with VDOT and the development community in the land development review process regarding road improvement issues, including through the Chapter 527 legislation initially passed by the Virginia General Assembly in 2006 and which became effective July 1, 2007. This legislation allows VDOT to review and submit comments on comprehensive plans and plan amendments and certain rezoning proposals, as well as their associated traffic impact analyses. It is intended to provide local governing bodies and their constituents with additional information to aid in the land use and transportation decision-making process. In general, comprehensive plans or plan amendments that have a substantial impact on, or cause a substantial change to, the existing transportation network or state-controlled/maintained highways, and land development applications that have a significant impact on state-controlled highways must be submitted to VDOT for review and comment. The specific criteria that are used with each type of application are contained within the VDOT Revised Traffic Impact Analysis Regulations Administrative Guidelines, 24VAC30-155.

The County intends to continue its current relationship with VDOT as the County continues to implement public transportation infrastructure improvements to design and construct roadways and bicycle and pedestrian facilities as identified in the Loudoun 2040 Countywide Transportation Plan.

The Virginia Department of Rail and Public Transportation (DRPT)

The Virginia Department of Rail and Public Transportation focuses on the movement of people and goods throughout the Commonwealth, primarily in the areas of rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments, as well as private entities to provide support for projects and programs by:
• Assessing feasibility and environmental impacts of new and expanding services;
• Conducting statewide rail and public transportation studies;
• Planning and programming new services and capital improvement projects; and
• Providing leadership, advocacy, technical assistance and funding.

DRPT works with private railroad companies to promote freight rail and to expand access to passenger rail across Virginia, including Amtrak and Virginia Railway Express (VRE) services. DRPT supports both passenger and freight rail initiatives through funding options, expert advice, research, and advocacy, and represents the State’s interests in interstate and national rail issues. DRPT also provides advice, support and funding to local bus as well as commuter bus and rail services throughout Virginia. Commuter Services Programs, which work to promote carpooling, vanpools, telework and other alternative modes of transportation to Virginia’s commuters, help to save individuals (and employers) time and money, and can also help manage traffic congestion and benefit the environment. DRPT partners with commuter service programs operating in the Commonwealth, including Loudoun County Commuter Services, to provide information, business incentives, and ridematching services.

Additionally, with regard to increased focus on multimodal transportation across the Commonwealth, DRPT in 2013 developed the Multimodal System Design Guidelines to provide a framework for multimodal planning at regional, local and corridor scales. These guidelines provided an alternative to VDOT’s Road Design Manual, and in 2014 VDOT amended its Road Design Manual to allow for the application of these guidelines in certain designated urban areas in jurisdictions were VDOT operates and maintains the public road network. Further information regarding the DRPT Multimodal System Design Guidelines is provided in Chapter 3, The Built Environment – Transportation and Land Use.

Local and Other Coordination

As an extension of its coordination with other agencies, particularly VDOT, the County works with other key entities to ensure appropriate coordination is accomplished for certain transportation issues, initiatives and projects. The most common of these are as follows:

• The County coordinates with its towns and neighboring jurisdictions as well as regional agencies.

• The County develops and pursues a legislative program with the Virginia General Assembly that includes transportation facilities and funding and also coordinates with other jurisdictions on transportation matters of mutual interest.

• The County facilitates Transportation Demand Management (TDM) programs through the County’s Transit and Commuter Services program, in coordination with DRPT, VDOT, MWCOG, and local Transportation Management Associations (TMA's). Each organization provides technical and financial support through grant programs, research, training, and marketing assistance. As part of each program, the County provides employer outreach opportunities to assist employers in developing or expanding employee transportation programs.
State, County, Local and Other Coordination Policies

6-2.1 **VDOT Transportation Planning Coordination** The County will continue to encourage the VDOT to participate in long-range planning processes to provide the input for the formulations of County transportation policy.

6-2.2 **VDOT Funding Coordination** The County will submit applications for funding to VDOT for the various funding programs managed by VDOT.

6-2.3 **VDOT Land Development Coordination** The County will obtain VDOT’s input into development applications through the County’s land development application referral process, and by working with VDOT and applicants to ensure that proposed public streets are accepted into the state’s system. This will include submissions of development related traffic impact analysis to VDOT for review in accordance with the Chapter 527 legislation.

6-2.4 **VDOT Roadway Crossing Coordination** The County will ensure multi-way stop controls, mid-block marked crosswalks, and marked crosswalks across uncontrolled approaches are not installed prior to street acceptance by VDOT; unless supported by an engineering study.

6-2.5 **VDOT LAP Project Participation** The County will continue to manage projects under VDOT’s LAP Program and coordinate with VDOT throughout all phases of project development and implementation.

6-2.6 **Coordination with Incorporated Towns** The County will work with officials and citizens of its towns to discuss transportation issues and opportunities. Participation of local citizens and associations in local road design will be encouraged as part of the process for the Primary and Secondary Road Programs.

6-2.7 **Coordination with Adjacent Jurisdictions** The County will work with adjoining jurisdictions to create seamless road, bicycle, and pedestrian connections across borders wherever possible.

6-2.8 **DRPT Coordination** The County will continue to facilitate TDM programs in coordination with the DRPT, other partner agencies, and local TMAs.

Local Control and Management Options

In Virginia, responsibility for public roads in most counties lies with the state. However, state legislation permits counties to take responsibility for road management. This local control is mandatory in incorporated towns larger than 3,500 people and in cities. The Towns of Leesburg and Purcellville presently have this responsibility. Recent indications are that the state may encourage increased local responsibility as a means of reducing costs. The terms of transferring responsibility for secondary roads from VDOT to Loudoun County, commonly referred to as devolution, would require agreement between the Commonwealth Transportation Board and the Board of Supervisors. Local management and responsibility for roads would entail significant costs to the County.

Should Loudoun choose to maintain its local roads, the County could face annual maintenance expenditures, depending on the level of state funding to the County. This figure does not include
the potentially larger costs of additional preconstruction and review staff, equipment, materials, and other costs associated with local control of secondary roads. For now, the County has chosen to continue relying on VDOT’s management and maintenance support of all primary and secondary public roads in the county.

The Public-Private Transportation Act of 1995 (PPTA) is the legislative framework enabling the Commonwealth of Virginia, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities. The public entities may either solicit or accept unsolicited proposals from private sources. Loudoun County has utilized the PPTA to fund needed transportation improvements in the Route 28 and Dulles Greenway Corridors. Planned transportation projects beyond those currently constructed in these corridors will be evaluated to assess whether application of the PPTA is appropriate.

Local Control and Management Options Policies

6-3.1 **VDOT Maintenance Responsibility** VDOT will continue to have responsibility over all public roads in Loudoun County, except incorporated towns with populations larger than 3,500 people.

6-3.2 **Projects Consistent with County Policy** The County will encourage transportation projects that minimize the fiscal impact of construction, operation, and maintenance on the County to the extent that such projects are also consistent with the County’s land use, environmental and historical preservation policies.

6-3.3 **VDOT Standards** All roads to be maintained by VDOT will be built to VDOT standards or VDOT permitted variations from VDOT standards for admission into the state system.

6-3.4 **PPTA Project Review** The County will review any transportation projects proposed for construction in Loudoun County under the provisions of the Virginia Public-Private Transportation Act of 1995 (PPTA).
Chapter 7 – Environmental and Heritage Resources

The protection of the environment in and around Loudoun County is a top priority of this plan. Consistent with state and federal legislation and the policies of the General Plan, this document supports the protection of Environmental and Heritage Resources, with specific policies to address transportation-related impacts. Additional policies on these matters can be found in the General Plan.

Environmental Resources

Air Quality

Loudoun County is actively involved in the protection of air quality through its engagement in the regional planning process. The County participates in this process as a member of the National Capital Region Transportation Planning Board (TPB) and the Metropolitan Washington Air Quality Committee (MWAQC) through the Metropolitan Washington Council of Governments (MWCOG), the Metropolitan Planning Organization (MPO) for the region. The Washington Metropolitan region is currently designated by the US Environmental Protection Agency (EPA) as a nonattainment area for federal health standards with respect to ozone and fine particles (PM2.5), which means that potentially serious health problems can be expected as a result of the levels of these pollutants in the atmosphere. In 1977, Federal clean air legislation was enacted which specified that an MPO could not approve any transportation project that did not conform to a State Implementation Plan (SIP) for attainment of clean air standards. Following in 1990, the Clean Air Act Amendments (CAAA) further defined conformity of an implementation plan as “meeting the purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards.”

Each year the TPB updates two regional planning documents that make up the implementation plan. The Financially Constrained Long-Range Plan (CLRP) and the Regional Transportation Improvement Plan (TIP). The CLRP has a long-range planning horizon of 25 years while the TIP focuses on all regionally significant projects in a short-term six-year time frame. Both the CLRP and TIP are required to have an EPA finding of air quality conformity each time they are updated.

The most recent CLRP and TIP (2016 CLRP and FY 2017-2022 TIP, respectively) have been demonstrated to be in conformance with regional transportation plans according to the Air Quality Conformity Assessment. Should air quality conformity fail to be attained in the future, the region could face federal sanctions, including loss of highway funding.

It is very important that policies support lowering total vehicle emissions and meeting air quality standards. The County’s land use policies, calling for high density development at major transit nodes and implementation of transit routes are important factors. These policies promote new transit and ridesharing services—Metrorail, express inter-jurisdictional bus and local bus, and carpools and vanpools. They include bicycle and pedestrian improvements as well as travel demand management strategies such as telecommuting and flexible work hours. The County supports a comprehensive approach to implementing these measures to reduce the use and dependence on the private automobile.
Air Quality Policies

7-1.1 **Clean Air Attainment** The County will participate in the regional Clean Air Act Attainment Plan air quality conformity evaluation process.

7-1.2 **NEPA** All transportation planning will comply with the Federal Clean Air Act Amendments of 1990 through support of the State Implementation Plan (SIP).

7-1.3 **Reducing Trips** The County will implement land use policies that will reduce vehicular trips and vehicle miles traveled to achieve the air quality standards required by the federal, state or county government, whichever are the most stringent. Such land use measures may promote pedestrian facilities, bicycle use, ridesharing, mass-transit options, and mixed-use communities.

7-1.4 **Electric Vehicle Charging Stations** The County encourages the use and installation of electric vehicle charging stations at County owned facilities and County park and ride lots. Electric vehicle charging stations are encouraged to be installed at private parking lots.

Water Quality

The County seeks to preserve and protect the quality of surface water and groundwater by minimizing the intrusion of the road network on river and stream corridor resources and areas underlain by limestone. In Loudoun County, disturbances to river and stream corridors and their associated floodplains are regulated by the United States Army Corps of Engineers (the Corps) and the Virginia Department of Environmental Quality (DEQ), with regular coordination with the County’s Department of Building and Development. The Corps and DEQ call for the avoidance and minimization of impacts to the maximum extent practicable and to provide compensatory mitigation for authorized impacts exceeding established thresholds. The County supports measures that protect water quality by minimizing the intrusion of the road network on river and stream corridor resources and areas underlain by limestone. The County also seeks to protect these areas by establishing buffers to maintain stream bank stabilization, temperature moderation, flood control, and aquatic habitat as well as filtering nutrients and sediments from upland disturbances.

Water Quality Policies

7-1.5 **Road Crossing Locations** Road crossings of the river and stream corridor resources will avoid or, when avoidance is not feasible, minimize and mitigate disturbances within floodplains and steep slopes. Road crossings will be constructed generally perpendicular to the flow of the drainage way to minimize impacts. Road alignments designed to extend within and parallel to the floodplain will be avoided.

7-1.6 **Stream Maintenance** Road crossings will avoid, minimize, and compensate for filling of jurisdictional waters and wetlands in a manner consistent with requirements of the United States Army Corps of Engineers and the Virginia Department of Environmental Quality. A natural stream channel will be maintained beneath road crossings to minimize impacts on stream flow and habitat. The County supports the mitigation of stream and wetland impacts and the creation of stream and wetland mitigation banks to improve water quality within Loudoun County.
7-1.7 **Riparian Buffers** Forested riparian buffers are a crucial component of environmental planning. Road crossings will avoid disturbance of forested riparian buffers. Where this is not feasible, road crossing projects will include reforestation to compensate for lost forest habitat.

7-1.8 **Limestone** Road projects proposed in areas underlain by limestone / karst features will seek to avoid sensitive environmental features.

**Noise Exposure**

It is the County’s intention to protect residents from exposure to excessive noise from transportation facilities within reasonable limits by applying recognized standards. This will ensure that the County receives federal and state assistance in mitigating traffic noise problems near existing developments. Finally, the County should adopt the state standards into the Zoning Ordinance to ensure that future development protects itself from noise problems. These policies are not intended to apply to temporary noise sources such as transportation construction projects.

**Noise Policies**

7-1.9 **Land Development** All proposals for residential, institutional, or other noise sensitive uses adjacent to existing or proposed arterial and major collector roads will complete a study of predicted traffic noise to ensure that forecasted noise levels fall within acceptable levels, or can be abated to meet County standards.

7-1.10 **Noise Studies** Roadway noise studies will use the most recent version of the Federal Highway Administration’s Highway Traffic Noise Prediction Model (FHWA-RD-77-108, as amended). Studies will use a design year no less than 10 years after the road corridor is anticipated to be completed to its ultimate condition and open to traffic, with considerations for planned design speed, pavement type, future topography, and lane configurations. Forecasted traffic volume projections will be provided by the County upon request.

7-1.11 **Noise Abatement Criteria** A noise level is considered to approach the noise abatement criteria when it is 1 dBa less than the noise abatement criteria for a defined use. A noise level is considered to substantially exceed existing noise levels when noise levels increase by 10 dBa or more. Hourly A-Weighted Sound Levels in Decibels (dB(A)) will demonstrate future noise levels at, or below the following levels:

- Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose – **57 Leq (h) (exterior)**
- Picnic areas, recreation areas, playgrounds, active sports areas, parks, residential yards, motels, hotels, schools, churches, libraries, and hospitals. – **67 Leq (h) (exterior)**
- Commercial uses or developed lands, properties, or activities excepting those described above – **72 Leq (h) (exterior)**
- Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums – **52 Leq (h) (interior)**

Traffic noise impacts can occur below the Noise Abatement Criteria List Above. These criteria should only be used as absolute values which, when approached or exceeded,
require the consideration of traffic noise abatement measures. These do not represent federal standards or desirable noise levels and should not be used as design goals for noise barrier construction.

7-1.12 **Noise Reduction**  
Noise abatement will provide at least a 5dBA reduction in highway traffic noise levels in order to provide noticeable and effective attenuation and will be in place prior to the issuance of occupancy permits for any impacted structures.

7-1.13 **Noise Abatement Types**  
Structural noise abatement measures, such as concrete walls, shall not be used unless required noise reductions cannot be reached by other means. Passive noise abatement measures are preferred including adequate setbacks, earthen berms, wooden fences, and dense tree vegetation. When used, noise walls will include design elements such as articulated walls and gradual descents that blend with natural features in the landscape. Walls should be supplemented with appropriate landscaping and reflect the character of the surrounding natural environment.

7-1.14 **Responsibility**  
Construction and maintenance costs associated with noise abatement measures needed for land development activities will be borne by the associated development(s).

**Heritage Resources**

The rural character of the County is deeply associated with the County’s rich history. Stone walls and tree-lined rural roads frame great expanses of farmland dotted with historic homes, barns, and small farm structures creating a unique Loudoun landscape. In addition to these scenic resources, there are six County-administered historic districts, two town-administered historic districts and one historic district on the Virginia Register of Historic Places. Loudoun has dozens of historic sites and districts listed in the National Register of Historic Places and many historic and archeological resources yet to be evaluated for the Register, as well as five National Landmark sites. Loudoun County has most recently been recognized as part of the nationally renowned “The Journey Through Hallowed Ground” corridor, a historically and culturally significant corridor that extends outside of Loudoun County, and follows Route 15. The Journey Through Hallowed Ground National Heritage Area is a 180-mile long, 75-mile-wide historical region extending from Gettysburg, Pennsylvania to Monticello in Charlottesville, Virginia. The County Board of Supervisors joined The Journey Through Hallowed Ground Partnership in 2008 with the issuance of a resolution of support for this National Heritage Area. This corridor includes many of the sites already recognized in the County as historic treasures including the John Mosby Heritage Area. All of these sites are major tourist destinations. The impact that roads and other means of transportation have on the rural landscape must be considered during the design of road-improvement and new construction projects. These sites are closely tied to their rural settings and can be negatively affected by road projects.

The County has six designated historic and cultural conservation district, two historic site districts, and one historic roadway district. There are also three town-administered historic districts. One method used by the County to help facilitate the public awareness of scenic roads and their associated landscapes is through state-designated “Virginia Byways,” as authorized by the 1966 Scenic Highway and Virginia Byways Act. Virginia Byways are corridors with significant aesthetic and cultural value, leading to or lying within areas of historical, natural or recreational significance. Virginia Byways designation could ensure valued heritage resources
are considered as part of road improvement and maintenance projects. The designation does not guarantee the conservation and protection of roadways or their adjacent corridors. Local land use controls are still needed to preserve the unique character of the Virginia Byway corridor. Seventeen Virginia Byways are located in the County. Route 15 is also designated as a National Scenic Byway.

Seventeen Virginia Byways are located in the County. They are:

• Route 7 (Colonial Highway) from the intersection with Route 287 in Purcellville east through the Town of Hamilton to the intersection with Route 699 (Dry Mill Road);

• Route 9 (Charles Town Pike) from its intersection with the Route 7 bypass and Route 662 (Clarkes Gap Road) to the West Virginia State Line;

• Route 15 (James Monroe Highway) from the Maryland State Line south to the Prince William County Line;

• Route 662 (Clarkes Gap Road) from Waterford to Route 9 at Paeonian Springs;

• Route 665 (Loyalty Road) from Taylorstown to Waterford;

• Route 671 (Harpers Ferry Road) from its intersection with Route 9 (Charles Town Pike) to the intersection with Route 340 near the Potomac River;

• Route 673 (Milltown Road) from the intersection with Route 287 (Berlin Turnpike) in Lovettsville to the intersection with Route 681 (Milltown Road) southwest of Lovettsville;

• Route 681 (Milltown Road) from the intersection with Route 673 (Featherbed Lane) to Route 698 (Old Wheatland Road) near Waterford;

• Route 690 (Mountain Road) from Route 673 (Irish Corner Road) near Lovettsville to Hillsboro;

• Route 699 (Dry Mill Road) from the intersection of Route 7 (Colonial Highway) to the intersection of Loudoun and King Street (Route 15) in the Leesburg Historic District;

• Route 704 (Harmony Church Road) from the intersection of Route 7 (Colonial Highway) in Hamilton to Route 15;

• Route 719 (Woodgrove Road) from Round Hill to Hillsboro;

• Route 722 (Lincoln Road) from the southern boundary of Purcellville, including the JLMA, to the intersection with Route 728 (North Fork Road);

• Route 728 (North Fork Road) from the intersection of Route 722 (Lincoln Road) to the intersection of Route 731 (Watermill Road);

• Route 731 (Watermill Road) from the intersection of Route 728 (North Fork Road) to the
intersection with Route 734 (Snickersville Turnpike); and

• Route 734 (Snickersville Turnpike) in its entirety from Bluemont to Aldie.

• Route 751 (Cider Mill Road) in its entirety from the intersection of Route 719 (Woodgrove Road) to the intersection with Route 9 (Charles Town Pike)

The Zoning Ordinance empowers the County to further protect historic roads through the designation of Historic Roadway Districts and Historic Access Corridor Districts. Route 50 through the Mosby Heritage Area will be considered for designation as either a Historic Roadway District or Historic Access Corridor and Route 626 will also be considered for designation as a Historic Access Corridor. The County will work with the Town of Leesburg to designate Edwards Ferry Road from Battlefield Parkway east to River Creek Parkway as a Historic Access Corridor. The Beaverdam Creek Historic Roadways District has already been established using this section of the Zoning Ordinance.

Heritage Resource Policies

7-2.1 **Preservation and Protection** The County supports heritage resource and archeological studies for transportation project and will implement measures to protect cultural, historic and archaeological sites which are affected by state-funded road improvement projects and supports archeological studies for state-funded improvements, including use of Section 106 and 4F processes when required.

7-2.2 **National Scenic Byways** The County supports The Journey Through Hallowed Ground National Scenic Byway designation of US Route 15 and will incorporate the National Scenic Byway guidelines to ensure that improvements are constructed to meet these standards, as applicable. The County will coordinate with VDOT on road improvement plans along this corridor.

7-2.3 **Virginia Byways** The County will work with the state to recommend and implement Virginia Scenic Byway designations along roads of significant aesthetic or historical value. The County will coordinate with VDOT on road improvement plans along these corridors.

7-2.4 **Designation of Corridors and Districts** The County will identify, define, and designate Historic Roadway Districts, and Historic Access Corridor Districts beneficial to preserving the rural and community character of the County. The creation of Historic Roadway Districts and Historic Access Corridors will be a community-driven process to include relevant Advisory Boards, Commissions, and Committees.

7-2.5 **Middleburg** The County, in coordination with the Town of Middleburg, will protect the entrance corridor to the National Register Middleburg Historic District, as well as the scenic and historic character and importance of the first paved road in the Commonwealth, the County will designate Route 50 through the Mosby Heritage Area as a Historic Access Corridor or Historic Roadway District as provided for in the Revised 1993 Zoning Ordinance. To further protect the entrances to the Middleburg Historic District, the County will designate Route 626 (Foxcroft Road and The Plains Road) as a Historic Access Corridor as provided for in the Zoning Ordinance.
7-2.6 **Waterford** The County will protect the Waterford National Historic Landmark, as designed by the National Park Service, as well as the scenic and historic character and importance surrounding roadways and will seek opportunities to enhance protections of this area through traffic calming measures and other efforts to encourage through traffic to use alternate routes.

7-2.7 **Mosby Heritage Area** The County will pursue Virginia Byways designation by the Commonwealth for Route 626 in its entirety and Route 50 in the Mosby Heritage Area.

7-2.8 **Edwards Ferry Road** The County will work with the Town of Leesburg to designate Edwards Ferry Road from Battlefield Parkway east to River Creek Parkway as a Historic Access Corridor and the spine of the Ball’s Bluff Battlefield National Historic Landmark.

7-2.9 **Historic Towns and Villages** In addition to those noted in the above policies, the County will seek opportunities to enhance and protect historic landmarks and buildings within the incorporated Towns and designated Villages.
Chapter 8 – Prioritization and Funding

It is important that the County set priorities for its planned transportation improvements in order to be able to efficiently focus public and private resources on major projects needed in both the short- and long-term. This chapter is intended to provide general guidance for the Board of Supervisors to consider in its development of the Capital Improvement Program (CIP). This six-year program, updated annually based upon real and forecasted budget allocations, provides funding for transportation infrastructure development throughout the County. Funding sources, which are outlined later in this chapter, include County revenues, as well as Regional, State and Federal funds as distributed to the County.

This chapter provides high-level guidance on prioritization of projects and provides policy to enable the County to seek funding opportunities for desired projects. It is not intended to provide a ranked listing of projects, as such rankings occur during the annual CIP development. Rather, the policies below provide broad guidance relating to completing missing links for all modes, considering functional classification, and coordinating with private project development to ensure available funding is optimized to maximize efficiency of the transportation network.

Transportation Improvement Priorities Policies

8-1.1 General Guidance Documents The County’s Capital Improvement Program (CIP) and the Virginia Department of Transportation’s Six-Year Improvement Program (SYIP) will be the key processes for prioritizing transportation improvements on a regular basis. The County will base transportation decisions in part on its land use policies contained in the Loudoun 2040 General Plan and its transportation model outputs.

8-1.2 Priority Project Considerations Road and other transportation infrastructure improvements will promote traffic, pedestrian, and bicycle safety and mobility. This shall include appropriate locations for transit stops that provide for improved vehicular and transit operations consistent with area land uses and regional demands.

8-1.3 Priority Project Types The County will place priority on transportation projects falling into one or more of the following types, in no particular order:

- Projects that complete missing segments of arterial and major collector corridors
- Projects within the County’s Intersection Improvement Program
- Projects to provide connectivity in and around the County’s Metrorail stations
- Projects that provide significant economic development benefits to the County
- Projects within the County’s Sidewalk and Trail Program
- Projects that incorporate “complete streets” concepts and features
Funding Sources

The planning, design, construction, operation and maintenance of a multi-modal transportation system are completely dependent upon the availability of adequate funding. The funding of transportation infrastructure requires significant expenditure of capital, typically beyond the resources of local government. Traditionally, the County has depended on State and Federal funds for the design and construction of transportation projects, augmented by private sector contributions, known as proffers. However, as traditional sources of funding dwindled, the County was forced to increasingly rely upon private sector contributions, and to implement funding alternatives, including the sale of bonds and the use of innovative financing options.

While the County has been successful in utilizing a variety of means to finance transportation projects, the inherent uncertainty in the timing of infrastructure improvements linked to private sector projects remains a challenge. Also, key projects continue to remain unfunded or under-funded where financing is unavailable or inadequate. Finally, rising construction costs further complicate the issue. Accordingly, the County places an emphasis on setting priorities through annual project review and provides guidelines and direction for funding acquisition and management.

In November 2006, Loudoun County voters approved the County’s first ever local road bond referendum in the amount of $51.3 million. The approval allowed for the sale of bonds to pay for the construction of an interchange at the intersection of Route 7 and Loudoun County Parkway, a section of Russell Branch Parkway associated with the interchange, and the full or partial design of six additional road projects. The approval of the 2006 referendum represented a commitment by the County and its voters to ensure the provision of priority transportation improvements in an effort to promote both economic development and quality of life. Building on this effort, beginning in 2012, the Board of Supervisors embarked on a robust transportation component of the County’s Capital Improvement Program (CIP), which as of 2018 has grown to a level such that transportation comprises over 50% of all CIP funding. Loudoun’s CIP is now one of the largest transportation programs administered by a local government anywhere in the United States. Additionally, with the passage of HB 2313 in 2013, the General Assembly authorized a significant source of dedicated revenue for funding transportation projects in Northern Virginia through the NVTA.

The various sources of funding that are available to the County are summarized below. These include local, regional, state, federal, and public-private funding sources (including proffers). Each of the listed funding programs has specific criteria that must be met in order to be used. The County seeks to take advantage of all available resources, or a combination thereof, in an effort to secure adequate funding and advance its transportation initiatives. Leveraging outside, or non-local source funding, is a primary goal for the County. For specific information on planned transportation expenditures within the County, please refer to the County’s latest adopted Capital Improvement Program (CIP), as well as VDOT’s latest adopted funding programs.
Local Funding Sources

General Obligation Bonds, Lease Financing and Revenue Bonds
Many of Loudoun’s transportation projects have been financed by the sale of state bonds through the Northern Virginia Transportation Bond Act. Such improvements include the widening of Route 7 to six lanes between Route 28 and the Route 15 Bypass; the construction of the interchange at Route 7 and the Route 15 Bypass in Leesburg; and Route 15 safety improvements north of Leesburg. These bonds have been financed from different sources, such as recordation taxes, public right-of-way use fee, and the state’s general funds. Where appropriate Lease Financing and Revenue Bonds may be used to fund projects. The County’s use of bonds to fund transportation and non-transportation projects is subject to the Board’s self-imposed fiscal policies.

Local Tax Funding / Local Tax Funding for Roads
The Board has adopted a policy to fund a minimum of ten percent of the CIP using cash. Additionally, HB 2313 (2013 Session of the General Assembly), which provided funding to the NVTA, requires local jurisdictions to contribute, from their local funds, a level of funding equal to or exceeding the 30% formula distribution from the NVTA (“Maintenance of Effort”). The Board established a policy to designate $0.02 per $100 of assessed value of real estate property taxes to meet the Maintenance of Effort requirement.

Local Gasoline Tax
The County began to receive Local Gasoline Tax revenues in January 1989 with the formation of the Loudoun County Transportation District Commission (LCTDC). In January 1990, the LCTDC was dissolved, and Loudoun County became a member of the Northern Virginia Transportation Commission (NVTC). Local Gasoline Tax revenues are received by the Commonwealth and held in trust by NVTC for Loudoun County. Expenditure of Loudoun County’s Local Gasoline Tax revenue is regulated by the Interim Transportation Plan adopted by the former LCTDC on September 11, 1989, which organizes projects by category. Unlike other localities, Loudoun County can spend Local Gasoline Tax revenues for road improvements and bicycle and pedestrian improvements as called for in the Loudoun 2040 CTP as well as on transit programs. Other Northern Virginia jurisdictions use the money solely for WMATA (Metro) expenses. Per Board direction, once Phase 2 of the Dulles Corridor Metrorail Project is complete, 100 percent of the funds will be directed to fund Loudoun County’s obligations to WMATA.

The use of Local Gasoline Tax funds has been flexible. Funds have been used to leverage state Revenue Sharing Program funds and private contributions for road construction, to supplement primary and secondary road improvement projects, such as traffic signals, to improve traffic movement, to supplement the Commuter Bus operating costs and for a variety of locally oriented transportation projects that have no other funding source. Beginning in FY 2018, most Local Gasoline Tax funds were set aside to fund the upcoming expenses related to Metrorail. In FY 2019, all Local Gasoline Tax funds will be used for Metrorail-related costs.
Regional Funding Sources

Northern Virginia Transportation Authority (NVTA) Funding

In 2013, the General Assembly passed HB 2313 creating a dedicated revenue source for funding transportation projects through the NVTA. Thirty percent (30%) of the funds, referred to as local funds, are distributed annually to the qualifying jurisdictions using a formula based method. The remaining seventy percent (70%) funds are available to qualifying jurisdictions on a competitive basis to implement regional transportation projects. One of the criteria for eligibility to receive the 70 percent regional funds is that transportation projects for which funding is sought must be included in NVTA’s long range transportation plan known as TransAction. Revenues from HB 2313, funded by sales taxes, transient occupancy (lodging) taxes, and grantor’s (real estate transfer) taxes, generate an estimated $300 million annually in local and regional transportation funding to Northern Virginia.

In August 2015, NVTA embarked on a major update to TransAction, which was adopted in October 2017. TransAction provides a multi-modal guide for transportation investments in Northern Virginia and will be the mechanism through which over $1 billion will be allocated to regional transportation improvements through NVTA’s Six-Year Funding Program (SYP). The 70 percent regional NVTA funds allocated on a competitive basis will only be available to Northern Virginia jurisdictions’ projects included in TransAction, with jurisdictions to submit projects for funding consideration every two years. Updates to NVTA’s SYP will accommodate:

- Project/project phase completions
- Project schedule and budget adjustments (subject to NVTA policies)
- Fluctuations in regional revenues
- Updated NVTA regional priorities

TransAction is anticipated to be updated every five years, with the next scheduled update to be adopted by fall 2022. Consideration is underway for ad-hoc TransAction updates or amendments under exceptional circumstances, subject to NVTA approval and the identification of an acceptable funding source.

Northern Virginia Transportation Commission (NVTC) Transform I-66 Funding

In January 2016, the NVTC and the CTB signed a 40-year memorandum of agreement (MOA) allowing NVTC to use a portion of the toll revenues from the I-66 inside the Beltway project (now referred to as the 66 Commuter Plan) to fund multimodal projects in Northern Virginia. The MOA assigns VDOT, on behalf of the CTB, to control and manage tolling on I-66. Toll revenues will be used and distributed to support the tolling operations and tolling maintenance of the facility, and to fund components selected by NVTC and approved by the CTB for the project, designed to specifically attain the Improvement Goals stated in the MOA. The CTB delegates to NVTC the authority to select and administer the implementation of the components to be funded from the portion of the toll revenues of the facility as provided in the MOA. These projects, designed to benefit toll payers, will ease
travel through this congested corridor. Park and ride lots, bike share stations, express bus service and high-tech transit information screens are among the types of projects eligible for funding. The funding can be used for both capital and operating costs of the facilities, and a call for projects will be solicited on an annual basis.

State Funding Sources

VDOT Six-Year Improvement Program (SYIP) Funding

The Six-Year Improvement Program (SYIP) is the primary mechanism for state transportation funding. During the 2014 Virginia General Assembly Session, HB 2 was enacted which requires the CTB to develop and implement a quantifiable and transparent prioritization process for making funding decisions for projects funded through VDOT or DRPT using the Commonwealth’s transportation funds. The program was subsequently renamed “SmartScale: Funding the Right Transportation Projects in Virginia.” For each SmartScale cycle, projects must be submitted by September 30 of the calendar year. Once all projects have been submitted, evaluation teams work through December to screen and score all projects and provide project rankings to the CTB in January. The SYIP is updated on an annual basis.

HB 1887, which was enacted during the 2015 General Assembly Session, replaced the current $500 million annual allocation made by the CTB and corresponding formula and the old “40-30-30” allocation formula to the primary, secondary and urban highways respectively with a new funding formula. HB 1887 provided two main pathways to funding within the SYIP process—the Construction District Grant Program (CDGP) and the High-Priority Projects Program (HPPP). The CDGP is open only to localities and replaces the old “40-30-30” construction fund allocation model with a new formula that allocates funding using the following percentages:

- 45% of funds to the newly established state of good repair purposes;
- 27.5% to the newly established high-priority projects program; and
- 27.5% to the highway construction district grant programs.

The new formula takes effect beginning in FY 2021 but some unallocated dollars will flow through the new formula during a transition period before FY 2020.

The current application cycle for adding SmartScale funded projects into the SYIP follows timeline:

- July – Coordination with Jurisdictions begins for the next round of applications
- August through September – Solicitation of project applications
- September 30 – Deadline for submission of projects
- October through January – applications screened and scored
- January – Preliminary release of rankings
- February through April – CTB consideration of projects to be added to the SYIP
- April through May – CTB Public Meetings on a draft SYIP
- June – CTB adoption of the SYIP
VDOT Secondary Road Improvement Program (SRIP) Funding

The SRIP provides state and federal funds for the construction of secondary road improvements. In Loudoun, these funds have primarily been used to improve or pave unpaved roads. This funding program will expire on July 1, 2020 per HB 1887. Following the full implementation of HB 1887 in FY 2021, there will be no dedicated funds for secondary roads. Counties will have to apply to their respective VDOT district to receive the grant funds for paving of unpaved roads, and proposed projects are required to be ranked through the SmartScale process.

VDOT Revenue Sharing Program Funding

The Revenue Sharing Program is a dollar-for-dollar cash match to provide additional funding for use by a county, city, or town to construct, maintain, or improve the highway systems within that locality, and for eligible additions in certain counties. Locality funds are matched with state funds with statutory limitations on the amount of state funds authorized per locality. The program is administered by VDOT in cooperation with participating localities under the authority of the Code of Virginia § 33.2-357. An annual allocation of funds for this program is designated by the CTB. Projects may be constructed by VDOT or by the locality under an agreement with VDOT.

Federal Funding Sources

Regional Surface Transportation Program (RSTP) Funding

RSTP are federal funds and any project using these funds is subject to federal requirements including NEPA, Davis-Bacon Wage Rates, Buy-American, enhanced review of plans and specifications by VDOT and the FHWA. The federal transportation appropriation established several categories of Surface Transportation Program (STP) funding. RSTP funds, which constitute 30 percent of the overall program, flow through VDOT for primary, secondary, and urban road programs and are distributed through a regional allocation process agreed to in the region. This process includes initial allocation of funds to projects through the NVTA with final endorsement by the National Capital Region Transportation Planning Board (TPB). The process to obtain funding is both competitive and complex. Projects must be recommended by the NVTA Policy Committee, and be included in the Constrained Long-Range Plan (CLRP) and Transportation Improvement Program (TIP) by the TPB.

Congestion Mitigation and Air Quality (CMAQ) Improvement Funding

CMAQ funds are federal funds and any project using these funds is subject to federal requirements including NEPA, Davis-Bacon Wage Rates, Buy-American, enhanced review of plans and specifications by VDOT and the FHWA. These funds are distributed to the Commonwealth of Virginia, through VDOT and distributed to local jurisdictions using a formula agreed to in the region. NVTA provides oversight to the CMAQ program. In order to receive CMAQ funding, a project must demonstrate a positive impact on reducing vehicle emissions and improving air quality. CMAQ funds may be used for local...
transit projects such as transit service start-up costs, the purchase of vehicles, or bus shelters, as well as certain bicycle and pedestrian facility projects. Also, CMAQ funds for traffic-signal coordination or ridesharing programs require no local match. CMAQ may be used to fund improvements to existing intersections that will reduce congestion and thus lower vehicle emissions.

Additional Bicycle and Pedestrian Funding Sources

The federal government offers a number of programs that are dedicated to providing funding for most bicycle and pedestrian projects. The programs are diverse and are made available for eligible projects according to their own sets of criteria.

Private Sector Funding Sources

The Public-Private Transportation Act of 1995 (PPTA)

The PPTA is the legislative framework enabling the Commonwealth of Virginia, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities. Loudoun County, in coordination with the CTB, accepted a proposal filed under the PPTA that funded limited access improvements to Route 28, including five interchanges and several sections of the Route 28 parallel roads. The Board also used the PPTA to enter into an agreement with a private developer to design, construct and operate the North Commuter Parking Garage at the Ashburn Metrorail Station.

Cash and In-Kind Proffers

The Proffer system is a voluntary program governed by the Code of Virginia that allows a private developer to offer conditions as part of a rezoning application to offset the impacts of a proposed development. Proffers include certain in-kind improvements or cash payments to improve the public infrastructure needed to serve new residents or users of the development. In the past, many of the new roads constructed in the County were built by developers pursuant to proffer obligations. However, the County’s reliance on developers to construct road improvements resulted in roads being built in a piecemeal fashion that created missing segments and bottlenecks because one development may have met its development threshold that required road improvement to be completed while another site did not. The County has accepted cash proffer contributions that are typically designated for specific road improvements or for regional road improvements in the vicinity of the development. Code of Virginia § 15.2-2303.2 stipulates the requirements for spending cash proffer payments and includes a provision for the alternative use of cash proffer payments referred to as proffer flexing. Administratively, the County’s process for spending cash proffers requires the issuance of a proffer determination by Zoning Administration and an amendment to the CIP.

Beginning in 2017, changes to the Code of Virginia significantly impacted the County’s ability to accept proffers for residential applications in certain portions of the County. The County will not in any way suggest, request, require or accept any proffered commitment
unless and to the extent such proffers are consistent with County proffer policies, contained in Chapter 5, Mitigating the Impacts of Development, and the proffer guidelines as set forth in the Loudoun 2040 General Plan.

Impact Fees

An impact fee is an assessment or payable amount imposed on new development in order to generate revenue to fund or to recover reasonable costs of public facility improvements, the need for which are generated by new development. The Code of Virginia authorizes Counties to enact an impact fee program for roads. The fee must be based on a formula for road improvements with a specified service area or “traffic shed”. Road impact fees have not been used, in part, because transportation proffers through the rezoning process have been used successfully to construct significant road improvements. A deterrent to using the impact fee enabling legislation is a prohibition from assessing an impact fee on any development that is covered by proffered conditions for any off-site road improvements. Extensive use of proffers in Loudoun has made it difficult to use impact fees. A local jurisdiction can require impact fees from ministerial land development applications, including subdivisions. However, impact fees may not be used in conjunction with the proffer system in the same area of a locality. It is difficult and costly to develop and maintain the program.

Special Tax Districts

Route 28 was improved to a six-lane divided road through the use of a “transportation service district” authorized by the Code of Virginia. A Special Tax District may be created only by resolution of the Board of Supervisors upon the petition of landowners representing at least 51 percent of either the assessed value of land or actual land area within the proposed district that is zoned for commercial or industrial use or is used for such purposes. The Route 28 Highway Transportation Improvement District (HTID) was established by resolutions of the Loudoun and Fairfax County Boards of Supervisors in 1987.

The Route 28 HTID demonstrates that a public-private partnership can construct a major road improvement using this funding technique. The Route 28 improvements were constructed in a short time frame. The District approach allows a major road improvement to be built before development occurs, avoiding congestion and maintaining good levels of service in the corridor. The use of tax districts for future road improvements in other corridors is limited. This technique is only feasible in corridors with substantial potential for commercial and industrial growth.

Community Development Authorities (CDA)

The County may consider petitions for Community Development Authorities (CDAs) from the owners of at least 51 percent of the land area or assessed value of a given tract. CDAs are defined as “a public body politic and corporate and political subdivision of the Commonwealth” by the Virginia Code, and have the power to “finance, fund, plan, establish, construct or reconstruct, enlarge, extend, equip, operate and maintain” infrastructure improvements. These improvements may include “roads, bridges, parking
facilities, curbs, gutters, sidewalks, traffic signals, stormwater management and retention systems, gas and electric lines and street lights.” CDAs are empowered to raise funds through revenue bonds, special taxes, and special assessments on adjoining properties.

Private-Sector Toll Road Construction
The 14-mile extension of the Dulles Greenway constructed by the Toll Road Corporation of Virginia, a private corporation, opened to traffic in September 1995. The financing for the project was secured by the private sector with rights-of-way obtained through private-sector negotiations and transactions or private-sector proffers from land-development applications. Once the financing and permits were obtained for this project and construction commenced, construction proceeded very rapidly under private-sector management. However, rising toll levels have been and continue to be a public concern. These tolls are regulated by the State Corporation Commission (SCC) and are subject to their review. Ultimately, the Greenway is slated to revert to state control.

Transit-Specific Funding Sources

Virginia Department of Rail and Public Transportation (DRPT) Managed Programs
DRPT manages the state and federal aid programs that are the largest sources of grant funding for public transit services in Loudoun County. The following descriptions summarize the information about these programs.

State Operating Assistance
The program provides funding for the following eligible operating expenses:

- Administrative costs
- Fuel and lubricants
- Tires
- Maintenance parts and supplies

The financial assistance is allocated among the Virginia providers of public transportation on the basis of total operating expenses incurred during the most recent fiscal year. Typically, 12 to 23 percent of total operating costs have been paid with DRPT in formula funds.

State Capital Assistance
The program provides funding for the purchase, rehabilitation, or improvement of capital assets such as:

- Vehicles
- Safety and security equipment
- Maintenance and operations facilities
- Bus stops and shelters
- Real estate
The state match ratio for the conventional transit program is calculated by dividing the available state funding by the amount needed to support the non-federal share of all eligible projects. Typically, the state funding ratio has varied from 20 to 60 percent.

The State Paratransit (Demand Response) Program is a subset of the Capital Assistance Program. The maximum state participation is 95 percent. All projects are typically matched at the maximum participation ratio.

**State Transportation Demand Management (TDM) / Commuter Assistance**

The program supports the administrative costs of TDM and Commuter Assistance Programs. Typically, Loudoun County has been funded at a state participation rate of 80 percent. Funding for this program comes from the Transportation Efficiency Improvement Fund (TEIF), another state program. The TEIF funding is used to support both TEIF and TDM/Commuter Assistance projects. The amount of TEIF funding available for both programs has consistently been $4.0 million annually.

DRPT reviews and rates the applications according to a specified list of criteria. It then includes the recommended applications in the draft Six-Year Improvement Program. The Commonwealth Transportation Board (CTB) releases the draft program for public comment. The CTB then approves the Improvement Program.

**Federal Transit Administration (FTA) Section 5311 Rural Areas**

This FTA program provides funding for operating and capital expenses for public transportation serving non-urbanized areas or areas of less than 50,000 in population. DRPT is the designated recipient for Virginia’s Section 5311 program and is responsible for administering the funds. This is a major source of funding for Route 40, the Purcellville Connector and Loudoun’s western On-Demand services, which are operated by Virginia Regional Transit.

The financial assistance is allocated among the Virginia providers of public transportation on the basis of the latest US Census population data for areas with a population less than 50,000. DRPT typically funds 50 percent of net operating expenses and up to 80 percent of eligible capital expenses after the net operating expenses are funded.

**Funding Policies**

8-2.1 **Funding Sources** The County will seek funding for the construction of the planned transportation facilities as outlined in the Loudoun 2040 CTP through a variety of public and private funding sources, including local, regional, state, and federal funds, public-private partnership funds, private-sector proffer donations, private property owner easements, and citizen donations.

8-2.2 **Funding Allocations** The County will seek its fair share of funding sources, which include, local, regional, state and federal funds. The County will continue to seek innovative funding measures, such as bond financing, special taxing districts, toll road revenues, federal grants, Community Development Authorities (CDAs), and measures envisioned by the Public-Private Transportation Act (PPTA) to assist in
financing roads, bicycle and pedestrian facilities, and transit improvements.

8-2.3 **Safety Improvements** The funding of needed safety improvements is a County priority.

8-2.4 **Regional Agencies and State Government** The County will continue to work with regional agencies, the Commonwealth Transportation Board, and the General Assembly to ensure that Loudoun County receives its fair share of regional and state funding through all funding mechanisms.

8-2.5 **CMAQ Funding** The County will continue to pursue and use federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds and state transit capital and operating funds to increase transit options in the Urban and Suburban Policy Areas. The County will also seek CMAQ funds for eligible bicycle and pedestrian facility projects, traffic signal coordination projects, and ridesharing programs.

8-2.6 **Park and Ride Lots** The County will seek funds from a variety of sources including regional, state, federal, and the private-sector contributions, to fund the development of park and ride lots and related transit infrastructure.

8-2.7 **Pedestrian Overpasses** The County will support the construction of pedestrian overpasses where needed through a variety of available public-sector funding sources as well as private-sector contributions.

8.2-8 **Multiple Funding Sources** Where appropriate, the County will combine funding from two or more funding sources to provide expedited construction schedules for transportation improvements.
Chapter 9 – Implementation of the Plan

The Comprehensive Plan is a component of an ongoing effort to provide transportation services. The Plan serves as the policy basis for future planning efforts, providing the criteria, objectives, and parameters for future transportation efforts by the County. This chapter provides an outline of key issues that should be addressed and future tasks that should be undertaken to fully implement the goals of this plan.

The planned transportation facilities identified in this document generally have not been engineered, funded, or fully analyzed. Therefore, many steps must be taken to reach implementation, including corridor, environmental impact and alignment studies, modifications to land use plans and ordinances, and interjurisdictional coordination. This chapter outlines major tasks that will need to be achieved as the County moves toward implementation of priority planned transportation projects.

Implementation Strategies

The County has identified a series of strategies to implement the transportation goals described in Chapter 1:

1. **Enhanced multimodal safety for all system users.**
   - Complete the build-out of the major road network while ensuring integration with the local road network, encourage connectivity between developments to reduce the overall burden on the major road network, and set tangible, achievable goals demonstrating incremental progress towards that end.
   - Ensure that all major projects accommodate travel by vehicles, cyclists, pedestrians, and transit riders as integral elements of the County’s transportation system.
   - Work with the Virginia Department of Transportation to improve and expand standards and support safety improvement programs for multimodal networks.
   - Form a Citizen Bicycle and Pedestrian Advisory Committee to review and improve planning bicycle and pedestrian facilities in the County. Committee will include specific focus on the development of a Rural Trails Plan to include both on-road facilities and off-road corridors including stream valley trails and connections to nearby regional trail networks.
   - Define multimodal improvements areas in coordination with the General Plan’s land use definitions. These areas will be targeted for small area transportation plans to identify comprehensive system improvements within these areas.
   - Develop plans for pilot projects/programs to test the viability of facility improvements.
   - Consider revisions to this plan to embrace new technologies, such as autonomously-controlled vehicles, including opportunities for public and private enhancement of these new modes of travel.
   - Continually seek to improve safety for drivers, cyclists, and pedestrians through engineering, education, and enforcement, seeking to eliminate all fatalities and major injuries.
injuries on County roadways. To accomplish this implementation step, the County will consider becoming a Vision Zero community, acknowledging that traffic deaths and severe injuries are preventable through a modern, multidisciplinary approach to improving traveler safety.

2. **A reliable and efficient multi-modal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.**
   
   o Identify priorities that will provide the greatest benefit.
   
   o Prioritize improvements and facilities to complete gaps in the Suburban Policy Area transportation system, including gaps in the bicycle and pedestrian network, to reduce trip lengths, travel times and automobile dependence.
   
   o Employ intelligent transportation systems (ITS) technologies in order to maximize the efficiency of the transportation network.
   
   o Track overall system performance.
   
   o Study opportunities for signed bicycle routes to encourage and facilitate longer-distance bicycle travel in the County.
   
   o Maintain cost estimates for common transportation improvements in the County for use by developers, staff, and elected leaders in developing funding plans and evaluating land development applications.

3. **Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.**
   
   o Integrate transportation policy with land use policy.
   
   o Expand public outreach and educational programs to promote and encourage the use of transit, bicycle and pedestrian transportation, and ride-sharing, carpooling and vanpooling.
   
   o Support bicycling by encouraging transit operators to offer bike-on-bus racks and bike-on-rail accommodations.
   
   o Promote bicycle safety and education in conjunction with information programs sponsored by partnering agencies.
   
   o Work with the School Board to increase the number of students who can safely bicycle or walk to school by prioritizing “Safe Routes to School” programs.
   
   o Seek opportunities to implement a comprehensive bike share network to connect originating and receiving areas within the County’s activity centers.
   
   o Develop rates and standards for provision of TDM measures, such as provision of dedicated parking spaces and transit service improvements.
4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.
   o Fully participate in regional and statewide planning efforts.
   o Engage in neighboring planning and implementation projects to increase the mutual benefit of regional investments.

5. Support the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail Stations.
   o Coordinate plans and projects with MWAA and WMATA to provide optimal travel opportunities.
   o Focus multimodal development patterns in the areas of the Metrorail Stations to encourage use and benefits of the Metrorail system.
   o Develop transportation networks that support and encourage airport-compatible land uses in the vicinity of Dulles Airport and Leesburg Airport.
   o Educate and engage residents, workers, and visitors to encourage use of Metrorail and associated local bus, bicycling, walking, and ride-sharing options for trips within and outside of the County.

6. Context-sensitive planning and design that addresses the different characteristics and needs of the urban, suburban, transition, Towns, JLMA, and rural environments.
   o Employ context-sensitive design in order to respect historic and environmental features and community character.
   o Link land use and transportation decisions.
   o Respect and encourage shared use of rural roads by pedestrians, equestrians, farm vehicles, bicyclists, and automobiles by making only those improvements necessary for the safety and utility of all users.
   o Support road designs in both residential neighborhoods and commercial areas that integrate multimodal transportation options and enhance adjacent land uses.
   o Refine the transportation network and improve connectivity through the small area plan process, with input from local residents and other community stakeholders, and incorporate small area plans into this document as amendments to the Comprehensive Plan.
   o Adopt a highway noise ordinance and amend the Zoning Ordinance to implement the State Noise Abatement Policy, thereby minimizing future highway noise impacts and qualifying the County for federal and state assistance in the event noise-abatement features are needed to protect existing developments. The County will also seek the authority to require that road improvements proposed by private interests will be required to abide by the same standards.
Work with VDOT, and seek state enabling legislation if necessary, to provide rural road standards for safe travel by all rural road users such as farm vehicles, horses, bicycles and pedestrians. The needs of rural economy uses will be a major consideration.

7. A transportation network supportive of the County’s overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.

- Comply with all applicable environmental regulations.
- Pursue proffers, special tax districts, business ventures, bonds, other funding sources, or a combination thereof as appropriate.
- Generate and adopt cost metrics for transportation improvements related to development impacts with consideration of plan policies.
- Identify and protect scenic byways and historic routes.
- Present County proposals to state and federal officials.
- Create and maintain maps showing all existing and proffered transportation facilities to use as a guide for identifying gaps and priority improvement areas.
- Adopt a highway noise ordinance in accordance with the State Noise Abatement Policy that outlines the standards for noise abatement that comply with federal requirements.
- Amend the Zoning Ordinance, Facilities Standards Manual, Land Development and Subdivision Ordinance, and other relevant regulations to facilitate implementation of policies within this plan.
- Identify opportunities to amend and update County Ordinances to implement regulatory strategies in conformance with this plan.
The definitions provided are not intended to and do not provide a comprehensive explanation of all criteria, factors, or regulations pertaining to any given term. The definitions are supplements to and must be used in conjunction with appropriate context.

**Access:** The ability of the traveler to reach desired destinations. May vary based upon travel mode or development patterns. High-level access refers to adjacency or high-proximity to desired places, while low-level access refers to undesirable travel distances or environments necessary to reach a destination. Inaccessible defines a situation in which a destination cannot reasonably be reached by a particular mode under any practical circumstance.

**Accessibility:** (1) The extent to which facilities are barrier free and useable by all people. (2) A measure of the ability or ease of all people to travel among various origins and destinations.

**Activity Center:** An area with high population and concentrated activities which generate a large number of trips (e.g., Central Business District, shopping centers, business or industrial parks, recreational facilities (also known as trip generator).

**Alight:** To get off a transit vehicle. Plural: “alightings”.

**Alley:** A private roadway serving more than three (3) private driveways, emanating from a public street or another alley. Does not serve building frontage.

**AM Peak (or PM Peak):** The morning or evening commute period, about three hours, in which the greatest movement of passengers occurs, generally between home and work; the portion of the morning or evening service period where the greatest level of ridership is experienced and service provided. Synonyms: AM Rush, Early Peak, Morning Peak, Morning Rush, PM Rush, Late Peak, Evening Peak, Evening Rush, Peak Period

**Americans with Disabilities Act of 1990 (ADA):** The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

**Arterial Road:** Generally, a publicly owned and maintained road, designed with restricted access and primarily intended to carry “through” traffic at 45 to 55 miles per hour.

**Auto-Oriented Street:** A streetscape arranged to provide convenient access primarily to automobiles. This includes frequent driveway access points, building frontages facing away from the street, speed limits greater than 30 MPH, and limited at-grade pedestrian crossing locations.

**Auto-Oriented Uses:** Any use more likely to draw automobile traffic than foot traffic. Includes uses primarily for cars, such as gas pumps and car wash facilities, as well as uses oriented toward drivers, such as drive-through restaurants and pharmacies, and uses developed to serve drivers more conveniently than pedestrians, such as convenient stores located to the rear of gas pumps.

**Avenue:** A Major Avenue or Avenue as defined by the DRPT Multimodal System Design Guidelines, Avenues are locally-oriented streets serving to provide a high degree of connectivity and access between and through an urban center.

**Bike Lane, Striped:** An on-street bike lane that features a single solid striped lane between the vehicular travel way and the curb or on-street parking spaces with a width of at least six (6) feet.

**Bike Lane, Buffered:** An on-street bike lane that features a curbside bicycle lane and striped buffer zone and two solid stripes between the bicycle lane and the vehicular travel ways. The bicycle lane is at least five (5) feet in width and the buffer zone is at least three (3) feet in width.

**Board:** To go onto or into a transit vehicle. Plural: “Boardings”.
**Boulevard:** A Transit Boulevard or Boulevard as defined by the DRPT Multimodal System Design Guidelines, Boulevards serve to provide mobility throughout the area, connecting urban development areas with other neighborhoods and regional connections.

**Bus (Motorbus):** A rubber-tired, self-propelled, manually-steered vehicle with fuel supply carried on board the vehicle. Types include articulated, charter, circulator, double deck, express, feeder, intercity, medium-size, sightseeing, small, standard-size, subscription, suburban, transit and van.

**Bus, Commuter:** A bus with front doors only, normally with high-backed seats, and with or without luggage compartments or restroom facilities for use in longer-distance service with relatively few stops.

*Synonym: Commuter Coach.*

**Bus, Express:** A bus that operates a portion of the route without stops or with a limited number of stops.

**Bus, Feeder:** A bus service that picks up and delivers passengers to a rail rapid transit station or express bus stop or terminal.

**Bus, Subscription:** A commuter bus express service operated for a guaranteed number of patrons from a given area on a prepaid, reserved-seat basis.

**Bus, Transit:** A bus with front and center doors, normally with a rear-mounted engine, low-back seating, and without luggage compartments or restroom facilities for use in frequent-stop service.

**Bus Lane:** A managed lane dedicated for use by public transit vehicles. This lane may be exclusive to transit vehicles at all times or only during certain travel periods, as signed. The lane may be incorporated into the vehicular road section or separated by buffers or barriers, or within an exclusive right-of-way.

**Bus Rapid Transit (BRT):** BRT is essentially transit on rubber wheels rather than rail. It combines the features of conventional buses and a rapid transit system, such as Metrorail. To save time, passengers would pay their fares when they enter the station, not when they board the bus. They would enter low-floor buses through one of several doors, the way subway riders enter a Metrorail car. Buses would run every few minutes and would stop at designated station platforms.

**Bus Shelter:** A building or other structure constructed near a bus stop, to provide seating and protection from the weather for the convenience of waiting passengers.

**Bus Stop:** A place where passengers can board or alight from the bus, usually identified by a sign.

**Capital:** Long-term assets, such as property, buildings, roads, rail lines, and vehicles.

**Capital Assistance:** Financial assistance for transit capital expenses (not operating costs); such aid may originate with federal, local or state governments.

**Capital Costs:** Costs of long-term assets of a public transit system such as property, buildings, vehicles, etc.

**Capital Improvements Program (CIP):** The County’s plan for future capital project expenditures. This plan spells out the capital facilities that the County plans to finance, including schools, libraries, parks, etc.

**Capital Project:** Construction and/or procurement of district assets, such as transit centers, transit vehicles and track.

**Captive Rider:** Someone who must use public transportation for his/her travel. *Synonym: Transit Dependent*

**Carpool:** An arrangement where people share the use and cost of a privately owned automobile in traveling to and from pre-arranged destinations.

**Circulator:** A public transit service that serves a small area, often traveling in a circular, rather than linear, route. Serves to connect riders within a localized area, or to a transit center where more substantial transit services are offered.

**Chicane:** A form of curb extensions that alternate from one side of the street to the other. A traffic calming technique.
Choice Rider: A rider who chooses to ride public transit but could otherwise take another travel mode.
Commuter - A person who travels regularly between home and work or school.

Choker: Facing curb extensions that narrow the street at a particular location. A traffic calming technique.

Clean Air Attainment Area: Area with concentrations of criteria pollutants that are below the levels established by the National Ambient Air Quality Standards (NAAQS) are considered either attainment or unclassifiable areas.

Collector Road: A road into which local roads funnel and which, in turn, carries traffic to an arterial road. Ideally a collector road would have few private entrances accessing it directly.

Commuter Rail: Long-haul rail passenger service operating between metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fares for multiple rides, and commutation tickets for regular, recurring riders. Also known as “regional rail” or “suburban rail.”

Comprehensive Plan: The Loudoun 2040 General Plan for the County and its supporting components, including the Loudoun 2040 Countywide Transportation Plan. Every County in Virginia must have a Comprehensive Plan, which spells out policies for future development in order to ensure orderly growth and the protection of the public health and welfare. The Comprehensive Plan may consist of a number of components, such as local area plans, service plans, and strategic plans.

Connectivity: The provision of multiple, parallel, and redundant travel ways within a network to provide for integration, mobility, and access. High connectivity describes a high level of integration, mobility, and access, while low connectivity describes a lack of options and access, disintegration and limited mobility.

Context Sensitive Design: A project development approach that promotes the involvement of all relevant stakeholders in the development of a transportation facility that fits its physical setting and also reflects concerns for scenic, aesthetic, historic, and environmental resources while providing for transportation safety and mobility.

Controlled Access: Access onto divided roadways concentrated at median crossovers. Individual parcel access highly discouraged, with access provided through interparcel connections and consolidated access points.

Corridor: A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

dB(A) Leq (h): A measurement of highway traffic noise. dB (A) is the A-weighted levels, or decibels adjusted to approximate the way that an average person hears sound. Leq is the constant, average sound level. Highways that cause noise levels to be experienced at exterior residential locations above 67 dB (A) Leq and at exterior commercial locations above 72 dB (A) Leq are considered to have a negative impact and should be mitigated as part of roadway improvement projects.

Deadhead: There are two types of deadhead or non-revenue bus travel time:
(1) Bus travel to or from the garage and a terminus point where revenue service begins or ends; (2) A bus’ travel between the end of service on one route to the beginning of another.
Synonyms: Non-Revenue Time

Demand Responsive Transportation Services: Door to door transit service, usually by a small 13-passenger shuttle bus whereby a person telephones to schedule a pickup during operating hours. Also called “Dial-a-Ride.”

Design Speed: Recommended speed, which sets the design standards for new and/or improved road sections. The design speed should be flexible to minimize the impact of the improvement on the existing corridor, while maintaining safety.

Dial-a-Ride: See "Demand Responsive Transportation Services."

Disabled: As defined by the Americans with Disabilities Act (ADA); a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.
DRPT Multimodal System Design Guidelines – A set of transportation design standards developed by the Virginia Department of Rail and Public Transportation for implementation within urban areas and applied through approvals from the Virginia Department of Transportation.

Elevated Rail: Rail that runs on a grade-separated guideway on a structure that provides overhead clearance for vehicles running on the terrain below.

Environmental Impact Statement (EIS): The document prepared as part of the National Environmental Policy Act (NEPA) process. A Draft EIS (DEIS), followed by a public hearing and final EIS (FEIS) are prepared. Occasionally, a Supplemental DEIS is prepared to address a change in circumstance. These documents are the result of a systematic, comprehensive review process designed to identify and evaluate the potential impacts of a project.

Express Service: Express service is deployed in one of two general configurations:
(1) A service generally connecting residential areas and activity centers via a high speed, non-stop connection, e.g., a freeway, or exclusive right-of-way such as a dedicated busway with limited stops at each end for collection and distribution. Residential collection can be exclusively or partially undertaken using park-and-ride facilities.
(2) Service operated non-stop over a portion of an arterial in conjunction with other local services. The need for such service arises where passenger demand between points on a corridor is high enough to separate demand and support dedicated express trips.
Synonyms: Rapids (1 or 2), Commuter Express (1), Flyers (1)

Fare: Payment in coins, bills, tickets, tokens or various electronic media (such as SmarTrip Cards) collected for transit rides.

Fare Box: A device that accepts the coins, bills, tickets and tokens given by passengers as payment for rides.

Farebox Recovery Ratio: A measure of the proportion of transit operating expenses covered by passenger fares. It is calculated by dividing a transit operator’s fare box revenue by its total operating expenses.
Synonyms: Fare Recovery Ratio

Farebox Revenue: The value of cash, tickets and pass receipts given by passengers as payment for public transit rides.

Fare Collection System: The method by which fares are collected and accounted for in a public transportation system.

Fare Structure: The system set up to determine how much is to be paid by various passengers using the system at any given time.

Federal Transit Administration (FTA, formerly UMTA, Urban Mass Transit Administration): A part of the U.S. Department of Transportation (DOT) which administers the federal program of financial assistance to public transit.

Feeder Service: Service that picks up and delivers passengers to a regional mode at a rail station, express bus stop, transit center, terminal, Park-and-Ride, or other transfer facility.

Fiscal Year (FY): The yearly accounting period for the Loudoun County and State of Virginia government which begins July 1 and ends on the following June 30. The fiscal year is designated by the calendar year in which it ends (e.g., FY 2004 is from May 1, 2003 to September 30, 2004).

Fixed Route: Transit service provided on a repetitive, fixed-schedule basis along a specific route, with vehicles stopping to pick up passengers at and deliver passengers to specific locations.

Fixed Route Transit Service: Bus service on a fixed route and fixed schedule. Loudoun Transit in Leesburg is an example of a fixed-route transit service.

Formula Funds: Funds distributed or apportioned to qualifying recipients on the basis of formulas described in law; e.g., funds in the Section 18 program for Small Urban and Rural Transit Assistance, which are distributed to each state based on the state's percentage of national rural population. See also "Section 9."

Garage: The place where revenue vehicles are stored and maintained and from where they are dispatched and recovered for the delivery of scheduled service.
Grid of Streets: An interconnected roadway network with parallel and redundant streets meeting at frequent intervals, commonly featured within an urban area.

Headway: The scheduled time interval between any two revenue vehicles operating in the same direction on a route. Headways may be LOAD driven, that is, developed on the basis of demand and loading standards or, POLICY based, i.e., dictated by policy decisions such as service every 30 minutes during the peak periods and every 60 minutes during the base period. Synonyms: Frequency, Schedule, Vehicle Spacing

Heavy Rail: High-speed, passenger rail cars operating singly or in trains of two or more cars on fixed rails in separate rights-of-way from which all other vehicular and foot traffic are excluded. Also known as “rapid rail,” “subway,” “elevated (railway),” or “metropolitan railway (metro).”

Heritage Resource: Any historic, architectural, archeological, or scenic site, structure, landscape or object that has cultural significance to the community.

High Occupancy Vehicle (HOV): Vehicles that can carry more than two persons. Examples of high occupancy vehicles are a bus, vanpool and carpool. These vehicles sometimes have exclusive traffic lanes called "HOV lanes," "busways," "transitways" or "commuter lanes."

High-Occupancy Vehicle (HOV) Lane: A managed lane dedicated for use by vehicles with two (2) or more passengers. This lane may be exclusive to qualifying vehicles at all times or only during certain travel periods, as signed. The lane may be incorporated into the vehicular road section or separated by buffers or barriers.

HOT Lane: A traffic lane in a street or highway on which vehicles with less than the criteria number of occupants is charged a toll, and vehicles at or above the criteria number of occupants is charged no toll or a reduced toll.

Induced Travel Demand: Traffic growth produced by the addition of capacity in the transportation system or a reduction in the price of travel.

Intelligent Transportation Systems: The application of current and evolving technology (particularly computer and communications technology) to transportation systems, and the careful integration of system functions, to provide efficient and effective solutions to multi-modal transportation problems.

Interchange: An intersection of two roadways where the through traffic lanes are vertically separated by grade (i.e. one roadway travels over or under the other). Turn movements between the intersecting roadways occur via ramps.

Joint Development: Ventures undertaken by the public and private sectors for development of land around transit stations or stops.

Joint Land Management Area (JLMA): The growth area surrounding an incorporated town and served by public water and sewer or projected to be served in the near future. The JLMA is planned cooperatively by the County and the Towns. The boundary of the JLMA marks the edge of utility service and distinguishes between significantly different land uses and thus is an urban growth boundary.

Landscape Buffer: A space between the roadway curb and the sidewalk that may feature grass, shrubs, and trees along with other physical with streetscape elements.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Traffic flow conditions are divided into six levels of service (LOS) ranging from LOS “A” (ideal, free flow) through LOS “F” (breakdown). The Northern Virginia Transportation Coordinating Council (TCC) coined a seventh LOS “G”, to describe the breakdown in travel conditions over an expanded peak period.

Light Rail: Lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph. Also known as “streetcar,” “tramway,” or “trolley car.”
**Light Rail Transit (LRT):** An electric railway with a “light volume” traffic capacity compared with heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Synonyms: Streetcar, trolley car and tramway

**Limited Access:** Access onto roadway restricted to grade separated interchanges. No at-grade access is allowed.

**Local Access:** Relatively unrestricted individual parcel access directly onto roadway. Individual residential parcel access highly discouraged, with access provided through interparcel connections and consolidated access points.

**Local/Secondary Road:** A public, state-owned and maintained road designed for direct access from individual lots to subdivision and rural collector roads.

**Local Street:** As defined by the DRPT Multimodal System Design Guidelines, Local Streets serve to provide access through neighborhoods and feature traffic calming applications to enhance the pedestrian-oriented feel of the street.

**Major Collector:** A roadway that carries traffic through the county, provides a connection between arterials, and is accessed by minor collectors and/or rural secondary roads.

**Minor Arterial:** A roadway that serves commuter traffic with access from major and minor collectors.

**Minor Collector:** A roadway that carries traffic from local subdivision streets and rural secondary roads to major collectors and/or arterials.

**Mixed-Use Development:** A development with multiple uses seamlessly integrated in the design and development. In regard to transportation, features an internal street network that allows different uses to be accessed on foot, by bicycle, or via transit without easy recognition by the traveler that the uses have changed. Often features retail and/or office uses surrounded by residential uses in order to create a town center concept.

**Mobility:** The distance a person can reasonably travel from an origin point within a certain timeframe. Indifferent to the desired destination. May be impacted by barriers to travel, such as limited-access roadways, traffic congestion, or lack of infrastructure.

**Mode:** A particular form of travel (e.g., bus commuter, rail, train, bicycle, walking or automobile).

**Mode Split:** The proportion of people that use each of the various modes of transportation. Also describes the process of allocating the proportion of people using modes. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

**Model:** An analytical tool (often mathematical) used by transportation planners to assist in making forecasts of land use, economic activity, and travel activity.

**Multimodal System:** A transportation system that features primary elements for multiple travel modes, providing connectivity to destinations within the area through true travel options and related supportive development.

**Multimodal Street (Complete Street):** A street that contains elements to allow multiple primary modes of travel.

**Multimodal Through Corridor:** As defined by the DRPT Multimodal System Design Guidelines, Multimodal Through Corridors provide higher-speed regional access to and through an area and are intended to freely move substantial traffic volumes in order to decrease congestion on other roadways.

**Multimodal Transportation:** A transportation system element that provides opportunities for modal transfers and use of multiple transportation modes. Examples include on-street and structured parking, transit stops and stations, bike and car share services, bike racks, and park-and-ride facilities.

**National Environmental Policy Act of 1969 (NEPA):** Federal law that requires that any major federal action or policy that has a significant impact on the environment will require the preparation of an EIS. The EIS must address:
- the environmental impact of the proposed action,
any adverse environmental effects which cannot be avoided should the proposal be implemented,
alternatives to the proposed action,
the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-
term productivity,
and any irreversible and irretrievable commitments of resources which would be involved in the proposed action
should it be implemented.

Network: The configuration of streets or transit routes and stops that constitutes the total system.

Non-attainment area: An area designated by the EPA and federal law under the Clean Air Act that does not meet federal
pollution standards. Area with concentrations of one or more criteria pollutants in a geographic area that are found to exceed
the regulated or ‘threshold’ level for one or more of the NAAQS, the area may be classified as a nonattainment area.

Off-Peak: Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled.

Operating: Maintaining the ongoing functions of an agency or service. “Operating expenses” include wages, benefits,
supplies, fuel and services. “Operating assistance” is used to pay for the costs of providing public transit service.

Operating Assistance: Financial assistance for transit operating expenses (not capital costs); such aid may originate with
federal, local or state governments.

Operating Cost/Operating Expense: The total costs to operate and maintain a transit system including labor, fuel,
maintenance, wages and salaries, employee benefits, taxes, etc.

Operating Deficit: The sum of all operating expenses minus operating revenues.

Operating Revenue: Receipts derived from or for the operation of transit service, including fare box revenue, revenue from
advertising, interest and charter bus service and operating assistance from governments.

Operator: An employee of a transit system who spends his or her working day in the operation of a vehicle, e.g., bus driver,
streetcar motorman, trolley coach operator, cablecar gripman, rapid transit train motorman, conductor, etc.

Optimal Traffic Circulation Pattern: Roadway development scheme that optimizes and equalizes vehicular and pedestrian
access throughout a site that features fluid internal connections and connections to adjacent roadways and developments to
limit funneling of traffic and access limitations.

Origin: The location of the beginning of a trip or the zone in which a trip begins. Also known as a “Trip End”.

Paratransit: Comparable transportation service required by the Americans with Disabilities Act (ADA) of 1990 for
individuals with disabilities who are unable to use fixed-route transportation systems.

Park-and-Ride: A parking area for automobile drivers who then board vehicles, shuttles or carpools from these locations.

Passenger: A person who rides a transportation vehicle, excluding the driver.

Passenger Miles: A measure of service utilization which represents the cumulative sum of the distances ridden by each
passenger. It is normally calculated by summation of the passenger load times the distance between individual bus stops. For
example, ten passengers riding in a transit vehicle for two miles equals 20 passenger miles.

Passenger Revenue: Fares paid by passenger traveling aboard transit vehicles. Synonyms: Farebox Revenue

Passenger Trips: The number of rides taken by people using a public transportation system in a given time period. Synonyms:
Ridership

Pave-in-place: The Commonwealth’s pave-in-place program allows the county to pave gravel roads within a narrow, forty-
foot right-of-way for those roads carrying between 50 and 750 vehicles per day, in a manner that is sensitive to the rural
character of the roadway.
Peak Hour/Peak Period: The period with the highest ridership during the entire service day, generally referring to either the peak hour or peak several hours (peak period).
Synonyms: Commission Hour

Pedestrian Corridor – All controlled-access Multimodal Through Corridors, all Boulevards, and all Avenues within the Silver Line Policy Area.

Pedestrian-Oriented Street – A street typology featuring elements that encourage pedestrian activity, including wide sidewalks, continuous street frontage with primary building entrances, active plazas and parks, frequent crosswalks, and speed limits of 30 MPH or below.

Performance Criteria: Threshold measures (such as ridership, cost, cost per rider, etc.) that indicate the utilization and cost-effectiveness of proposed transit services are sufficient to justify investment.

Premium Transit – Public transit that features high-quality elements including, but not limited to, dedicated guideways, enhanced transit shelters, off-board ticketing, and special branding.

Primary Roads/Routes: Roads owned by the Virginia Department of Transportation whose construction and/or maintenance is funded through the Virginia Transportation Development Program (VTDP). Primary roads generally serve a relatively large volume of regional traffic flow and range from route numbers 1 to 599 in the VDOT Primary Road system.

Principal Arterial: A roadway that serves regional and intrastate traffic with access from minor arterials and major collectors.

Private Sector Contributions: Funds provided by private entities towards the construction of transportation improvements that serve a public purpose; examples include special tax districts, private sector toll road construction, bond financing for transportation projects and impact fees.

Proffered Condition/Proffer: A voluntary promise or commitment given in writing by a developer to construct certain improvements, to make certain donations, or to develop property subject to specified conditions to mitigate the impact of the proposed development land and to develop the property in accord with the Comprehensive Plan.

Program: (1) verb, to assign funds to a project; (2) noun, a system of funding for implementing transportation projects or policies.

The Public-Private Transportation Act of 1995 (PPTA): The legislative framework enabling the Commonwealth of Virginia, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities.

Public Street – A street maintained by the Virginia Department of Public Transportation (VDOT).

Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit" and "transit."

Rail, Commuter: Long-haul rail passenger service operating between metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fares for multiple rides, and commutation tickets for regular, recurring riders. Also known as “regional rail” or “suburban rail.”

Raised crosswalk: A location where the crossing elevation is slightly higher than the roadway elevation. A traffic calming technique.

Rapid Transit: Rail or motorbus transit service operating completely separate from all modes of transportation on an exclusive right-of-way.

Recovery Time: Recovery time is distinct from layover, although they are usually combined together. Recovery time is a planned time allowance between the arrival time of a just completed trip and the departure time of the next trip in order to allow the route to return to schedule if traffic, loading, or other conditions have made the trip arrive late. Recovery time is considered as reserve running time and typically, the operator will remain on duty during the recovery period.
Synonyms: Layover Time

**Revenue:** Receipts derived from or for the operation of transit service including farebox revenue, revenue from other commercial sources, and operating assistance from governments. Farebox revenue includes all fare, transfer charges, and zone charges paid by transit passengers.

**Revenue Miles:** Miles operated by vehicles available for passenger service.

**Revenue Vehicle Hour:** The measure of scheduled hours of service available to passengers for transport on the routes, equivalent to one transit vehicle traveling in one hour in revenue service, excluding deadhead hours but including recovery/layover time. Calculated for each route.

**Reverse Commute:** Movement in a direction opposite to the main flow of travel, such as from the Central City to a suburb during the morning commute hour.

**Ridesharing:** A form of transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip.

**Ridership:** Number of rides taken by people on a public transportation system in a given time period. Synonym: Passenger Trips

**Right-of-Way (ROW, R/W):** The land over which a public road, rail line, or bicycle/pedestrian infrastructure is built. An exclusive right-of-way is a road, lane, or other right-of-way designated exclusively for a specific purpose or for a particular group of users, such as light rail vehicles or buses.

**Roundabout:** An unsignalized circular intersection of two or more roadways where the entering traffic yields to circulating traffic.

**Roundabout Interchange:** A roundabout interchange is a freeway-to-street or a street-to-street interchange that contains at least one roundabout.

**Route:** A specified path taken by a transit vehicle usually designated by a number or a name, along which passengers are picked up or discharged. Synonyms: Line

**Rural Provider:** An entity that provides transit service outside of urbanized areas.

**Secondary Roads/Routes:** VDOT roads with route numbers 600 and above which include a wide variety of facilities.

**Scenic Highway:** A road located within a protected corridor and having recreational, historic or scenic interest.

**Schedule:** From the transit agency (not the public timetable), a document that, at a minimum, shows the time of each revenue trip through the designated time points. Many properties include additional information such as route descriptions, deadhead times and amounts, interline information, run numbers, block numbers, etc. Synonyms: Headway, Master Schedule, Timetable, Operating Schedule, Recap/ Supervisor’s Guide

**Scheduling:** The planning of vehicle arrivals and departures and the operators for these vehicles to meet consumer demand along specified routes.

**Secondary Road:** A road owned by VDOT whose construction and/or maintenance is funded through the Virginia Secondary Road Improvement Program (SRIP).

**Service Area:** A geographic area provided with transit services. Service area is now defined consistent with ADA requirements.

**Service Hours:** The time from the first scheduled pickup to the last scheduled drop-off; the basis of payment for contracted transit service in Loudoun County.
**Service Road** – A private roadway serving three (3) or fewer private driveways, emanating from a public street or an alley. Provides access to loading docks and trash collection areas. Does not serve building frontage.

**Service Standards:** A benchmark by which service operations performance is evaluated.

**Shared Lane** – A roadway travel lane shared by vehicles and bicycles, with signage and/or pavement markings to indicate this situation.

**Shared-Use Path** – See trails.

**Shuttle:** A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.

Small Bus - See "Bus, Small."

**Speed Bump:** A raised hump in the paved surface of a street that extends across the street, usually not more than five inches high. A traffic calming technique.

**Subsidy:** Funds granted by federal, state or local government.

**Trail** – An asphalt trail with a minimum width of 10 feet along roadways and 16 feet away from roadways designed to serve pedestrians and cyclists.

**Traffic Calming:** Measures to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Traffic calming includes both physical measures and non-physical measures (community education and enforcement). See also choker, chicane, raised crosswalk, traffic circle or roundabouts, and speed bump.

**Transfer:** A slip of paper issued to a passenger that gives him or her the right to change from one transit vehicle to another according to specified limitations.

**Transit:** A shared mode of transportation, which often operates on a fixed route and fixed schedule, and is available to all who pay the fare; however, demand responsive transportation, which does not operate on a fixed route or fixed schedule is also a form of transit. Other examples include bus, light rail, and heavy rail. See “Public Transportation.”

**Transit Center** – A premium transit station featuring elements to serve multiple transit vehicles, boarding and alighting passengers, waiting passengers, and modal transfers. May feature amenities including retail space, climate control, taxi stands, or aesthetic prominence.

**Transit Corridor:** A broad geographic band that follows a general route alignment such as a roadway or rail right-of-way and includes a service area within that band that would be accessible to the transit system.

**Transit Dependent:** Someone who must use public transportation for his/her travel.

Synonym: Captive Rider

**Transit Friendly Design:** Design of roadways and streetscapes that facilitates transit use, such as pull-off areas for buses, adequate sidewalks or shoulders for safe passenger waiting and departing, and street design that allows for turning and circulation of buses throughout the development.

**Transit-Priority Street** – A street designed with transit elements such as bus lanes, bus bays, bus stops and/or special traffic signals to facilitate the movement of transit vehicles and encourage transit ridership. Usually feature the highest density of transit routes and frequencies.

**Transit Node:** An area designated per the Loudoun County Revised General Plan as a focal point for transit service and transit-supportive land uses.

**Transit-Oriented Development (TOD)** – A development served by, or planned to be served by, frequent transit service that is designed in a compact and dense urban form that facilitates convenient and comfortable bicycle and pedestrian access to applicable transit stations, drawing travelers to the transit station area, and supporting the continued operation and growth of the transit system in the vicinity of the development.
Transit Station: Structures that house both passengers and transportation systems operations and equipment.

Transit Stop: A location along the street or transit line that has simple facilities such as signage and shelters.

Transit System: An organization (public or private) providing local or regional multi-occupancy-vehicle passenger service. Organizations that provide service under contract to another agency are generally not counted as separate systems.

Transportation Analysis Zones (TAZ): The geographic unit of analysis in a four-step model for travel demand. Usually, an urban area is divided into hundreds or thousands of transportation analysis zones (TAZs).

Transportation Demand Management (TDM) – Techniques and concepts applied to transportation systems to decrease congestion during peak periods, encourage more sustainable travel patterns, and educate commuters about travel options. Common methods including carpooling, transit use, flexible schedules, and telework.

Travel Demand Forecasting Model: A computer program based on a series of mathematical equations that simulates the performance of the transportation system given a set of land use conditions. It estimates trip generation (how much travel), trip distribution (who goes where), mode choice (how people travel), and route choice. It provides decision makers with information related to questions such as:
   • Which land use scenario yields the least amount of travel by private automobile?
   • Where will traffic congestion likely appear?
   • How will future traffic congestion levels be affected by various potential land use and development scenarios?
   • What types of transportation investments will most improve future mobility?
   • How many people will use public transit or car for their trip to work?

Trip: The one-way operation of a revenue vehicle between two terminal points on a route. Trips are generally noted as inbound, outbound, eastbound, westbound, etc. to identify directionality when being discussed or printed. Synonyms: Journey, One-Way Trip

Trip Reduction – A modal shift from private vehicle to public transportation, cycling, or walking assumed as part of a traffic impact analysis.

Urban Area – A higher-density area that has at least eight (8) dwelling units per acre and features urban elements such as street grids, optimized traffic circulation patterns, multimodal streets, and encouragement of transit-use, walking, and cycling.

Urbanized Area (UZA): An U.S. Bureau of Census-designated area of 50,000 or more inhabitants consisting of a central city or two adjacent cities plus surrounding densely settled territory, but excluding the rural portion of cities.

VDOT Road Design Manual Appendix B (2) – The enabling design manual for the DRPT Multimodal System Design Standards.

Vehicle Miles: The number of miles traveled by a vehicle, usually calculated by mode.

Virginia Byway: A Virginia Byway is defined as a road, designated as such by the Commonwealth Transportation Board (CTB) having relatively high aesthetic or cultural value, leading to or within areas of historical, natural or recreational significance.

Vision Zero: A commitment to eliminate all transportation related fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Walkshed – The walking distance from a transit station as measured by the most direct route provided. May be used to measure reductions to estimated automobile trip generation and density that may be served by transit.

Wide Curb Lane: An outside travel lane provided for bicyclists with a width of at least 14 feet; also referred to as a wide outside lane or shared lane, and typically does not include bikeway designation.

Sources:
Institute of Transportation Engineers
www.ite.org

Metropolitan Washington Council of Governments
www.mwcog.org

Sacramento Regional Transit District Transit Glossary
www.sacrt.com/transitglossary.stm

**U.S. Department of Justice**
Civil Rights Division, Disability Rights Section
www.ada.gov/cguide.htm

The Virginia Department of Transportation
www.virginiadot.org
Chesapeake & Ohio Canal Towpath Rd
IRISH RD
LOUDOUN 2040 COUNTYWIDE TRANSPORTATION ROADWAY PLAN MAP
DRAFT
MARCH 13, 2019

LOUDOUN COUNTY, VA

LEGEND
ROADWAY ELEMENTS

ROADWAY ELEMENTS

EXISTING/PLANNED INTERCHANGE
EXISTING/PLANNED PARTIAL INTERCHANGE
EXISTING/PLANNED CHAPESPAN
SUMMIT EXITS
SUMMIT ENTRANCE
TRAIL
EXITS
ENTRY
MINOR ROAD LINE
MINOR EXISTING INTERSTATE
Village Conservation Corridor District
DRAFT ROADS
# OF LANES
2 LANES
4 LANES
6 LANES
8 LANES
10 LANES

Refer to Town Plan
Minimum 2000
Final approved name must conform to the County Street Naming Ordinance.

except Routes 7 and 15, are for reference purposes only.

Planned freeways along Routes 7, 28, and 50 will be considered for managed lanes through further study.

Along Route 28, the interchanges at Route 606, Innovation Avenue, the Dulles Greenway, and the Dulles Tolls Road will be
Along Loudoun County Parkway, the interchanges at the Evergreen Mills Road and at Dulles West Boulevard will need to

The western terminus of US Route 50 Alternate and associated connections with US Route 50 and Loudoun County