<table>
<thead>
<tr>
<th>Case #</th>
<th>Name</th>
<th>Adoption Date</th>
<th>Chapters Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>CPAM 2004-0001</td>
<td>Extension of Central Utilities into the Transition Policy Area</td>
<td>April 20, 2004</td>
<td>RGP Ch. 2, 5, 8</td>
</tr>
<tr>
<td>CPAM 2004-0002</td>
<td>Active and Passive Recreation in RSCOD</td>
<td>June 1, 2004</td>
<td>RGP Chapter 5</td>
</tr>
<tr>
<td>CPAM 2004-0009</td>
<td>Revision of Boundaries of the Joint Land Management Area for the Town of Round Hill and Designation of Land Use</td>
<td>June 1, 2004</td>
<td>RGP Chapter 9, CPRV-W-087, CPRV-W-059</td>
</tr>
<tr>
<td>CPAM 2004-0034</td>
<td>Location of RC (Rural Commercial) Zoning Districts</td>
<td>January 4, 2005</td>
<td>RGP Ch. 4, 6, 7</td>
</tr>
<tr>
<td>CPAM 2004-0017</td>
<td>Countywide Healthcare Facilities Plan</td>
<td>March 8, 2005</td>
<td>RGP Chapter 2, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2004-0008</td>
<td>East Gate Assemblage</td>
<td>June 7, 2005</td>
<td>RGP Chapter 6, CPRV-W-059</td>
</tr>
<tr>
<td>CPAM 2004-0007</td>
<td>Pearson Reserve</td>
<td>July 5, 2005</td>
<td>RGP Chapter 6, CPRV-W-059</td>
</tr>
<tr>
<td>CPAM 2004-0026</td>
<td>Victoria Station</td>
<td>July 5, 2005</td>
<td>RGP Chapter 6, CPRV-W-059</td>
</tr>
<tr>
<td>CPAM 2005-0001</td>
<td>Density Review in the Northern Portion of the Lower Bull Run Subarea</td>
<td>July 5, 2005</td>
<td>RGP Chapter 8</td>
</tr>
<tr>
<td>CPAM 2004-0006</td>
<td>Potomac View Age Restricted</td>
<td>October 28, 2005</td>
<td>RGP Chapter 2, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2004-0011</td>
<td>Ashburn Village Age Restricted</td>
<td>October 28, 2005</td>
<td>RGP Chapter 2, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2004-0012</td>
<td>Brambleton Age Restricted</td>
<td>October 28, 2005</td>
<td>RGP Chapter 2, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2004-0023</td>
<td>Erickson</td>
<td>October 28, 2005</td>
<td>RGP Chapter 2, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2004-0025</td>
<td>Stonegate</td>
<td>February 7, 2006</td>
<td>CPRV-W-059</td>
</tr>
<tr>
<td>CPAM 2006-0001</td>
<td>Proffered Land Sites Valuation Credit Methodology</td>
<td>June 14, 2006</td>
<td>RGP Chapter 3, RGP Chapter 11</td>
</tr>
<tr>
<td>CPAM 2005-0005</td>
<td>Amendments to the Rural Policies of the Loudoun County Comprehensive Plan</td>
<td>September 6, 2006</td>
<td>RGP Ch. 2, 7,11</td>
</tr>
<tr>
<td>CPAM 2005-0007</td>
<td>Arcola Area/Route 50</td>
<td>October 17, 2006</td>
<td>RGP Ch. 4, 6, RGP Glossary, CPRV-W-059, Retail Plan Amendment</td>
</tr>
<tr>
<td>CPAM 2006-0002</td>
<td>Crosstrail</td>
<td>December 5, 2006</td>
<td>RGP Chapter 9, CPRV-W-059, Toll Road Plan</td>
</tr>
<tr>
<td>CPAM 2007-0001</td>
<td>Countywide Housing Policies</td>
<td>September 18, 2007</td>
<td>RGP Chapter 2, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2005-0004</td>
<td>Eminent Domain &amp; Protection of Existing Communities</td>
<td>October 16, 2007</td>
<td>RGP Ch. 2, 4, 6, 11, RGP Glossary</td>
</tr>
<tr>
<td>CPAM 2009-0001</td>
<td>Route 28 Keynote Employment Policies</td>
<td>March 15, 2011</td>
<td>RGP Ch. 4, 5, 6, 11, Retail Plan Amendment</td>
</tr>
<tr>
<td>CPAM 2012-0003</td>
<td>Special Activity at One Loudoun</td>
<td>April 3, 2013</td>
<td>RGP Chapter 6</td>
</tr>
<tr>
<td>CPAM Code</td>
<td>Title</td>
<td>Date</td>
<td>Reference</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------------------------------------------------------</td>
<td>---------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>CPAM 2012-0002</td>
<td>Purcellville Urban Growth Area Management Plan</td>
<td>March 6, 2013</td>
<td>RGP Ch. 1, 2, 9, 11</td>
</tr>
<tr>
<td>CPAM 2013-0001</td>
<td>North Lower Sycolin</td>
<td>December 11, 2013</td>
<td>RGP Chapter 8</td>
</tr>
<tr>
<td>CPAM-2016-0001</td>
<td>Telecommunication Facilities</td>
<td>July 13, 2016</td>
<td>Strategic Land Use Plan for Telecommunication Facilities</td>
</tr>
<tr>
<td>CPAM-2016-0003</td>
<td>Proffer Legislation: Small Area Plans and Proffer Policies and Guidelines</td>
<td>December 6, 2016</td>
<td>RGP Chapters 2, 3, 5, 6, 9, 11</td>
</tr>
<tr>
<td>CPAM-2017-0001</td>
<td>Route 7 Setback and Buffer Standards</td>
<td>February 14, 2016</td>
<td>RGP Chapter 6</td>
</tr>
<tr>
<td>CPAM-2018-0001</td>
<td>Bolen Park Stadium</td>
<td>September 12, 2018</td>
<td>RGP Chapter 9</td>
</tr>
</tbody>
</table>

Adopted September 17, 1991

Revised July 23, 2001, Amended through September 12, 2018
CPAM 2004-0001
Extension of Central Utilities into the Transition Policy Area

Adopted April 20, 2004
The Board of Supervisors adopted the following revisions to the Loudoun County General Plan (Revised July 23, 2001 and amended through January 14, 2003) on April 20, 2004. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapters 2, 5, and 8, and the Glossary.

Amend ‘General Plan Strategy’ text to define the new alignment of the County’s urban growth boundary (General Plan, p. 2-6)
The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central water and sewer is not allowed. Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. Then it joins with the western edge of the Lower Foley subarea. The UGB then follows the western edge of the Transition Policy Area to meet the Prince William County line in the south.

Delete ‘Suburban Policy Area’ text on the urban growth boundary (General Plan, p. 2-6)
A hard utility edge (marking the limits of central water and sewer) is maintained by the western boundary of the Suburban Policy Area establishing an urban growth boundary.

Amend ‘Transition Policy Area’ text (General Plan, p. 2-11)
Central water and sewer service is planned for all the Lower Foley and Lower Bull Run subareas of the Transition Policy Area. Central water and sewer service is not to be extended to the Upper Broad Run and Upper Foley subareas. The Middle Goose and Lower Sycolin subareas will not have public water and sewer with the exception of central water for properties within the Landfill Water Service Area/District. Communal systems will be encouraged over individual systems in areas without central utilities.

Either central or communal water and wastewater services are the preferred utility service methods in the Transition Policy Area. Central water service is required for properties within the Landfill Water Service Area District in the Lower Sycolin subarea. In all other areas of the Transition Policy Area, LCSA will, at the time of application for new development, evaluate the proposed system and various alternatives to verify that the proposed utility system be addresses the constraints and environmental characteristics of the site, and will consult with the County on such issues as soil type, underlying bedrock lithologies, groundwater availability, surface water drainage patterns, proximity to existing groundwater supply wells and other water sources. For small-scale and low-density developments, where the extension of central utilities or construction of communal systems is not economically feasible, the County will consider permitting development on individual well and septic systems.
A hard utility edge (marking the limits of central water and sewer) is maintained by the western boundary of the Transition Policy Area to establish an urban growth boundary. In addition, the area included as part of the Woodland Rural Village (ZMAP 1997-0001) may be served by central utilities from the adjacent Transition Policy Area based on the following:

(a). This development is zoned for a Rural Village under the PD-RV district, and the PD-RV zoning was continued due to vested rights considerations as part of the Countywide remapping.

(b). Under the PD-RV zoning classification, the Village core is to be served by public utilities. In this case, communal systems to be owned and operated by LCSA have been engineered to serve the Rural Village.

(c). This Rural Village is adjacent to both the Middle Goose and Upper Broad Run subareas.

(d). A small portion of this Rural Village rezoning is within the Transition Policy Area.

(e). Most of the area encompassed within this Rural Village zoning, including the Village Core, is underlain by a diabase aquifer.

Amend ‘Wastewater and Water Treatment’ text (General Plan, p. 2-16)
Water and wastewater treatment service levels and needs are not the same throughout the County, since proposed land uses, development densities and community character differ from area to area. The County will plan for the development of central sewer and water facilities and allow for the orderly extension of these facilities in the Suburban Policy Area and in portions of the Transition Policy Area. The County will encourage LCSA to serve this area in the most efficient and effective manner possible. In particular, the County will work with LCSA to encourage the extension of central utilities to existing communities within these areas the Suburban Policy Area and promote the use of the best utility system in the Transition Policy Area.

In the Transition Policy Area and in the Rural Policy Area (including the Landfill Water Service Area District), the County will continue to focus its efforts on protecting public health by maintaining groundwater quality and quantity. Groundwater will continue to be the major source of water for most rural residents and therefore should be protected from the contamination threat of a proliferation of septic tanks and drainfields. As such, on-site, high-level pre-treatment, individual alternative systems and small advanced wastewater treatment systems for clustered development will be the primary methods of sewer service in the Rural Policy Area. Surface land application using these systems will be discouraged in the Transition Policy Area subareas given their proximity to the reservoirs. The County will seek to establish guidelines and oversight authority to ensure that these facilities function in an environmentally sound manner. Central and communal utility systems are encouraged over individual wells and septic systems in
the Transition Policy Area. Surface land application using communal or individual systems will be discouraged in the Transition Policy Area subareas proximate to the Goose Creek and Beaver Dam reservoirs. The table below (Wastewater Approach) more simply portrays the wastewater strategy by policy area.

**Amend ‘Wastewater Approach’ Table (General Plan, p. 2-16)**

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Central Systems</th>
<th>Clustered Communal Systems</th>
<th>Individual Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Transition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Middle Goose</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>• Lower Sycolin</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>• Lower Foley</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>• Upper Foley</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>• Upper Broad Run</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>• Lower Bull Run</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Rural</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Towns &amp; JLMAs</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Villages</td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**Amend Policy 7 under ‘General Water Policies’ (General Plan, p. 2-20)**

7. The Landfill Water Service Area District is established for the area in proximity to the Loudoun County Solid Waste Management Facility and for properties through which the water transmission line passes. (Refer to the LCSA Water and Sewer Lines Map, pg. 2-17). The extension of central (municipal) water service in this district is permitted to avoid potential potable water problems for properties near the Loudoun County Solid Waste Management Facility. All new development within the Landfill Water Service Area District will be required to obtain service from the central water system. The water lines for the Landfill Water Service Area/District will be sized such that they will only accommodate the maximum density permitted by the Plan (densities up to one dwelling unit per 3 acres).

**Amend Policy 8 under ‘General Water Policies’ (General Plan, p. 2-20)**

8. The use of LCSA-approved communal water systems to serve the Rural and Transition Policy Areas is promoted:
   a. To serve rural economy uses or rural and residential clusters as defined in this Plan.
   b. To solve the potable water problems and public health problems of existing residences.
   c. To serve new or existing institutional uses, including schools, permitted by right or by special exception in the County’s rural zoning districts.
Amend Policy 5 under ‘General Wastewater Policies’ (General Plan, p. 2-21)
5. The use of LCSA approved communal wastewater collection and treatment systems followed by surface or subsurface soil dispersion is promoted:
   a. To serve the Existing Rural Villages defined in this plan.
   b. To serve existing or new rural economy uses or rural and residential clusters as defined in this plan.
   c. To solve wastewater or public health problems of existing residences; and
   d. To serve new or existing institutional uses, including schools, permitted by right or by special exception in the County’s Rural and Transition Policy Areas.

Amend Policy 12 under ‘General Wastewater Policies’ (General Plan, p. 2-22)
12. Pump-and-haul operations are not permitted in the Rural Policy Area or Existing Rural Villages or the Transition Policy Area except as a last resort and temporary wastewater disposal method to address a proven, public health emergency. The County will determine the length of the period during which pump-and-haul disposal will be allowed.

Amend Policy 6 under ‘Groundwater Policies’ (General Plan, p. 5-19)
6. The County will require developments in the Suburban Policy Area and designated subareas of the Transition Policy Area to connect to available central water and sewer systems according to water and wastewater treatment policies in this Plan.

Amend text pertaining to the Transition Policy Area (General Plan, p. 8-1 & 8-2)
The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central sewer and water is not allowed. (Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. The UGB then follows joins with the western edge of the Lower Foley subarea Transition Policy Area to meet the Prince William County line in the south.) As such, central water and sewer lines are permitted in the Transition Policy Area. These boundaries are coterminous with the easternmost boundaries of the Lower Sycolin, Middle Goose, Upper Bread Run, and Upper Foley subareas. As such, public water and sewer lines are expected to be extended to the Lower Foley and Lower Bull Run subareas of the policy area. Central sewer and water service may not be extended to the Upper Broad Run and Upper Foley subareas. Central water will be provided to serve the Landfill Water Service Area District located in the Lower Sycolin subarea (LCSA Water and Sewer Lines Map, pg. 217). Otherwise, no public water and sewer will be permitted in the Lower Sycolin and Middle Goose subareas.

Amend Policy 3 under General Policies (General Plan, p. 8-2)
3. Central utilities may be extended to all subareas of the Transition Policy Area the Lower Foley and Lower Bull Run subareas.
Delete Policy 4 under ‘General Policies’ (General Plan, p. 8-2)
4. Central utilities may not be extended to the Upper Broad Run and Upper Foley subareas. Adoption of a future plan amendment is required before any central utilities may be extended into these subareas.

Add new Policy 4 under ‘General Policies’ (General Plan, p. 8-2)
4. New developments proposed within the Lower Foley and Lower Bull Run subareas of the Transition Policy Area will be required to connect to central water and wastewater utility lines.

Amend Policy 5 under ‘General Policies’ (General Plan, p. 8-2)
5. Central water will be provided to serve the Landfill Water Service District located in the Lower Sycolin subarea. New developments proposed within the Landfill Water Service Area District will be required to connect to central water services (See LCSA Water and Sewer Lines Map, pg. 2-17).

Amend Policy 6 under ‘General Policies’ (General Plan, p. 8-2)
6. Where LCSA and the County determine that the extension of central water lines to a site cannot be engineered, is not economically feasible and/or has adverse impacts on the environment, The County promotes the use of communal water systems to protect groundwater quality by reducing the number of wells.

Add new Policy 10 under ‘General Policies’ (General Plan, p. 8-2)
10. The County will discourage the use of individual wells and septic systems and drainfields to serve new developments in the Transition Policy Area. These individual systems may be considered only where the proposed development densities, scale of development and location of public utility systems, makes the extension of central utilities or connection to an adjoining communal system economically infeasible.

Amend ‘Community Design’ text (General Plan, p. 8-5)
Countryside Villages will be permitted on central utilities in the Lower Foley subarea and Rural Villages will be permitted on central utilities in the Lower Bull Run subarea. Rural Villages will be permitted in the Lower Sycolin and Middle Goose subareas, but not on central water and sewer, with the exception of central water for properties within the Landfill Water Service Area District.

Delete ‘Lower Sycolin and Middle Goose Subareas’ text (General Plan, p. 8-5)
No central water and sewer will be permitted and communal systems with sub surface discharge will be encouraged. Central water will be permitted for properties within the Landfill Water Service Area District.
Add new text on the ‘Lower Sycolin and Middle Goose Subareas’ (General Plan, p. 8-5)
All new developments within the Landfill Water Service Area District in the Lower Sycolin subarea will be required to be served by central water lines. Central and communal water and wastewater systems are preferred over individual utility systems in all other areas of the Lower Sycolin and Middle Goose subareas. Wastewater systems proposing subsurface or surface discharge will be discouraged in these subareas, given their proximity to the Goose Creek and Beaverdam Reservoirs. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Add new text on the ‘Upper Broad Run and Upper Foley Subareas’ (General Plan, p. 8-6)
Central and communal water and wastewater systems are preferred over individual utility systems. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Amend ‘Location Criteria for Villages’ text (General Plan, p. 8-8)
Rezonings to achieve the Countryside Village pattern of development served by central water and wastewater utilities are desired in the Lower Foley subarea. Central sewer and water may be extended to the Lower Foley and Lower Bull Run subareas.

Amend ‘Water and Wastewater’ text (General Plan, p. 8-9)
The Transition Policy Area has very limited central water and wastewater service. A waterline traverses the area from east to west in the Lower Sycolin subarea to serve a special water service district located adjacent to the County landfill. The Lower Sycolin subarea of the Transition Policy Area contains some properties that are within the Landfill Water Service Area District. Central water is limited to properties within the District. New developments within the Landfill Water Service Area District will be required to connect to central water utilities lines. (LCSA Water and Sewer Lines Map, pg. 2-17)

Central utilities may be extended to the Lower Foley and Lower Bull Run all subareas. Central sewer and water may not be extended into the Upper Broad Run and Upper Foley subareas which are located west of the Urban Growth Boundary. In the interim period Where the extension of central utilities cannot be engineered, is economically infeasible and/or has adverse impacts on the environment, groundwater quantity and quality will be protected in the Transition Policy Area through water conservation efforts that promote the use of communal systems and limit the number of individual groundwater withdrawals.

Central utilities will not be extended into the Lower Sycolin and Middle Goose subareas (with the exception of central water in the Landfill Water Service Area District as noted above), located in the Goose Creek watershed. This is in accordance with the Urban Growth Boundary and protects the larger Goose Creek watershed, which extends across the Rural Policy Area, from future development pressures. Chapter Two provides the detailed water and wastewater policies.
Add the following new ‘Water and Wastewater Policies’ (General Plan, p. 8-9)

1. The County promotes the use of central and communal water and wastewater systems to serve residential clusters, Rural Villages and Countryside Villages in the Transition Policy Area. At the time of application, LCSA will evaluate the various alternatives to identify the utility system that best promotes the objectives of the County’s Comprehensive Plan.

2. The County will encourage communal water and wastewater systems proposed to serve new developments to combine with existing or approved LCSA-owned communal systems, where the following criteria are met:
   a. The service areas of the new communal system and the existing or approved communal system are both contained within the Transition Policy Area as defined in the County Comprehensive Plan documents.
   b. The service area of the new communal system immediately adjoins the service area of existing or approved LCSA-owned communal system(s).
   c. LCSA determines the inter-connection between the two systems can be engineered, is economically feasible and minimizes impacts on the environment.

3. New developments proposing to combine their communal water and/or wastewater systems with those of adjoining existing or approved developments, shall not rely on the combination to meet their water and wastewater requirements but show that they can be supported through on-site individual and/or communal systems.

4. Inter-connections between established and proposed communal systems shall not be used to facilitate a change in land use or development density that is not in conformance with the County Comprehensive Plan.

5. The County encourages the retrofitting of existing or approved communal water systems within the Transition Policy Area with central utilities to solve the potable water problems or the public health problems of existing developments.

6. The County encourages the retrofitting of existing or approved communal wastewater systems within the Transition Policy Area with central utilities to solve the wastewater problems such as failing drainfields or the public health problems of existing developments.

Add language to the definition of ‘Communal Water and Wastewater Systems’ (General Plan, p. G-2)

Communal Water and Wastewater Systems: Water and/or sewage treatment systems that are designed to serve multiple users such as small-scale developments or clusters and institutions. These systems are public systems when owned and operated by a government entity or utility. LCSA does not accept ownership or operation of water or wastewater systems serving 3-14 residential lots. If requested by the County, LCSA agrees to provide technical services to the County by approving acceptable technologies, reviewing and approving system design and
construction specifications, providing construction inspection and conducting semi-annual audits of system operation and maintenance. LCSA expenses for these services will be subject to reimbursement by the County.

Amend the definition of ‘Central Water and Wastewater Systems’ (General Plan, p. G-2)

Public or Central Water and Wastewater Systems: The network of major regional facilities, generally operated by a government entity or public utility, that provides for the collection, treatment and disposal of wastewater and to furnish potable water.

Add the definition for ‘Public Water and Wastewater Systems’ (General Plan, p. G-8)

Public Water and Wastewater Systems: Water and wastewater systems that are owned and operated by a government entity or public utility. These include communal water and wastewater systems that are owned and operated by a government entity or public utility and central water and wastewater systems.

Amend the definition of the Urban Growth Boundary (General Plan, p. G-11)

Urban Growth Boundary: The limit of central water and wastewater utility service, it marks the separation of distinctly different land uses and densities.
CPAM 2004-0002
Active and Passive Recreation in RSCOD

Adopted June 1, 2004
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through April 20, 2004) on June 1, 2004. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapter 5.

Amend the General Plan Policy 18, Page 5-10:
The County will only allow development and uses in the RSCOD that will support or enhance the biological integrity and health of the river and stream corridor. Permitted uses **are intended** to have minimal adverse effects on wildlife, aquatic life, and their habitats; riparian forests, wetlands, and historic and archaeological sites; and will be required to complement or enhance the hydrologic processes of the river and stream corridors – including flood protection and water quality. Uses will be limited to:

a. Road crossings, rail crossings, bridges and drive-way crossings (only when the environmental objectives of the RSCOD can be maintained or enhanced).

b. Utilities and utility rights-of-way (only when the environmental objectives of the RSCOD can be maintained or enhanced).

c. Local and regional stormwater management facilities (subject to best management practice requirements).

d. Public lakes and ponds (subject to best management practice requirements).

e. Public water supply reservoirs.

f. Historic and archaeological sites.

g. Paths and trails – including footpaths, biking or hiking paths, and horse trails (of a permeable material only)

h. Passive recreation – limited to hiking, biking, horseback riding, picnicking, camping, climbing, hunting, fishing, and wildlife viewing.

i. Active recreation, **including physical education, athletic fields, and supporting athletic elements** (such as but not limited to: goals, goal posts, back stops, dug outs, fences, etc.), in minor floodplains based on standards developed. Swimming and non-powered boating
on the rivers and streams only—including swimming and boating (non-powered) where specific public points of entry have been identified.

j. Agricultural activities, but not structures— including crop planting and harvesting, and grazing (subject to appropriate best management practice requirements).

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 best management practice requirements).

l. Planting native vegetation (subject to appropriate best management practice requirements).

m. Conservation— including stream restoration projects, facilities and activities; Adopt-A-Stream programs; scientific, nature and archaeological studies; and education programs.

Amend the General Plan Policy 18, Page 5-18:

18. The County will institute development standards for golf courses and restrict development of golf courses in proximity to water resources such as streams, rivers, and reservoirs or floodplains to deter any degradation of these resources as a result of the golf course use. Golf courses will not may be allowed within the boundaries of floodplains only by Special Exception.
CPAM 2004-0009
Revision of Boundaries of the Joint Land Management Area for the Town of Round Hill and Designation of Land Use

Adopted June 1, 2004
CPAM 2004-0009
Revision of Boundaries of the Joint Land Management Area for the Town of Round Hill and Designation of Land Use
June 1, 2004

The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through April 20, 2004) on June 1, 2004. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapter 9.

Add new Policy 7 under “Round Hill Joint Land Management Area Policies” (General Plan, p. 9-28):

7. The County recognizes that the Town limits and JLMA boundaries will change over time as the Town grows and further refines its ability to provide public utilities and public services to these areas. As such, the County anticipates that future areas that are being considered for incorporation into the Town or inclusion in the JLMA will be planned for uses that are compatible with the Town character and the rural area surrounding the JLMA.
ADDITION TO THE ROUND HILL JLMA
CPAM 2004-0034
Location of RC (Rural Commercial) Zoning Districts

Adopted January 4, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through June 1, 2004) on January 4, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapters 4, 6, and 7.

Add new Policy 15 under ‘Economic Development Policies’ (General Plan, p. 4-10):

15. Outside of Existing Villages (See Chapter 10), the County intends to limit the establishment of the Rural Commercial (RC) zoning district to the following:

   a. those properties with RC uses established on or before January 7, 2003;

   b. properties in the Ryans Corner area of the County designated RC prior to January 7, 2003; and

   c. the core of the Village of Arcola, west of Dulles Airport, pending conversion of those properties to other uses conforming to the long-range plan for that area.

In limiting the location of RC districts, the County places particular emphasis on the following considerations:

   a. traffic safety concerns, including sight distances and safe ingress and egress;

   b. compatibility with surrounding land uses and zoning;

   c. the most appropriate location for such districts and

   d. limiting strip commercial development, particularly along major highways.

Add the following parenthetical: (Also see Economic Development Policy 15 page 4-10) to Chapter 6 Suburban Policy Area- Land Use Pattern and Design Policy 14 on page 6-7 and to Chapter 7 Rural Policy Area- Rural Economy Policy 15 on page 7-11.
CPAM 2004-0017
Countywide Health Care Facilities Plan

Adopted March 8, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through January 4, 2005) on March 8, 2005. Amendment affects Chapter 2 and the Glossary.

**TO BE ADDED AS A SEPARATE SECTION AT THE END OF CHAPTER 2**

**COUNTYWIDE HEALTH CARE FACILITIES POLICIES**

1. The County’s Countywide Health Care Facilities policies are intended to provide a general set of policies that guide the location and type of health care facilities and healthcare-related businesses throughout the County and that provide flexibility to adapt to the rapid advances in medical technologies and medical care facilities.

2. The goals of the Countywide Health Care Facilities policies are to promote:

   - development and provision of high quality health care services within Loudoun County;
   - appropriate access to health care services for residents of all parts of Loudoun County;
   - development of a broad range and improved distribution of services in Loudoun County;
   - efficiency and cost containment for services provided in Loudoun County;
   - development of sophisticated, high level health care services for health care consumers (including a Tertiary Medical Center within Loudoun County that will permit residents to choose to stay in the County for care);
   - choice for health care consumers;
   - development of systems to provide care to all persons, including the uninsured, and to support community health programs;
   - enhancement of the Loudoun County tax base, employment, growth, and economic development;
   - availability in the present and foreseeable future of sufficient land in appropriate locations for health care facilities and services; and,
   - development of a new hospital in the Dulles South area of the County which is experiencing rapid population growth and which presently has poor access to any hospital.
3. Health care facilities to be developed within the County shall take into consideration State regulations concerning the location of health care facilities and the following criteria:

- the area, population, topography, highway facilities and availability of the services to be provided by the project in the particular part of the health service area in which the project is proposed, the distinct and unique geographic, socioeconomic, cultural, and transportation characteristics of the area to be served, and barriers to access to care;

- compatibility of any proposed large-scale hospital facility with other uses in the vicinity, particularly the impact on existing, stable residential neighborhoods; and,

- availability of sufficient acreage to permit the development and future expansion of the proposed health care facility and healthcare-related businesses on the site as well as the potential adverse impact such expansion would have upon existing or planned neighborhoods adjacent to the areas of potential expansion.

4. The County will encourage the location of a variety of health care facilities in those areas where needs have been identified that may be underserved, for example in the northwest and southern parts of the County and in the Joint Land Management Areas surrounding the Towns. Applications for the location of health care facilities should substantially meet State requirements for approval of the proposed facilities and/or services. The County will establish incentives to facilitate the private development of primary medical care services in locations across the County, with a goal of having such services be available to all County residents within 20 minutes driving time during periods of peak travel demand. In addition, the County will take into consideration the availability of related and/or support services and compatibility of the proposed use with surrounding development patterns.

5. The County will encourage the co-location of health care facilities and healthcare-related businesses that provide a synergistic environment, improve access and choice of services for County residents, and promote the development of various types of health care facilities.

6. The County will support a variety of programs and incentives that help create the attributes necessary to support tertiary medical services (See Health Care Facilities Incentive Policies below.). The Tertiary hospital to serve the County should be located where the infrastructure is already in place and surrounding uses are not only compatible but also complementary.

7. The County may recognize areas around medical centers – present and future – which are appropriate for zoning districts that would allow healthcare-related businesses in those areas and create such zoning districts. The County recognizes that the residents of the Route 50 corridor do not have adequate access to emergency care or hospital related services. The Route 50 corridor should be given special consideration for the next full-service hospital and EMS ambulance receiving facility to be built in the County. The Cornwall Emergency facility, located in Leesburg presently serves as a much-needed receiving facility for EMS ambulances and residents in Western Loudoun. The County encourages the reestablishment
of a full service facility at the Cornwall Campus. The County will encourage continued use and development of the Cornwall campus.

8. The County encourages the location of healthcare-related businesses in proximity to established and proposed medical centers. The County will encourage locations of health care services adjacent to the Towns in groupings or clusters that are compatible in scale with the surrounding land uses and that serve the needs of nearby residents.

9. The County encourages the development of primary care services and, where appropriate, freestanding emergency care centers, in County areas where population densities are inadequate to support development of medical centers.

10. The County will support incentives to encourage the private sector to provide services including but not limited to, psychiatric medical care, geriatric medical care and indigent medical care to satisfy the unmet health care needs of these populations. (See Health Care Facilities Incentive Policies below.).

11. The County will continue to provide appropriate medical services and health-related community-based services through the appropriate County Departments.

12. The County recognizes the changing needs of the aging population and supports additional policies that address the development of various types of retirement housing, including but not limited to: independent living, assisted living, skilled nursing facilities and continuing care retirement communities.

13. The existing system by which the Loudoun County Department of Fire and Rescue Services develops its service plan provides efficient and comprehensive planning for the future emergency services needs of the County. The County will continue to rely on this system for determining need and location of future Fire and Rescue Service facilities.

14. The County will encourage development of multiple health care facilities and sites that support regional disaster planning efforts and that can provide medical support in the event of an epidemic or catastrophe. The County will encourage wide dispersal of facilities and avoid concentration of disaster support facilities in proximity to one another.

15. Health care facilities planning should be considered in the County’s transportation and land use planning. The Health Care Facilities policies will apply during the time horizon of twenty years as provided in the Revised General Plan.

16. As part of the periodic review of the Comprehensive Plan, the County will review the Countywide Health Care Facilities policies to ensure health care facilities needs are being met.
COUNTYWIDE HEALTH CARE FACILITIES INCENTIVE POLICIES

1. In addition to the incentives provided in Chapter 4, Economic Development policies, the County will consider the following to encourage the location of health care facilities in areas that have been identified as underserved such as, but not limited to, health care zones:

   - FAR density bonuses;
   - creation of special zoning districts that encourage health care zones; and,
   - expedited review processes.

2. The County encourages development of quality health care facilities, including, the provision of tertiary medical services and will:

   - promote partnerships with institutions of higher learning that support higher level health care;
   - encourage the growth and expansion of specialty care services;
   - encourage the development of tertiary level services in those areas where population, densities and characteristics make the availability of such services viable;
   - work with the health care industry to ensure workforce issues are being addressed; and,
   - actively market to health care providers and related businesses those areas that have been identified as underserved or in areas that have been identified as health care zones.
DEFINITIONS TO BE ADDED TO THE REVISED GENERAL PLAN GLOSSARY:

Freestanding Emergency Care Centers: A type of freestanding ambulatory care center that is designed, organized, equipped, and staffed to provide medical care for injuries and illnesses, including those that are life threatening. These centers include fully equipped, stand-alone emergency facilities that are licensed as a department of existing hospitals. These centers provide immediate, short-term medical care for minor and major medical emergencies.

Healthcare-related Businesses: Businesses that support or derive a benefit from a health care facility. Includes all health care facilities as defined above, medical research facilities, and health-related support and supply services including, but not limited to, in-home and ambulatory transport which complement health care services and facilitate access to health care services.

Health Care Facilities: Any institution, place, building or agency, whether or not licensed or required to be licensed by the State Board of Health or the State Mental Health, Mental Retardation and Substance Abuse Services Board, whether operated for profit or non-profit and whether privately owned or privately operated or owned or operated by a local governmental unit, (i) by or in which health services are furnished, conducted, operated or offered for the prevention, diagnosis or treatment of human disease, pain, injury, deformity or physical condition, whether medical or surgical, or two or more non-related mentally or physically sick or injured persons, or for the care of two or more non-related persons requiring or receiving medical, surgical or nursing attention or services as acute, chronic, convalescent, aged, physically disabled or crippled or (ii) which is the recipient of reimbursements from third-party health insurance programs or prepaid medical service plans. Includes hospitals; freestanding emergency care centers; urgent care centers; medical offices; diagnostic testing facilities; rehabilitation centers; psychiatric medical care; indigent care; elder medical care; senior housing facilities such as, nursing homes & assisted living facilities, continuing care facilities, hospice facilities; and adult day care.

Health Care Zone: A geographic area where various types of health care facilities and healthcare-related businesses collocate.

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.

Primary Care Services: Preventive and routine medical care provided in the areas of family practice, general internal medicine, pediatrics and obstetrics/gynecology by physicians, nurse practitioners, physicians assistants or nurses.

Tertiary Medical Services: Tertiary medical services include the most complex services, such as open heart surgery, burn treatment, and high risk obstetric care, and such services are provided in inpatient hospital facilities. Tertiary medical services are generally affiliated with schools of medicine, and often participate in undergraduate and graduate medical education. Tertiary medical centers serve as regional referral centers.
CPAM 2004-0008
East Gate Assemblage

 Adopted June 7, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through March 8, 2005) on June 7, 2005.

Amendment affects Revised General Plan Chapter 6, the Planned Land Use Map, the Revised Countywide Transportation Plan Appendix 1, the Revised Countywide Transportation Plan Map, and the Revised Countywide Transportation Plan Ultimate Conditions Map.

Add Policy 9a to ‘General Business Land Use Policies’ (General Plan, p. 6-21)

9a. The County may choose to apply the Business Land Use, Office and Light Industrial Land Use mix ratios on a sub-area wide basis for the sub-area depicted on the CPAM 2004-0008 map (dated August 31, 2004) when such applications further the business and land use goals of the Revised General Plan.

(1) Development proposals requesting a sub-area based application of the land use mix should include the following: (i) a sub-area concept plan that demonstrates how the Plan’s land use mix goals for either a Regional Office or Light Industrial community are achieved, and (ii) an inventory of existing land uses to be considered as part of the land use mix calculations. An individual project that would consume all of a single land use from the land use matrix is discouraged.

(2) Development proposals requesting a sub-area based application of the land use mix should demonstrate compatibility with the Planned Land Use community type (Regional Office or Light Industrial) that exists or has already been proposed.
Amend the Revised General Plan’s Planned Land Use Map to reflect Alignments A, B and C.
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through June 7, 2005) on July 5, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendment affects Chapter 6 and the Planned Land Use Map.

Amend the Revised General Plan’s Planned Land Use Map on p. 7-23 to reflect high-density residential land uses for the Pearson Reserve and Victoria Station properties and

Amend Policy 3 under ‘General Residential Policies’ (General Plan, p. 6-17):

3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (day/night average noise level) noise zone for Washington Dulles International Airport and the Leesburg Executive Airport. Residential development within the Route 28 Highway Improvement Transportation District will be limited to three (3) specific locations. These areas include the Old Sterling planning area, the Oak Grove area, and the Eden Tract and Loudoun Village properties, and areas designated as high density residential on the Planned Land Use Map. Areas designated high density residential within the Route 28 HITD will be compatible with the densities and unit types of surrounding neighborhoods. Specific densities for the high density residential areas are as follows:

   a. Victoria Station – up to 10 dwelling units per acre
   b. Pearson Reserve – up to 8 dwelling units per acre.

Furthermore, the identification of specific properties precludes the use of other Revised General Plan policies, which would permit the consideration of residential development on a case-by-case basis.
CPAM 2004-0026
Victoria Station

Adopted July 5, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through June 7, 2005) on July 5, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendment affects Chapter 6 and the Planned Land Use Map.

Amend the Revised General Plan’s Planned Land Use Map on p. 7-23 to reflect high-density residential land uses for the Pearson Reserve and Victoria Station properties and

Amend Policy 3 under ‘General Residential Policies’ (General Plan, p. 6-17):

3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (day/night average noise level) noise zone for Washington Dulles International Airport and the Leesburg Executive Airport. Residential development within the Route 28 Highway Improvement Transportation District will be limited to three (3) specific locations. These areas include the Old Sterling planning area, the Oak Grove area, and the Eden Tract and Loudoun Village properties, and areas designated as high density residential on the Planned Land Use Map. Areas designated high density residential within the Route 28 HITD will be compatible with the densities and unit types of surrounding neighborhoods. Specific densities for the high density residential areas are as follows:

a. Victoria Station – up to 10 dwelling units per acre
b. Pearson Reserve – up to 8 dwelling units per acre.

Furthermore, the identification of specific properties precludes the use of other Revised General Plan policies, which would permit the consideration of residential development on a case-by-case basis.
CPAM 2005-0001
Density Review in the Northern Portion of the Lower Bull Run Subarea

Adopted July 5, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through June 7, 2005) on July 5, 2005.

Strikethrough text is deleted from the General Plan.
Bold, underlined text is added to the General Plan.
Amendment affects Chapter 8.

Amend Community Design, Section 4, Lower Bull Run Subarea text (General Plan, p. 8-6):

4. Lower Bull Run Subarea

Lower density, clustered development on central utilities at up to one dwelling unit per three acres will be encouraged in the Lower Bull Run Subarea. Rezonings to Rural Villages with incorporation of the design criteria for Rural Villages contained in the existing 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The Lower Bull Run subarea is also intended to serve as a sending area for density transfer to the Lower Foley subarea. Under this situation, open space, with priority given to the land located along the Bull Run and the Fairfax County boundary, would be acquired through easement or purchase and further protected in accordance with the Density Transfer Guidelines provided in Chapter Eleven of this Plan. Overall this will serve to promote development patterns that are sensitive to the environment, the Bull Run and compatible with the lower density areas in the adjacent jurisdictions of Prince William and Fairfax Counties. Further, residential development encroaching upon the active Bull Run Quarry located at the southern end of the Transition Policy Area in the Lower Bull Run Subarea will be discouraged. In addition, rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) will be considered for the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run subarea is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.

Amend Policy 6 under ‘Community Design Policies’ (General Plan, p. 8-6):

6. The Lower Bull Run subarea is planned for one dwelling unit per three acres. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space. Density transfer to the Lower Foley subarea is encouraged in accordance with the Density Transfer Guidelines of this Plan. The County will consider rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) for properties in the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run subarea is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.
CPAM 2004-0006
Potomac View Age Restricted

Adopted October 28, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendment affects Chapter 2 and the Glossary.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

C. Adult/Retirement Housing

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed-use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate-to-high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under “Housing Policies, General Plan pg. 2-15:

22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:

a. The proposed adult/retirement community includes on-site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.

b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.

c. The proposed use is adequately served by roads, utilities, and other services.

d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.

e. The adult/retirement community is visually and physically integrated into adjacent communities.
Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County’s senior population.

General Retirement Housing Policies

1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.

2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.

3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and
shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.

5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
   a. The availability and accessibility of established services and amenities in the surrounding area,
   b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
   c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.

6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of ‘Lifelong Learning Centers’ targeted to the interests of seniors.

7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development – Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.

8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development – Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.

9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.
10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the ‘Universal Design Concept’ in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.

11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

**Location Policies**

**Active Adult Retirement Communities**

1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.

2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:

   a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,

   b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,

   c. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

   d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:

   a. The proposed site is not located within the 65+ Ldn Noise Zone, and
   b. The proposed site does not border Route 606, and
   c. Where the proposed site immediately adjoins an area planned for Residential uses, and
   d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and
   e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and
   f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
   g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and
   h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and
   i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.

2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:
a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,

b. The scale, density and development pattern proposed is compatible with surrounding development patterns,

c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and

d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.

4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.
2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.

3. The land use mix in retirement housing projects will generally comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>30%</td>
<td>60%</td>
</tr>
<tr>
<td>Commercial Retail and Service(^1)</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Civic Space(^2)</td>
<td>5%</td>
<td>No Maximum</td>
</tr>
<tr>
<td>Parks and Open Space(^3)</td>
<td>35%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

\(^1\)Retail Policy guidance provided in the Countywide Retail Plan

\(^2\)The definition of Civic Space may include communal facilities such as clubhouses and community centers.

\(^3\)Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

**Phasing Policies**

1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.

2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.
Design Policies

1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.

2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.

3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.

4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

1. The various forms of retirement communities shall meet the following criteria:

   a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:

      i. Private clubhouse with meeting rooms and recreational facilities;

      ii. Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);

      iii. Health or fitness center; and

      iv. Active recreation space

   b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.
c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.

d. The development is adequately served by public water and wastewater utilities.

2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

Transportation Policies

1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.

2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.

3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.

4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

In-Home Care and Assistance Policies

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun’s senior population and enable them to age in their own homes.
2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

**Definitions to be added to the General Plan Glossary:**

**Active Adult Retirement Housing:** Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. 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. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

**Assisted Living/Board and Care:** Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care.

Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

**Congregate Housing:** Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher
degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

**Continuing Care Retirement Communities**: Designed to allow seniors the option to ‘age-in-place’, Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

**Home Care and Services**: Home care services are often offered within an individual’s home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

**Hospice**: Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual’s home, in an assisted care or skilled nursing facility or in a hospice facility.

**Skilled Nursing Facilities**: Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised
environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.
CPAM 2004-0011
Ashburn Village
Age Restricted

Adopted October 28, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendment affects Chapter 2 and the Glossary.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

**C. Adult/Retirement Housing**

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate to high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under “Housing Policies, General Plan pg. 2-15:

22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:

a. The proposed adult/retirement community includes on site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.

b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.

c. The proposed use is adequately served by roads, utilities, and other services.

d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.

e. The adult/retirement community is visually and physically integrated into adjacent communities.
Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County’s senior population.

General Retirement Housing Policies

1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.

2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.

3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and
shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.

5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
   a. The availability and accessibility of established services and amenities in the surrounding area,
   b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
   c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.

6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of ‘Lifelong Learning Centers’ targeted to the interests of seniors.

7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development – Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.

8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development – Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.

9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.
10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the ‘Universal Design Concept’ in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.

11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

**Location Policies**

**Active Adult Retirement Communities**

1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.

2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:

   a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,

   b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,

   c. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

   d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:

a. The proposed site is not located within the 65+ Ldn Noise Zone, and

b. The proposed site does not border Route 606, and

c. Where the proposed site immediately adjoins an area planned for Residential uses, and

d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and

e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and

f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and

h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and

i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.

2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:
a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,

b. The scale, density and development pattern proposed is compatible with surrounding development patterns,

c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and

d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.

4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.
2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.

3. The land use mix in retirement housing projects will generally comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>30%</td>
<td>60%</td>
</tr>
<tr>
<td>Commercial Retail and Service¹</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Civic Space</td>
<td>5%</td>
<td>No Maximum</td>
</tr>
<tr>
<td>Parks and Open Space³</td>
<td>35%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

¹Retail Policy guidance provided in the Countywide Retail Plan
²The definition of Civic Space may include communal facilities such as clubhouses and community centers.
³Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

**Phasing Policies**

1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.

2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.
Design Policies

1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.

2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.

3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.

4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

1. The various forms of retirement communities shall meet the following criteria:

   a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:
      i. Private clubhouse with meeting rooms and recreational facilities;
      ii. Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);

      iii. Health or fitness center; and
      iv. Active recreation space

   b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.
c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.

d. The development is adequately served by public water and wastewater utilities.

2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

**Transportation Policies**

1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.

2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.

3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.

4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

**In-Home Care and Assistance Policies**

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun’s senior population and enable them to age in their own homes.
2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

Definitions to be added to the General Plan Glossary:

**Active Adult Retirement Housing:** Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. 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. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

**Assisted Living/Board and Care:** Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care. Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

**Congregate Housing:** Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher
degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

**Continuing Care Retirement Communities**: Designed to allow seniors the option to ‘age-in-place’, Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

**Home Care and Services**: Home care services are often offered within an individual’s home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

**Hospice**: Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual’s home, in an assisted care or skilled nursing facility, or in a hospice facility.

**Skilled Nursing Facilities**: Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised
environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.
CPAM 2004-0012
Brambleton Age Restricted

Adopted October 28, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendment affects Chapter 2 and the Glossary.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

**C. Adult/Retirement Housing**

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed-use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate to high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under “Housing Policies, General Plan pg. 2-15:

22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:

   a. The proposed adult/retirement community includes on-site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.

   b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.

   c. The proposed use is adequately served by roads, utilities, and other services.

   d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.

   e. The adult/retirement community is visually and physically integrated into adjacent communities.
Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County’s senior population.

General Retirement Housing Policies

1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.

2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.

3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and
shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.

5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
   a. The availability and accessibility of established services and amenities in the surrounding area,
   b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
   c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.

6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of ‘Lifelong Learning Centers’ targeted to the interests of seniors.

7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development – Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.

8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development – Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.

9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.
10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the ‘Universal Design Concept’ in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.

11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

Location Policies

Active Adult Retirement Communities

1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.

2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:

   a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,

   b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,

   c. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

   d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:

a. The proposed site is not located within the 65+ Ldn Noise Zone, and

b. The proposed site does not border Route 606, and

c. Where the proposed site immediately adjoins an area planned for Residential uses, and

d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and

e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and

f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and

h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and

i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.

2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:
a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,

b. The scale, density and development pattern proposed is compatible with surrounding development patterns,

c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and

d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.

4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.
2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.

3. The land use mix in retirement housing projects will generally comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>30%</td>
<td>60%</td>
</tr>
<tr>
<td>Commercial Retail and Service¹</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Civic Space²</td>
<td>5%</td>
<td>No Maximum</td>
</tr>
<tr>
<td>Parks and Open Space³</td>
<td>35%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

¹Retail Policy guidance provided in the Countywide Retail Plan
²The definition of Civic Space may include communal facilities such as clubhouses and community centers.
³Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

**Phasing Policies**

1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.

2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.
Design Policies

1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.

2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.

3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.

4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

1. The various forms of retirement communities shall meet the following criteria:

   a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:
      i. Private clubhouse with meeting rooms and recreational facilities;
      ii. Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);
      iii. Health or fitness center; and
      iv. Active recreation space

   b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.
c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.

d. The development is adequately served by public water and wastewater utilities.

2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

Transportation Policies

1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.

2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.

3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.

4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

In-Home Care and Assistance Policies

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun’s senior population and enable them to age in their own homes.
2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

Definitions to be added to the General Plan Glossary:

**Active Adult Retirement Housing:** Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. 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. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

**Assisted Living/Board and Care:** Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care. Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

**Congregate Housing:** Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher
degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

**Continuing Care Retirement Communities:** Designed to allow seniors the option to ‘age-in-place’, Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

**Home Care and Services:** Home care services are often offered within an individual’s home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

**Hospice:** Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual’s home, in an assisted care or skilled nursing facility or in a hospice facility.

**Skilled Nursing Facilities:** Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised
environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.
CPAM 2004-0023
Erickson

Adopted October 28, 2005
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendment affects Chapter 2 and the Glossary.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

C. Adult/Retirement Housing

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed-use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate-to-high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under “Housing Policies, General Plan pg. 2-15:

22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:
   a. The proposed adult/retirement community includes on-site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.
   b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.
   c. The proposed use is adequately served by roads, utilities, and other services.
   d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.
   e. The adult/retirement community is visually and physically integrated into adjacent communities.
Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County’s senior population.

General Retirement Housing Policies

1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.

2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.

3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and
shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.

5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
   a. The availability and accessibility of established services and amenities in the surrounding area,

   b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and

   c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.

6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of ‘Lifelong Learning Centers’ targeted to the interests of seniors.

7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development – Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.

8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development – Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.

9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.
10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the ‘Universal Design Concept’ in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.

11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

Location Policies

Active Adult Retirement Communities

1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.

2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:

   a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,

   b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,

   c. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

   d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:

   a. The proposed site is not located within the 65+ Ldn Noise Zone, and

   b. The proposed site does not border Route 606, and

   c. Where the proposed site immediately adjoins an area planned for Residential uses, and

   d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and

   e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and

   f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and

   g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and

   h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and

   i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.

2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:
a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,

b. The scale, density and development pattern proposed is compatible with surrounding development patterns,

c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and

d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.

4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.
2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.

3. The land use mix in retirement housing projects will generally comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>30%</td>
<td>60%</td>
</tr>
<tr>
<td>Commercial Retail and Service(^1)</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Civic Space(^2)</td>
<td>5%</td>
<td>No Maximum</td>
</tr>
<tr>
<td>Parks and Open Space(^3)</td>
<td>35%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

\(^1\) Retail Policy guidance provided in the Countywide Retail Plan

\(^2\) The definition of Civic Space may include communal facilities such as clubhouses and community centers.

\(^3\) Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

**Phasing Policies**

1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.

2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.
Design Policies

1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.

2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.

3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.

4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

1. The various forms of retirement communities shall meet the following criteria:

   a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:
      i. Private clubhouse with meeting rooms and recreational facilities;
      ii. Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);
      iii. Health or fitness center; and
      iv. Active recreation space

   b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.
c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.

d. The development is adequately served by public water and wastewater utilities.

2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

Transportation Policies

1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.

2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.

3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.

4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

In-Home Care and Assistance Policies

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun’s senior population and enable them to age in their own homes.
2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

**Definitions to be added to the General Plan Glossary:**

**Active Adult Retirement Housing:** Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. 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. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

**Assisted Living/Board and Care:** Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care.

Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

**Congregate Housing:** Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher
degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

**Continuing Care Retirement Communities:** Designed to allow seniors the option to ‘age-in-place’, Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

**Home Care and Services:** Home care services are often offered within an individual’s home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

**Hospice:** Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual’s home, in an assisted care or skilled nursing facility or in a hospice facility.

**Skilled Nursing Facilities:** Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised
environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.
CPAM 2004-0025
Stonegate

Adopted February 7, 2006
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through October 28, 2005) on February 7, 2006. Amendment affects the Planned Land Use Map.

Change the designation of the Stonegate property, the Cameron Chase subdivision, the Cameron Chase Village Center, the Commonwealth Recreation Partners parcel (the Ashburn Ice House), and the Northern Virginia Regional Park Authority maintenance shed parcel from Business and Keynote Employment to Residential.
CPAM 2006-0001
Proffered Land Sites
Valuation Credit
Methodology

Adopted June 14, 2006
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through February 7, 2006) on June 14, 2006. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapters 3 and 11.

Chapter 3 – Fiscal Planning and Public Facilities

Amend Policy 8 under ‘B. Proffers, Proffer Policies’ (General Plan, p. 3-5)

8. For the purposes of evaluating proffers for public use sites, the per-acre value for public-use land that does not require any improvements to be completed by the developer will be determined on the applicant’s undeveloped parcel in a pre-rezoned state by appraisal of the market value of the site based upon comparison of properties with similar densities suggested by the Planned Land Use Designation in the Revised General Plan. The appraisal shall be paid for by the developer and provided to the County.

Chapter 11 – Implementation

(Add ‘Proffer Guidelines, A. Capital Facilities’ Guideline 5 (General Plan, p.11-2)

5. A developer proffering a land site as a part of an active re-zoning application shall contact Loudoun County for a list of appraisal firms approved by the County to determine the market value of land at its planned land use designation in the Revised General Plan. The developer shall contact one of the approved appraisal firms and request an appraisal. The cost of the appraisal will be paid for by the developer.
CPAM 2005-0005
Amendments to the Rural Policies of the Loudoun County Comprehensive Plan

Adopted September 6, 2006
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through June 14, 2006) on September 6, 2006.

Strikethrough text is deleted from the General Plan.

Underlined text is added to the General Plan.

Amendments affect Revised General Plan Chapters 2, 7, and 11, and Revised Countywide Transportation Plan Chapter 3.

**REVISED GENERAL PLAN**

**Delete ‘Rural Policy Area’ text (Revised General Plan, p. 2-11b):**

The southern tier of the Rural Policy Area will provide for residential densities of one dwelling unit per 50 acres or one dwelling unit per 20 acres, if clustered, to reinforce the existing low-density pattern and ensure retention of rural economic uses. Residential development will be allowed in the balance of the Rural Policy Area at densities of one dwelling unit per 20 acres or one dwelling unit per 10 acres, if clustered. Clusters will incorporate conservation design techniques. Provisions to allow subdivision for farm viability and family will be made as long as net densities are not exceeded.

**Add new ‘Rural Policy Area’ text (Revised General Plan, p. 2-11b):**

The Rural Policy Area is divided into two tiers, the northern tier and southern tier, which recommend different base residential densities in response to the dominant rural land use and development patterns of these distinct geographic areas. The northern tier (defined generally as north of Goose Creek and 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 interspersed with larger parcels still in agricultural use. The southern tier (defined generally as south of Goose Creek and 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 is the center of Loudoun’s equine industry. Appropriate zoning districts reflecting these historic lot patterns will be developed and mapped for the respective tiers. The Rural Policy Area is planned for rural economy uses and limited residential development. Among residential uses, clustered developments are the preferred development pattern in the Rural Policy Area. Clustered developments allow landowners to group residential lots in a traditional community pattern so that a substantial amount of the remaining land is available for rural economy uses, traditional agriculture and/or open space.

**Amend ‘Land Use Pattern and Design’ text (Revised General Plan, p. 7-7):**

The Plan recognizes the failure of previous County efforts to control rural residential growth and proposes new policies, incentives and supporting regulations that will lower overall densities, while providing balance and flexibility in terms of land use and design. Future residential development should be clustered to protect groundwater resources, preserve open space and the
Amend Policy 1 under ‘Land Use Pattern and Design Strategy’ (Revised General Plan, p. 7-8):
1. The County values the rural character of the Rural Policy Area, formed by the elements of the Green Infrastructure and the working landscape, and will protect it by supporting and enhancing the rural economy, through regulations in the land development ordinances.

Amend Policy 18 under ‘Rural Economy Policies’ (Revised General Plan, p. 7-11):
18. Country Clubs and Golf courses in rural areas will be permitted only by Special Exception.

Amend ‘Rural Residential’ text (Revised General Plan, p. 7-14 through 7-15):
The basic concept underpinning the County’s strategy for the Rural Policy Area is to protect the land resource of the area for rural economy uses and to provide a balance of residential and non-residential uses that enhance a rural quality of life. Such uses require prime agricultural soils; protect open land and rural character; maintain fiscal balance; and relieve the strain of rural residential development on rural road capacity and service delivery. To accomplish these goals, the County must limit the number of houses in the Rural Policy Area and direct new residential development, there and countywide, to locations that are consistent with County goals. A variety of residential development options exist within the Rural Policy Area, including conventional subdivision, spin-off lots, and rural clusters. The appropriateness of each development option will vary depending on site-specific characteristics such as parcel size, road access and location.

The County recognizes that rural residential living provides a high quality of life and responds to a substantial market niche. The County is also aware that rural land values are in part related to the development potential for housing and as such retaining acceptable land value has been considered in establishing rural residential policies. An appropriate balance has been set that adheres to the following objectives:

- Provide for a wide variety of land parcel sizes that will meet the needs of the rural economy and provide room for growth of rural residential neighborhoods.
- Encourage rural residential clustering and the use of communal water and wastewater systems. Analysis has shown that clustered lots are equal in value to “grid” lots at the same density.¹
- Require all rural residential development to incorporate existing Green Infrastructure elements into the design of the site.

The Plan provides two rural residential areas each with cluster options as described below:

1. The southern tier (defined generally as south of Goose Creek and North Fork of Goose Creek to the County border with Fauquier County and west of the Transition Policy Area).

¹ Analyses of Value Retention of Rural Area Development Options (Loudoun County), Robert Charles Lesser & Company, August 2000.
This area is characterized by an existing large-lot pattern with a significant number of land parcels already under easement. It is the center of Loudoun’s equine industry and an important part of the rural economy. It surrounds Middleburg, a major tourist attraction, and includes many historic structures and sites including important Civil War sites of cultural importance and tourist interest. It covers a substantial portion of the Mosby Heritage Area and the Beaverdam Historic Roadways District as well as several agricultural districts that already have established 50-acre minimum lot sizes. Limiting residential growth in this area will reduce the need for additional road capacity and support these programs. There is also strong citizen support for keeping Route 50, which bisects the area, a two-lane road that is the subject of a “traffic calming” initiative from Aldie in Loudoun County to Paris in Fauquier County. As such, the Plan calls for this area to develop at a base density of 40 acres per lot, with development options to spin-off residential lots at the equivalent of one dwelling unit per 20 acres or cluster residential lots at the equivalent of one dwelling per 15 acres.

The relationship of the natural landscape and residential development is significant in defining the rural character of the area.

2. The Remainder of the Rural Policy Area (defined generally as north to and west of the Potomac River and west of the Transition Policy Area).

The existing land use pattern in this area is mixed, with a large number of smaller lots interspersed with large parcels still in agricultural use. Many of the new rural economy uses in the area require land parcels ranging from 10 to 50 acres in size. Therefore, a balanced approach that provides for the further development of clustered rural residential neighborhoods that provide a variety of lot sizes while preserving large parcels for future rural economy enterprises is appropriate. Rural character will be preserved through the implementation of the Green Infrastructure policies. Within this area, environmental overlay districts contained in the Zoning Ordinance will provide special protection for these critical environmental features. As such, the Plan calls for this area to develop at a base density of 20 acres per lot, with development options to cluster or spin-off residential lots at the equivalent of one dwelling unit per 5 acres.

Amend Policy 1 under ‘Rural Residential’ text (Revised General Plan, p. 7-15):
1. The Rural Policy Area is comprised of three geographic areas governed by unique land use policies. These subareas include the southern one-third of the Rural Policy Area, Existing Villages, and the northern two-thirds of the Rural Policy Area. The County will develop and implement rural design standards that protect the Green Infrastructure and rural character of the Rural Policy Area in every subarea.

Amend Policy 2 under ‘Rural Residential Policies’ (Revised General Plan p. 7-15):
2. The southern part of the area is planned for rural economy uses and limited residential development at a base density of 40 acres per lot. In this area, residential densities can be increased up to one dwelling unit per 20 acres when it is developed in a spin-off lot subdivision, or up to one dwelling unit per 15 acres when it is developed in a cluster pattern
leaving substantial amounts of land available for rural economy uses.

**Amend Policy 3 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-15):**
3. The northern part of the Rural Policy Area is planned for rural economy uses and limited residential development at a base density of 20 acres per lot. Likewise, residential densities in this area can be increased up to one dwelling unit per 5 acres when it is developed in a clustered pattern or a spin-off lot subdivision leaving substantial amounts of land available for rural economy uses.

**Amend Policy 8 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-16):**
8. In order to enable a property-owner to generate capital from the sale of a lot, the County will provide for a spin-off lot subdivision process. Spin-off lots may be as small as 80,000 square feet (approximately 2 acres), can be clustered, and can be served by a private access easement as provided by the Zoning Ordinance for the applicable zoning district. The lots created by the spin-off process would be counted against density permitted by the originating tract.

**Amend Policy 9 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-16):**
9. A variety of residential unit types and accessory apartments will be permitted by the Zoning Ordinance in the Rural Policy Area to achieve affordability.

**Amend Policy 11 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-16):**
11. Rural Cluster developments allow landowners to group lots in a traditional rural community pattern, while preserving the majority of the land base for rural economy uses. A Rural Cluster is the grouping of building units on lots of varying sizes with the largest part of the site remaining in open land. Lots served by on-site water and on-site wastewater within a rural cluster may be a minimum of 40,000 square feet (approximately 1 acre). Lots served by on-site water and off-site wastewater within a rural cluster may be a minimum of 20,000 square feet (approximately 1/2 acre). Lots served by communal water and wastewater within a rural cluster will have no minimum lot size. A variety of lot sizes is encouraged within all rural clusters to provide a diversity of housing types and rural economy uses. The residual open land in a cluster accounts for the overall lower density of the site, and will serve to accommodate rural economy uses and preserve rural character. Rural economy uses are encouraged on any and all residential lots.

**Amend Policy 12 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-16):**
12. The County may consider a cluster to include the siting of houses in a group and not just the siting of lots on a parcel. The cluster should incorporate existing Green Infrastructure elements into the design and preserve the rural character of the site.

**Amend Policy 13 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-16):**
13. In locating the open space required for a Rural Cluster, the following site features should be considered to ensure that the land kept in open space provides for appropriate rural economy uses:
a. Percent of open space area that is made up of prime agricultural soils;
b. Size of the area that is usable for agricultural production;
c. Contiguity of open space area to other designated open space or agricultural land;
d. Relationship of development of adjacent properties to the agricultural activity on the open space area;
e. Relationship of non-agricultural use of the open space area to adjacent agricultural uses; and
f. Unique site features and Green Infrastructure implementation.

Amend Policy 14 under ‘Rural Residential Policies’ (Revised General Plan, p. 7-16):
14. The County will identify options for affordable housing in the rural area not covered by the ADU zoning ordinance and work toward an implementation plan.

Add new Policy 15 under ‘Rural Residential Policies’ (Revised General Plan p. 7-16):
15. The Board will immediately establish a transportation impact fee, as permitted by current law, and further, the Board will seek authority from the state legislature to establish impact fees in the Rural Policy Area, where rezoning applications are not permitted, to help cover the costs of constructing new capital facilities.

Amend ‘Rural Policy Area Design Guidelines’ text (Revised General Plan, p. 11-16):
1. Rural Clusters
   a. Purpose and Function
      Rural clusters allow lots to be grouped in a traditional rural community pattern while retaining the majority of a site in common open space and/or rural economy lots. Rural clusters will support predominantly single-family detached residential development. Clusters should be designed to protect groundwater resources, preserve open space and the Green Infrastructure, enhance the rural economy, enhance opportunities for alternative and passive energy residences, and reduce potential congestion on rural roads.

   b. Size
      Clusters should comprise 5 to 25 lots and be surrounded by rural economy lots and/or common open space. The minimum lot size in a cluster shall be determined based on the type of water and wastewater to be provided to the individual lot. A variety of lot sizes is encouraged to provide a diversity of housing types and rural economy uses. While more than one cluster may be accommodated on a tract of land, such settlements should be physically and visually separated from adjoining residential and rural economy uses.

   c. Physical Character
      The new rural cluster lots may be designed along a road and/or around a green/square or historic site feature with the dwellings arranged in a logical relationship with one another and with the surrounding landscape. Lot sizes and setbacks should be flexible to provide a tight cluster and maximize open space. While lots in the rural cluster may not front on an existing through road, the County will consider proposals to build a small bypass and to use the mature hedgerows and trees of the existing road in a new cluster design.
d. Location and Formation
   The new rural cluster should generally have two points of access to an existing collector or secondary road. Every effort should be made to keep existing villages and towns and new clusters visually distinct. The design and layout of the cluster should use existing topography, hedgerows, mature woodlands and other site features to blend with the rural and scenic quality of the landscape.

e. Land Uses
   Single-family detached houses would be the permitted use in new rural clusters. The land not associated with the cluster itself should remain open for and available for rural economy uses. Also to the extent feasible rural economy uses are encouraged on any and all residential lots within a cluster.

f. Transportation
   No lot of a new rural cluster may front on an existing public road unless a substitute “bypass” road is constructed. Rural cluster lots should front on a paved public road.
CPAM 2005-0007
Arcola Area/Route 50
Comprehensive Plan
Amendment

Adopted October 17, 2006
The following policy language and land use map will be added to the Revised General Plan as a specific plan for the Arcola Area/Route 50 Corridor. Other policies of the Comprehensive Plan will apply as appropriate. Double strike-through text at the end of this document is to be deleted from the Revised General Plan, Chapter 4, Policy 11, pg. 4-9, and CPAM 1996-0001, Countywide Retail Policy Plan Amendment (Retail Plan).

Arcola Area/Route 50 Corridor Plan

INTRODUCTION
The following policies and Arcola Area/Route 50 Land Use Map are intended to implement the recommendations of the Route 50 Task Force. The Route 50 Task Force, consisting of members from various organizations including the County’s Economic Development Commission, the Loudoun Convention and Visitors Association, the Metropolitan Washington Airports Authority, property owners, area residents, developers and representatives of heritage and cultural resources groups, was formed to address land use and transportation issues along the Route 50 corridor and make recommendations that would help create an attractive gateway to Loudoun County. This gateway is intended to recognize and strengthen the area’s heritage and cultural resources, promote economic development and tourism, and contain development, transportation, and infrastructure improvements that are tailored to the unique and pressing needs of the area. The Route 50 Task Force submitted their Final Report to the Board of Supervisors on July 19, 2005.

The Route 50 corridor is planned for a modified Business and modified Industrial Community. The policies guiding the Business and Industrial Communities in the Route 50 Corridor are intended to be supplemental to the policies governing Business and Industrial Communities countywide.

General Policies

1. The County anticipates the development of Business and Industrial communities in the Route 50 corridor.

2. Destination retail uses are limited to a portion of the planned Business area on the north side of the Route 50 corridor except as permitted in hybrid retail centers (See Arcola Area/Route 50 Corridor Planned Land Use Map).

3. The County anticipates the revitalization of the Village of Arcola through a mix of uses that will function as an alternative shopping and working environment to the nearby planned Business uses. New residential uses within the Village of Arcola and the Village Perimeter Transition Area are permissible.

4. While the County will seek to maintain the viability of existing industries within the Village of Arcola and Village Perimeter Transition Area, new industrial uses requiring
outside material, equipment storage, heavy equipment repair, and similar activities will be located outside the Village of Arcola and Village Perimeter Transition Area.

5. The County envisions a Village Perimeter Transition Area surrounding the Village of Arcola that provides a transition between the smaller scale uses and compact pedestrian-friendly design of the Village and the larger footprint retail and employment uses nearby.

6. The Arcola Area/Route 50 Corridor Planned Land Use Map provides additional direction for the transportation network within the corridor. Final alignments may be adjusted through the development review process provided the function and capacity of the system is not reduced.

7. New development will achieve and maintain acceptable levels of transportation service by completing the planned road network and supporting alternative transportation modes. It is anticipated that new road and transportation proffers will be provided in the initial phases of new developments.

8. The County supports the creation of a mixed-use business zoning district as a means to implement the policies of the Arcola Area/Route 50 Corridor Plan.

9. The County supports residential uses at a maximum of three stories in height.

10. All development proposals will conform to the Route 50 Entrance Gateway Guidelines.

11. Within the Route 50 Business Community, the development of new residential uses will be made contingent upon the prior or concurrent construction of light industrial or office uses to accomplish the following:
    a. To maintain the office and light industrial uses as the predominant uses on the property during each phase of the development; and,
    b. To best balance the fiscal costs and benefits of the project.

**Architectural Design Policies**

1. The County shall develop general design guidelines to support architectural consistency throughout the corridor area to promote a sense of place and provide attractive areas for business and tourism opportunities.

2. The County shall encourage the submission of architectural guidelines for all new developments.
3. The County recommends the establishment of a Route 50 Architectural Review Advisory Board or Committee as part of the Route 50 Task Force to assist in developing and refining architectural guidelines for the Route 50 corridor.

4. The County will consider incentives for property owners to upgrade their buildings by incorporating recommended architectural treatments and features through the development of a Route 50 corridor improvement fund.

**Landscaping Policies**

1. To provide an aesthetically pleasing corridor, all properties along Route 50 will be developed with a unified treatment of setbacks and landscaping consistent with the landscaping guidelines established as a result of the Route 50 Task Force Report.

2. The County will consider providing incentives for property owners to upgrade their landscaping and/or provide landscaping easements on portions of their property for plantings by others. Incentives shall include but not be limited to:
   
   a. Crediting landscape easements as open space for the purposes of meeting the land use mix.

   b. Establishing a Route 50 corridor improvement fund, created by open space proffer contributions, to facilitate planting of areas that need assistance in upgrading or installing landscaping.

**Economic Development Policies**

1. The County encourages an economic development focus within the Route 50 corridor to include office, light industrial, industrial, retail and other tourism-related opportunities (such as restaurants and hotel accommodations).

2. Regional Office and Light Industrial communities will be the predominant component of Business areas. Development proposals will develop with office and/or light industrial uses to ensure the County attains the employment land uses envisioned for Business Communities.

3. The County encourages a Fiber-to-the-Premise infrastructure for developments that provide County residents with a “bundled” offering of services: internet, cable, and telephone service.

4. The County encourages higher Floor Area Ratios (FARs) for proposed non-residential development to ensure that land situated along Route 50 will build out to its full potential. The County discourages development of one-story buildings, which
could limit future build-out potential, resulting in a loss of employment base and tax revenue.

5. The County will promote through its Economic Development Commission properties within the corridor to businesses seeking to enter or expand within the County.

6. The County supports the development of a cultural destination site at the Slave Quarters site in the Arcola area. The County envisions an expanded civic area along Route 606 Extended and Hutchison Drive to include cultural uses and the Slave Quarters site. County staff will coordinate with the Loudoun County Visitors Association (LCVA) when considering new development in this area.

**Transportation Policies**

1. Transportation improvements are to include a consolidation and reduction of access points along Route 50, upgraded interchanges, the development of north and south “collector” roads, and the realignment of future roadways.

2. To ensure a coordinated and efficient transportation system within the Route 50 corridor, the County recommends extensive cooperation among County transportation officials, Fairfax County, the Virginia Department of Transportation, Metropolitan Washington Airports Authority, and Route 50 corridor property owners.

3. The County recommends general alignments for the north collector road, portions of Tall Cedars Parkway and Defender Drive, Route 606 Extended (the west spine road) and existing Route 659 as shown on the Arcola Area/Route 50 Corridor Planned Land Use Map.

4. Right-of-way for the ultimate road section for Route 50 must be provided as each new development application for frontage properties is processed.

5. The County supports the development of alternative forms of transportation in the corridor such as transit and bicycle and pedestrian facilities.

6. Projected levels of service in all segments of the road network, including Route 50 will be level “D” in each phase of any new development.

**BUSINESS COMMUNITY**

The County envisions a mix of uses in the modified Business area. While the predominant use is office and/or light industrial the area may also feature housing and/or commercial/retail uses with the exception of those areas designated Destination Retail Overlay and Hybrid Retail Center, which are prohibited by policy from having a residential component. The County may support additional commercial retail and
services uses within the modified Business area when specific criteria is met. In addition, all of the uses will have a component of public/civic uses and parks and open space. Policies guiding retail development can also be found in the Countywide Retail Plan amendment.

**Business Community Policies**

**General Policies**

1. In the Route 50 Corridor, areas designated Business Community shall be subject to the policies and land use mix ratios of Chapter 6 except as modified or supplemented below.

2. In order to address the deficit of retail uses as well as the potential for tourism in the Route 50 corridor, the County will consider commercial retail and service uses in the Business Community that exceeds the 10 percent retail maximum recommended in the Business Community policies of Chapter 6. The County will use the following criteria to evaluate proposals for increased retail uses in the Route 50 corridor:

   a. The retail use provides the goods and services needed by local employment and residential communities and/or supports the development of tourism in the Route 50 corridor;

   b. The retail use is compatible with and can illustrate a coordinated design, transportation connection or other relationship with the surrounding communities that exist or have been approved;

   c. The retail use does not access Route 50 directly;

   d. The proposal provides appropriate and adequate transportation infrastructure; and

   e. The proposal conforms with policies in the Retail Plan.

3. Proposals to rezone properties to provide residential development north of Route 50 will be evaluated according to how the proposed development integrates and supports the surrounding non-residential uses, minimizes conflicts with Dulles Airport operations and noise, provides or has convenient access to residential services and amenities, and mitigates transportation impacts. For Business Community parcels adjoining the noise contours, including those within the Village and Village Perimeter Transition Area, integrated uses shall be encouraged (such as but not limited to using “Main Street,” live/work, or office over retail designs). Structured parking is also encouraged. For Business Community parcels with Route 50 frontage, residential rear elevations shall not face Route 50.
4. While the business community policies may allow residential densities to be calculated based on land area impacted by noise contours, and while no residential units may be located in the 65 Ldn or west of the Village of Arcola and the Village Perimeter Transition Area, all residential proposals for the area immediately north of Route 50 will be limited to 14 units per acre on the land area occupied by residential use.

INDUSTRIAL COMMUNITY
Industrial uses north of Route 50 are intended to accommodate the continued expansion of the Chantilly Crushed Stone Quarry as well as attract airport-related and airport-compatible development. The County may support additional commercial retail and services uses within this area when specific criteria are met.

General Industrial Policies

1. In the Route 50 Corridor, areas designated General Industrial shall be subject to the policies and land use mix ratios of Chapter 6 except as modified or supplemented below.

2. The County will consider additional commercial retail and service uses in General Industrial developments within the Route 50 corridor that exceed the specified land use mix. The County will use the following criteria to evaluate proposals for increased retail uses in General Industrial areas:

   a. The retail use provides the goods and services needed by local employment and/or supports the development of tourism in the Route 50 corridor;

   b. The retail use is compatible with the surrounding Industrial communities that exist or have been approved/proposed;

   c. The retail use does not access Route 50 directly;

   d. The proposal provides appropriate and adequate transportation infrastructure; and

   e. The proposal conforms with policies in the Retail Plan.

3. The County will support industrial uses as the preferred use in designated Industrial Communities. Proposed uses shall ensure that their development does not jeopardize the viability of existing industries.

4. The County will protect the Chantilly Crushed Stone Quarry from incompatible neighboring uses by ensuring that encroaching new development does not hinder
the operation of the quarry.

**Hybrid Retail Center Policies**

1. The County supports the development of retail uses in Dulles South that provide for convenience and routine shopping needs, generally defined as Service-Based Retail, and also provide some comparative and specialty goods, generally found in Destination Retail centers. A hybrid retail center, can be developed north and south of the Route 50 corridor in the area designated Hybrid Retail Center on the Arcola Area/Route 50 Land Use Map. The County anticipates that other uses (such as office, light industrial, and civic uses) will also develop in the area designated for Hybrid Retail centers.

2. The Hybrid Retail Center may provide for convenience goods (such as food, pharmaceuticals), personal services (such as cleaners, banking), and a variety of merchandise (such as apparel, hardware, appliances). The Hybrid Retail center may include variety stores, discount and junior department stores, and off-price stores.

3. Hybrid Retail centers (generally 250,000 to 450,000 sq. ft.) will be permitted to develop fronting the Route 50 parallel roads in the designated area.

4. The County will seek to limit strip retail development in the Route 50 corridor by encouraging the consolidation of CLI properties with other properties to encourage coordinated development with minimal access points.

**VILLAGE OF ARCOLA AND VILLAGE PERIMETER TRANSITION AREA**

The County supports the revitalization of the Village of Arcola and the development of a Village Perimeter Transition Area. The County envisions a mixture of uses in the Village of Arcola and Village Perimeter Transition Area to consist of small scale retail and employment uses (office and light industrial), institutional uses, residential outside of the 65 Ldn noise contour, and public and civic uses.

**The Village of Arcola and Village Perimeter Transition Area**

**General Policies**

1. The County supports the revitalization of the Village of Arcola, including the development of a Village Perimeter Transition Area surrounding the Village that will protect the Village from larger scale, higher intensity development.

2. The Village of Arcola and Village Perimeter Transition Area will function as an alternative shopping and working environment to the destination retail and large-
scale employment uses planned to the east. New development in the Village of Arcola and Village Perimeter Transition Area will be evaluated by its contribution to achieving the following objectives:

a. A mix of land uses including residential, retail, office, institutional, public facilities, parks, playgrounds and other uses offering goods and services to surrounding neighborhoods;

b. Preservation and adaptive reuse of existing buildings where such buildings contribute to the historic character of the community;

c. A pattern of development that emulates the existing Village of Arcola lot pattern with smaller buildings in the Village of Arcola and larger footprint development locating in the Village Perimeter Transition Area closer to the Business Community areas to the east, buildings oriented to the street encouraging pedestrian activity, and using architectural design, materials, color, signage and lighting to establish and maintain a unified village design concept;

d. A mix of open space to include active, passive and natural open space areas, with particular emphasis on preserving mature vegetation and using features such as floodplains and hedgerows to buffer and separate different uses;

e. A range of community civic uses including churches, community centers, libraries and cultural attractions; and

f. Safe and convenient walkways and streets connecting the Village of Arcola and Village Perimeter Transition Area to the surrounding areas.

3. New development in the Village of Arcola and Village Perimeter Transition Area will be evaluated on its compatibility with surrounding uses, availability of adequate roads, services and infrastructure, relationship to existing cultural and environmental resources, contribution to the land use pattern and conformance with the design objectives.

4. To protect and enhance the character and cultural importance of historically significant areas in the Village of Arcola and the Village Perimeter Transition Area, the County, along with the local community shall work towards the designation of County Historic and Cultural Conservation Districts to protect resources such as the Slave Quarters and the Arcola Methodist Church.

5. Retail and office 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.
6. For individual uses, landscaped open space will frame pedestrian spaces and walkways, courtyards, front yards and street frontage.

7. The County supports reduced parking standards, shared parking and remote parking in the Village of Arcola and Village Perimeter Transition Area.

**Retail Development Policies**

1. **Retail development within the Village of Arcola and Village Perimeter Transition Area** will establish and maintain a pedestrian scale, walkable shopping experience offering such features as entrances immediately adjacent to sidewalks, pedestrian amenities, outdoor eating areas, screened parking, on-street parking, parks and playgrounds and a variety of impulse, specialty outlets and services.

2. Retail uses requiring building footprints larger than 10,000 square feet should locate outside the Village of Arcola, but may locate within the Village Perimeter Transition Area when such uses are similar in scale to adjacent uses or sufficiently buffered from adjacent uses to screen the difference in scale or design. Buildings requiring heights greater than three stories should locate outside of the Village of Arcola and Village Perimeter Transition Area.

3. Retail buildings within the Village of Arcola and Village Perimeter Transition Area will use architectural features, materials, color, building scale, landscaping and other means to create a common design theme within the Village of Arcola and Village Perimeter Transition Area and will reduce the potential impact of building size, exterior cladding of the building, signs, parking and other features. Pedestrian and vehicular circulation systems in and around the retail uses will form a safe and convenient network. Outdoor lighting and signs will be small and low profile to reflect the pedestrian nature of the community.

4. Retail buildings offering residential or office uses on upper floors are encouraged in the Village of Arcola and Village Perimeter Transition Area. Second story uses shall not be credited against density limits for planning purposes.

5. New automobile-oriented retail uses such as building supply; nursery operations; auto dealers; truck terminals; warehousing; service stations; furniture stores; drive-through restaurants and drive-through banks will not be permitted in the Village of Arcola or Village Perimeter Transition Area.

6. Where possible, and in coordination with VDOT, the County will credit on-street parking adjacent to a commercial use towards meeting parking requirements in the Village of Arcola and Village Perimeter Transition Area.
7. To maintain the integrity of an established streetscape or lot pattern and to minimize parking lot frontage along streets within the Village of Arcola or Village Perimeter Transition Area, parking lots more than 70 feet wide will be placed to the rear of buildings or will be separated from the street by a landscaped park/buffer designed to function as a public space.

**Employment Use Policies**

1. Office and flex industrial uses requiring building footprints larger than 10,000 square feet should locate outside the Village of Arcola, but may locate within the Village Perimeter Transition Area when such uses are similar in scale to adjacent uses. Buildings requiring heights greater than three stories should locate outside of the Village of Arcola and Village Perimeter Transition Area.

2. In evaluating proposed employment uses, the following will be considered:
   
   a. The compatibility of the proposal with adjacent uses in terms of scale, operational activities (parking, loading, noise, odor...), signs, and other associated features;
   
   b. The available capacity of utilities and roads and safe and convenient pedestrian linkages to residential and retail uses in the Village;
   
   c. The potential fiscal and environmental impacts of the proposal;
   
   d. The relationship of the proposed use to land use and design policies; and
   
   e. Other matters that may determine how the proposal relates to County policy.

3. Two and three story buildings, particularly those that provide a mixture of uses, are encouraged in the Village of Arcola and Village Perimeter Transition Area.

**Residential Development Policies**

1. The County may permit residential rezoning at densities up to 4.0 dwelling units per acre in the Village of Arcola and Village Perimeter Transition Area depending upon the availability of utilities, transportation infrastructure, public facilities, participation in open-space preservation efforts, and compatibility with surrounding uses. All residential proposals will offer convenient and safe access to surrounding recreation, retail and employment uses.

2. Residential development above first floor retail or employment uses is strongly encouraged in the Village of Arcola and Village Perimeter Transition Area and shall not be calculated towards the planned residential density of a project.
3. The County supports residential uses at a maximum of three stories in height.

**UNMET HOUSING NEEDS**

1. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.

2. The County will identify options for unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.

3. Developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.

4. The County will explore options for the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.

5. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.

6. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.

7. Unmet housing polices will apply until such time as the Board adopts additional housing policy.

*The following definition is to be added to the Glossary:*

**Hybrid Retail Center:** A type of retail center that is found in the Arcola Area/Route 50 corridor that provides for convenience and routine shopping needs, generally defined as Service-Based Retail, as well as some comparative and speciality goods, generally found in Destination Retail centers.
Residential uses are not permissible within the 65 Ldn noise contour, west of the Village of Arcola and Village Perimeter Transition Area, or the Hybrid Retail Center.
The following policies to be deleted from the Revised General Plan, Chapter 4, Policy 11, pg. 4-9.

11. All land proximate to the airport and in the noise zones will be planned for industrial and other non-residential development.

The following policies to be deleted from CPAM 1996-0001, Countywide Retail Policy Plan Amendment; pgs. 11-13.

The Route 50 Corridor

1. The County supports the development of retail uses in Dulles South that provide for convenience and routine shopping needs, generally defined as Service-Based Retail, and also that provide some comparative and specialty goods, generally found in Destination Retail centers. A hybrid retail center type, called a Corridor Retail center, can be developed in the Route 50 corridor. Up to 2,000,000 sq. ft. of Corridor Retail uses can be developed in the area designated for such uses.

2. The Corridor Retail center may provide for convenience goods (such as food, drugs), personal services (such as cleaners, banking), and a variety of merchandise (such as apparel, hardware, appliances). The Corridor Retail center may include variety stores, discount and junior department stores, and off-price stores.

3. The area designated for Corridor Retail centers extends east from the planned west spine road to the Route 606 intersection, and between the planned north and south parallel collector roads as located in the Countywide Transportation Plan. (See Map, p. 24)

4. Corridor Retail centers (generally 250,000 to 450,000 sq. ft.) will be permitted to develop fronting the Route 50 parallel roads in the designated area. These centers will be permitted interim direct access to Route 50, but will ultimately have access from the planned parallel roads, at which time, direct access to Route 50 will be terminated. These centers will include a 300’ open space easement along Route 50.

5. The County will consider the development of a large Corridor Retail center up to 1,000,000 sq. ft. fronting the parallel roads subject to conformance with the following criteria:

   a. Detrimental impacts on adjoining residential and mixed-use communities are mitigated through such measures as landscaping, buffering, setbacks;

   b. Existing CLI frontage is consolidated and adjacent CLI properties are provided with interparcel access;

   c. No direct access to a principal arterial will be permitted. Access will be provided via major or minor collector roads or minor arterials;
d. A minimum of two ingress and egress access points with two in-out bound lanes will be required. Additional access points may be required depending on the size of the proposed Corridor Retail center;

e. Transportation impacts attributable to the proposed use need to be mitigated;

f. A 300’ open space easement is established at the rear of the center to front Route 50;

g. The proposed center meets the Retail CPAM Design Guidelines;

h. A unified sign program integral to the overall shopping center design is provided.

6. Single-tenant, individual, freestanding stores (larger than 50,000 sq. ft.) may also develop in Corridor Retail centers, subject to the Freestanding Retail policies included in the Retail CPAM. The Zoning Ordinance will be amended to provide for such uses in retail centers by special exception.

7. The Dulles South Area Management Plan (DSAMP) envisions the development of a “downtown” for Dulles South, described in the plan as a Regional Hub. The County anticipates that other uses (such as office, light industrial, civic uses) will develop in the area designated for Corridor Retail centers (as described in the DSAMP Regional Hub land use matrix) to achieve the downtown envisioned by the County.

8. The County will seek to limit strip retail development in the Route 50 corridor by encouraging the consolidation of CLI properties with other properties to encourage coordinated development with minimal access points.

9. For Corridor and Community Retail Center applications, provisions should be made for construction of the planned parallel roads adjacent to Route 50 on-site and off-site, with transportation impacts attributable to the site mitigated. These parallel roads should adequately disperse traffic and provide access between planned and existing roads.
The following map to be deleted from CPAM 1996-0001, Countywide Retail Policy Plan Amendment; pg.
CPAM 2006-0002
Crosstrail

Adopted December 5, 2006
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through October 17, 2006) on December 5, 2006. Underlined text is added to the General Plan. Amendments affect Revised General Plan Chapter 9, the Planned Land Use Map and the Toll Road Plan.

Revised General Plan

Planned Land Use Map Amendment - Change Crosstrail property designation from Keynote to Business (Property identification is MCPI#s 234-38-8113 and 235-20-1426-001) with the exception of the property south of the Crosstrail Boulevard which will maintain the designation of Keynote (Crosstrail Boulevard is depicted on the Concept Development Plan (dated 2-18-05 and revised 10-13-06) for ZMAP 2005-0011.)
Add new Policies 12-17 under ‘Leesburg Joint Land Management Area Policies’ (Revised General Plan; p. 9-12):

12. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.

13. The County will identify options for unmet housing needs in the Leesburg area not covered by the ADU zoning ordinance and work toward an implementation plan.

14. Developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.

15. The County will explore options for the creation of programs, tools, and incentives both publicly and privately developed that will fulfill unmet housing needs.

16. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.

17. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.

Toll Road Plan

Planned Land Use Map Amendment-Change property designation from Business Employment to Business on the Toll Road Plan Map
CPAM 2007-0001
Countywide Housing Policies

NOTE: The amended text replaces all the text starting on page 2-12 under “Housing” through Section B, “Housing for Special Needs Populations” on page 2-13. The amended policies replace/supersede all the housing policies (1-23) shown on pages 2-14 and 2-15. Section C, “Retirement Housing” remains as is (reference CPAMs 04-06, 04-11, 04-12 and 04-23, adopted 10/28/05).

Adopted September 18, 2007
Housing Policies
Revised General Plan (Chapter 2, pp. 2-12 to 2-15)

Housing
The County’s primary housing objective is to assure that existing and future County residents and the workforce are served by a range of housing opportunities. An adequate supply of varied types of housing, both rental and for-sale, in locations throughout the County is a fundamental ingredient of an enduring community. The creation of sustainable housing—its design, density, location, and performance—requires that the pattern of residential development benefit the user now and over time. To accomplish this objective, a diversity of housing types in a broad range of prices should be provided. Housing opportunities should be available in all areas of the County. Housing for special needs populations incorporating a programmatic approach also should be furnished.

The supply of single-family detached, attached and multi-family housing and their pricing is largely a function of market dynamics. The market determines the type of housing to be constructed, based upon demands for specific housing types and the potential return on investment for the developer. Loudoun’s experience is that the market alone cannot meet all areas of housing need given current and projected job growth for the regional economy. Unmet housing needs occur across a broad segment of the County’s income spectrum. The County defines unmet housing needs as the lack of housing options for households that are unable to rent or purchase due to insufficient incomes to meet current market prices. Housing diversity in type and price to address unmet needs will enhance Loudoun’s economic vitality and the health of the community now and over time.

As total demand for housing in Loudoun has increased over the past fifteen years, single-family attached and multi-family units have gained a greater share of the for-sale market, while single-family detached homes and lots have accounted for a decreasing share. In 1990, single-family detached units represented 65% of the County’s housing stock, whereas single-family attached units constituted 19% and multi-family units constituted 14%. By 2005, single-family detached units represented 54% of all homes; single-family attached units 27%, and multi-family units, 19%. By 2005, single-family detached units and lots accounted for only 49% of sales, compared to 58% of sales in 1990. Although the types of housing offered in the market are diversifying, housing costs are high and the shortage of affordable housing for residents and the workforce is growing.

The County can influence housing options and affordability by encouraging or requiring a clustered pattern of development and mixed-use communities with a diversity of housing types. To achieve this, the County should allow higher residential densities that are close to employment opportunities, schools, community centers, transit routes and other amenities where adequate water, sewer, roads, schools, open space, and recreation are, or will be in place. In and of themselves, increased densities are not the only answer to influencing the market. Flexibility in lot sizes and setback requirements,
and relaxation of use restrictions are also necessary to achieve the desired product mix. The County can permit accessory and second-story apartments in existing villages and rural clusters and provide for a variety of unit types to be developed in designated Joint Land Management Areas (JLMAs) around the towns that have them. The County can form public-private partnerships to implement programs, providing incentives to influence the market.

A. Housing Affordability

Housing affordability has long been an issue in the Washington, D.C. metropolitan region. Affordability becomes a problem when the cost of housing exceeds an acceptable percentage of a household’s disposable income. Households that are determined to reside in the metropolitan area can either pay a disproportionate amount of their income to secure housing, or pay less for lower quality or less adequate housing. In developing Loudoun County’s vision for its residents, the Board of Supervisors has recognized affordable housing as an economic, transportation, and quality-of-life issue. While the County is providing a significant share of the region’s housing, prices and rents are at a level that is too costly for many of Loudoun’s workforce. Workers filling jobs in Loudoun often live in other jurisdictions and generate traffic on local roads as they commute to work increasing air pollution and gas consumption. Some housing units contain multiple families or additional occupants, resulting in overcrowded conditions which adversely affect neighborhoods and quality of life. The lack of affordably priced housing also has an impact on the continued ability to attract and retain a diversified employment base.

B. Unmet Housing Needs

The County’s affordable housing policies focus on the unmet housing needs of all Loudoun’s citizens and workers. The market is not meeting all areas of need given the County’s vibrant economy and location in the region. The County’s housing strategy gives guidance to the development of a variety of programs that address Loudoun-specific needs as identified through systematic audit, evaluation, and study. The County has identified that, within the broad spectrum of housing need, different levels of effort and varying approaches must be applied in order to effectively address the problem of housing affordability.

Providing housing for special needs populations to include low-income residents (less than 30% AMI), elderly residents requiring congregate care, disabled residents, and the homeless often requires heavy subsidies, which have historically been provided by the federal and state governments. Given the reduction of federal and state assistance, the County is committed to identifying resources to replace that assistance as well as encouraging the formation of public and private partnerships to support the development of housing for people who are elderly, disabled, or living on very low incomes.
To address the unmet housing needs of Loudoun’s workforce earning 30% to 100% AMI, a full range of tools to include loans, regulations, and other incentives should be considered. One important program is the Affordable Dwelling Unit (ADU) program. This program, adopted in 1993 as part of the Zoning Ordinance is based on state enabling legislation, and aimed at fulfilling the housing needs of County residents with incomes from 30% to 70% AMI.

The ADU rental units are designed to serve residents earning 30% to 50% AMI and priced at 30% of income (exclusive of utilities). ADU for-sale units are designed to serve residents with incomes of 50% to 70% AMI. For-sale units should be available at 3 times that income. As important as this program is to providing affordable housing to County residents, it has not been able to keep pace with the growing demand. In addition, there are deficiencies in the implementation of the ordinance that lessens its effectiveness to secure affordable housing for households in the lower range of the ADU program. This program alone cannot meet the need.

The County may establish a dedicated stream of revenue to fund the housing trust fund which would leverage federal, state, and other funding sources for the production of new units, to provide down payments for first-time homebuyers and to purchase land for affordable housing development. The affordability issue also includes developing strategies to preserve the existing supply of owner-occupied housing and affordable rental units. As such, the Plan recommends other programmatic initiatives aimed at revitalization, renovation, and restoration of the existing housing stock, provisions to allow manufactured housing as an option, and the commitment of County government to play a greater role in addressing unmet housing needs.

Guiding Principles Policies

1. The County seeks to promote housing options for all people who live and/or work in Loudoun.

2. County policies and programs will focus on the unmet housing needs of households earning up to 100% of the Washington Metropolitan Area Median Income (AMI) that being the area of greatest need.

3. The County will regularly examine and estimate unmet housing needs, and housing programs will be evaluated for their effectiveness in addressing those needs.

4. Housing that is developed to fulfill unmet housing needs should generally be located near existing or planned employment opportunities, schools, communities, transit routes, and other amenities.
5. The County is committed to bring all existing affordable housing in need of indoor plumbing, operational septic and water systems, and major system repair (new roofs, heating and cooling systems) up to safe and livable conditions.

6. The County encourages a variety of housing types, sizes and innovative designs to be developed to assist in fulfilling unmet housing needs throughout the County.

7. The County will require a mix of housing options appropriately located in communities to support a balanced development program.

8. The County will encourage the development of housing for special needs populations (as defined in the Glossary) integrated within existing and planned residential communities, particularly in areas within walking distance of convenience shopping and employment opportunities, transit, and other amenities.

9. The County will promote the provision of an affordable range of housing types throughout the County.

10. The County will promote the formation of public and private partnerships and facilitate the utilization of state and federal housing programs to assist in fulfilling unmet housing needs.

11. The County supports the development of housing and of communities that apply universal design principles.

12. The County encourages development that utilizes energy efficient design and construction principles, promotes high performance and sustainable buildings, and minimizes construction waste and other negative environmental impacts.

13. The use of planned and/or zoned non-residential land to address unmet housing needs is not supported unless the proposed use provides a mix of residential, commercial and offices uses and addresses the full range of unmet housing needs.

14. In addition to the requirements of the ADU Ordinance, the County encourages each development proposal that includes a residential component to address unmet housing needs recognizing that the largest segment of unmet need is housing for incomes below 30% AMI.

**Housing Supply Policies**

1. The County will identify options for addressing unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.

2. The County will encourage preservation by adaptive re-use of existing unused, or underutilized structures throughout the County, for the development of affordable
dwelling units, as defined in the Zoning Ordinance and in accordance with the policies in the Revised General Plan.

Cooperation Policies

1. The County will initiate a regional cooperative effort with neighboring jurisdictions to establish a dialogue and programs to address the provision of a healthy balance of jobs and housing in each jurisdiction.

2. The County will provide technical planning expertise and financial support to the Towns to assist them in establishing programs that provide affordable housing. Such programs might include a revitalization tax credit program, housing rehabilitation, the development of regulations that allow for a broad range of housing types and sizes and upper story residential uses over stores, etc.

3. The County will work in partnership with nonprofit, public and private entities committed to the provision of a wide range of housing opportunities by offering technical and financial assistance.

Funding Policies

1. Developers of residential and mixed-use projects are encouraged to include funding commitments and proffers to fulfill unmet housing needs in their development proposals.

2. The County may maintain a dedicated revenue stream to fund the housing trust fund to address unmet housing needs. The fund will be evaluated annually to determine its effectiveness and efficiency.

Programs and Incentives Policies

1. The County will encourage the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.

2. The County may provide incentives to stimulate the development of new housing projects when the applicant demonstrates the capacity to affect economic efficiencies in producing and sustaining affordable rents or sale prices over time.

3. The County may adopt or develop and implement an employer-assisted housing program to help meet workers’ housing needs.

4. The County may develop and implement revitalization tax credit programs and/or loan programs for housing rehabilitation to conserve existing affordable housing.
5. The County may establish additional incentives, such as density bonuses; expedited application review; reductions or waiver of permit, development, and infrastructure fees or capital facilities contributions; tax credit programs; and zoning modifications to meet housing goals and objectives.

6. The County may maintain an inventory of County-owned real property. The Board of Supervisors may consider the use of inventoried property by nonprofit, public and private sector entities as an incentive for residential development to fulfill unmet housing needs when it is consistent with other Plan policies. In using County-owned real property, the development goal is to provide 1) special needs housing and/or 2) a mix of housing types and sizes suitable for a range of households having less than 70% of Area Median Income (AMI).

7. The County promotes the recognition of good design and innovation in affordable housing by the Design Cabinet, County programs, and other channels.

Legislation Policies

1. The County requires that for land development applications proposing development of 50 or more dwelling units with a density greater than one dwelling unit per acre, located in an approved sewer service area, a percentage of the total number of dwellings will be developed as affordable units and given an appropriate density increase.

2. The County will seek state enabling legislation to eliminate the exemption from the ADU Ordinance of buildings with elevators that are four stories or higher.

3. The County will strengthen ADU Program regulations to do as much as the state code allows to require the development of affordable housing that is interspersed within neighborhoods, communities and throughout the County as a part of new development.

4. Until such time as a Housing Authority is established to develop new affordable housing, rehabilitate housing, and revitalize community infrastructure, the County encourages the Industrial Development Authority to exercise its authority to assist with tax exempt bond financing, leverage gap financing and stimulate cooperative partnerships toward the preservation and production of housing to address unmet needs.

5. The County will amend the Zoning Ordinance to expand the number of districts where manufactured housing, accessory units, and other alternative housing types are allowed.
**TO BE ADDED TO THE GLOSSARY**

**Manufactured Housing:**
Manufactured housing are homes built entirely in the factory, transported to the site, and installed under a federal building code administered by the U.S. Department of Housing and Urban Development (HUD).

**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.

**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).
CPAM 2005-0004
Eminent Domain & Protection of Existing Communities

Adopted October 16, 2007
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through September 18, 2007) on October 16, 2007.

Strikethrough text is deleted from the General Plan.
Double-underlined text is added to the General Plan.
Amendments affect Revised General Plan Chapters 2, 4, 6, 11, and Glossary.

CHAPTER 2

Amend ‘General Plan Strategy’ text pertaining to the Suburban Policy Area (Revised General Plan, p. 2-6):

Over the next twenty years, it is anticipated that the Suburban Policy Area will continue to build out in a suburban pattern as a low-density fringe to the Washington, D.C. Metropolitan Region. The area will be characterized by a pattern of residential neighborhoods, town centers, and regional mixed-use business centers linked by a substantial network of roads, linear parks, and open spaces. As existing neighborhoods mature, redevelopment and revitalization plans will be developed to ensure the continuing vitality of these areas. protect and ensure the continuing vitality of these established communities.

As express bus (expected in 2004) and eventually bus rapid transit (expected in 2010) and rail become available, higher-density land uses along major thoroughfares will become appropriate. Transit nodes and urban centers including a mix of uses and transportation modes will develop. Very compact in form, they will be designed for full pedestrian access and served by mass transit. The first nodes will appear along the Dulles Greenway corridor, where right-of-way exists for a rail transit corridor, and in in-fill areas within existing developments. “Downtowns” in each of the four communities will be considered as part of the redevelopment strategy to be detailed in the Community Plan process.

CHAPTER 4

Add new Policy 16 under ‘Economic Development Policies’ (Revised General Plan, p. 4-10):

16. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.
CHAPTER 6

Amend ‘Land Use Pattern and Design’ text (Revised General Plan, p. 6-2):

The County’s vision for the Suburban Policy Area is that the four large communities increase in quality and become more distinct places. Policies below address ways to improve livability through (1) protecting and recapturing enhancing elements of the Green Infrastructure, including open space; (2) ensuring compatible and complementary infill development; and (3) revitalizing and redeveloping the aging areas in the Suburban Policy Area, existing neighborhoods in a way that protects and enhances our existing communities.

Amend Policy 13 under ‘Land Use Pattern and Design Policies’ (Revised General Plan, p. 6-7):

13. There will be four (4) Town Centers, one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), and one (1) Urban Center in the Suburban Policy Area. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.

Amend ‘A. Four Distinct Communities’ text, bullet 2 (Revised General Plan, p. 6-8):

- All communities should seek to provide a full range of housing types, and provide for a diverse, stimulating social, cultural, recreational, and spiritual environment. Each community will Communities west of Route 28 or south of Route 606 may have a recognized Town Center, provide a full range of housing types, and provide for a diverse, stimulating social, cultural, recreational, and spiritual environment.

Delete ‘E. Transportation’ text, (Revised General Plan, p. 6-12):

With the advent of transit, it is important that the County plan land uses accordingly. The County will identify future transit areas as Town Centers in each of the four communities during the Community Plan process. These areas may be targeted for redevelopment to facilitate transit, such as bus. In addition, mixed-use communities that should provide pedestrian-scale environments that promote walking and bicycling, which reduces automobile trips.

Delete ‘F. Infill, Revitalization, and Redevelopment’ text (Revised General Plan, p. 6-15):

Although much of the Suburban Policy area has been developed, this area will continue to evolve. The County envisions redevelopment to concentrate density into four Town Centers within the four distinct communities. This type of redevelopment might be considered “vertical” development. As the second wave of development occurs, the County will encourage new
growth into the compact Town Centers of the four communities. These downtown areas will be identified in the Community Plan process.

Amend Policy 2 under ‘Infill, Redevelopment, and Revitalization Development Policies’ (Revised General Plan, p. 6-15):

2. Redevelopment of existing uses will be based on the availability of adequate public facilities, transportation facilities, and infrastructure. The County desires the assemblage of small, adjacent under-utilized sites to achieve a consistent and compatible development pattern. Established residential communities will be protected and enhanced through revitalization plans.

Amend Policy 7 under ‘Infill, Redevelopment, and Revitalization Development Policies’ (Revised General Plan, pp. 6-15 – 6-16):

7. Higher density development as defined in the Revised General Plan will occur as redevelopment in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, and in the Town Centers, or “community cores,” of the four communities west of Route 28 or south of Route 606. These areas will have the highest densities in the Suburban Policy Area. The Town Centers should be identified during the Community Plan through a community planning process.

Amend Policy 12 under ‘Infill, Redevelopment, and Revitalization Development Policies’ (Revised General Plan, p. 6-16):

12. The County will provide incentives and resources for the redevelopment and revitalization of established neighborhoods developed areas within the four communities to retrofit neighborhoods to be pedestrian/bicycle oriented; to institute traffic calming, street lighting, and sidewalks; preserve the quality of life in these areas through the provision of community amenities, such as, but not limited to, pedestrian/bicycle facilities, traffic calming, street lighting, sidewalks, and improved and to convert inefficient retail and commercial development establishments.

Add new Policy 14 under ‘Infill, Redevelopment, and Revitalization Development Policies’ (Revised General Plan, p. 6-16):

14. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.
Amend ‘3. Town Centers’ text (Revised General Plan, p. 6-19):

The Plan envisions anticipates that each of the four larger communities west of Route 28 or south of Route 606 may will have one or more Town Center. Town Centers that serve as the “downtown” or community core of the four suburban communities. Town Centers must be compact and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities.

Amend Policy 1 under ‘Town Center Policies’ (Revised General Plan, p. 6-19):

1. A Town Center functions as the “downtown” of each the local community with a mix of residential and business uses in a compact setting. Each of the four The communities west of Route 28 or south of Route 606 may will have a Town Center, the location of which will be determined in the Community Plan process. The locations of Town Centers should be determined through a community planning process or established during the consideration of a land development proposal that includes a community outreach and input process.

CHAPTER 11

Amend ‘B. Suburban Community Design Guidelines’ text (Revised General Plan, p. 11-5):

This Plan strongly endorses the development of four distinctive communities, that This may include a mixed-use town centers and other mixed-use developments surrounded by residential neighborhoods and areas of natural open space to promote a sense of community, foster a pedestrian-friendly environment, and lessen reliance on the automobile, and respect Loudoun’s historic growth pattern of small towns surrounded by farms and open space.

Amend ‘3. Town Centers’ text (Revised General Plan, p. 11-10):

a. Function

Four Town Centers will serve as the downtown of each of the four Suburban Policy Area communities. A Town Center should have a lively, robust extrovert character suitable for integrating employment, commercial, residential, and public activities uses.
GLOSSARY

Add new definitions to the Glossary (Revised General Plan, p. G-9):

**Redevelopment:** A change in land use which would involve the removal and replacement, rehabilitation, or adaptive reuse of an existing structure or structures, or of land from which previous improvements have been removed. Redevelopment should be compatible with adjacent properties and occur with input and involvement from the community.

**Revitalization:** Re-establishing the economic and social vitality of an existing neighborhood or area through legislation, tax incentives, and other programs that maintain and enhance the existing development pattern and preserve the original building stock and historic character.

Amend the definition of Town Center (Revised General Plan, p. G-11):

**Town Center:** A mixed-use, concentrated community core, which integrates employment, commercial, residential, and public uses, will serve as a downtown for each of the four suburban communities. 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.
CPAM 2009-0001
Route 28 Keynote Employment Policies

Adopted March 15, 2011
The Board of Supervisors adopted the following revisions to the Loudoun County General Plan (Revised July 23, 2001 and amended through October 16, 2007) on March 14, 2011.

Strikethrough text is deleted from the General Plan.

Underlined text is added to the General Plan.

Amendments affect Chapters 4, 5, 6 and 11.

Amend ‘Business Land Use and Corridor Development’, Subheading A: Route 28’ text (General Plan, p. 4-7)

A. Route 28

The Route 28 corridor is planned to be a major economic and employment center within the County that will be developed with suburban, lower-density office and flex settings; medium-density, compact, pedestrian-oriented office clusters; and higher-density, transit-oriented mixed-use office centers. Other parts of the corridor more immediate to the Washington Dulles International Airport and Route 606, west of Route 28, are planned for Industrial uses, for a mix of office, hotels, flex/industrial and destination retail uses. Approximately 3 million square feet of the 19 million square feet planned in the 1,086 acre corridor have been constructed, with structures ranging from one story retail structures to multi story, Class A office buildings. Older existing land uses and several aging small retail areas that need rehabilitation present challenges to the ultimate definition of development in the corridor.

Route 28 is considered one of the County’s primary transit corridors. Like many of the major roads in Loudoun County, Route 28 does not stop at the Loudoun County line, but continues into Fairfax County. Just a few miles south of the Loudoun-Fairfax border is the Smithsonian Institution’s Dulles Air & Space Center at Dulles Airport. Planned to open in 2003, the Center will house about 15 times the number of air and spacecraft as the National Air and Space Museum on the Mall in Washington, D.C.. At least three million visitors are anticipated during the first year. Continued support for and study of road and transit improvements in the corridor, such as light rail, are intended to accommodate such growth.

The County supports and is committed to the continuing growth of and need for an economically vibrant Route 28 Transportation Improvement District, both for the District’s contribution to the transportation improvements to Route 28 and to the economy of the County. The Route 28 Corridor Plan in Chapter 6 of the Revised General Plan, which provides policy guidance regarding economic, land use, housing, transportation, design, and sustainable development within the tax district, will help the corridor achieve these goals. Further planning attention and study, in terms of transportation improvements, land use and design is essential for the corridor to achieve these goals.
Delete Policies 12 and 13* under ‘Economic Development Policies’ (General Plan, p. 4-7)
*In the hard copy of the RGP, these policies are numbered 13 and 14.

12. Properties in the Route 28 Tax District that are governed by the 1972 and 1993 Zoning Ordinances will remain under those governing documents unless the landowner opts into the revised zoning ordinance or a rezoning application (ZMAP) is filed. Concept Plan Amendment (ZCPA), Proffer Amendment (ZCPA) and Special Exception (SPEX) applications will be administered under the zoning ordinance that is applicable to each property and evaluated under the adopted Comprehensive Plan.

13. The County will look at developing incentives to encourage Route 28 Tax District landowners to opt into the revised zoning ordinance.

Add new Policy 10 under ‘Green Infrastructure Policies’ (General Plan, p. 5-2)
10. In addition to Countywide Green Infrastructure policies contained herein, all development within the Route 28 Corridor will comply with the Green Infrastructure policies in the Route 28 Corridor Plan in Chapter 6 of the Revised General Plan.

Add new Policy 3 under ‘Built Environment Policies’ (General Plan, p. 5-5)
3. The County supports and encourages opportunities and incentives for sustainable development in the Route 28 Corridor. The Route 28 Corridor Plan in Chapter 6 of the Revised General Plan contains specific goals and strategies for the area for green building design techniques which include sustainable site design and integrated energy management planning.

Amend Policy 13* under ‘Green Infrastructure Policies’ (General Plan, p. 6-7)
*In the hard copy of the RGP, policy 13 was first amended on October 16, 2007. The language shown here includes the previously amended language.

13. There will be one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), and one (1) Urban Center in the Suburban Policy Area, and up to three (3) Mixed-Use Office Center areas in the Route 28 Corridor. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.

Amend Policy 7* under ‘Infill, Redevelopment, and Revitalization Development Policies’ (General Plan, p. 6-15)
*In the hard copy of the RGP, policy 7 was first amended on October 16, 2007. The language shown here includes the previously amended language.

7. Higher density development as defined in the Revised General Plan will occur as redevelopment in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, and in the Town Centers, or “community cores”, of the communities west of Route 28 or south of Route 606, and the Mixed-Use Office Center areas in the Route 28 Corridor. These areas will have the highest densities in the Suburban Policy Area. Town Centers should be identified through a community planning process.
Land Use Categories

The Suburban Policy Area has four primary land uses: Residential, Business, Industrial, and Retail (see Planned Land Use Map, pg. 7-23). Retail policies are established in the Countywide Retail Policy Plan amendment. Within these primary land uses are subcategories. The County’s overall land-development strategy is to encourage compact, mixed-use developments that provide people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment. The exceptions are for Keynote Employment areas and General Industrial areas in the County, and Business land use areas within the Route 28 Tax District where residential uses are not allowed as shown on the Route 28 Corridor Plan Land Development Patterns Map. Because much of the Suburban Policy Area is already developed, this Plan envisions that new projects will be modest in scope and therefore will be evaluated based on their compatibility with the larger community of which they will be a part. The land use categories and policies guiding their development are described below and summarized in the matrix on pg. 6-33.

Delete Policy 8 under ‘General Business Land Use Policies’ (General Plan, p. 6-21)

8. The County will develop and offer incentives to encourage property owners in the Route 28 Highway improvement Transportation District to convert or “opt-in” to the appropriate district regulations included in the Zoning Ordinance in accordance with the land use policies of the Revised General Plan.

Insert the Route 28 Corridor Plan after the Arcola Area/Route 50 Corridor Plan, between Policy 9a (now Policy 8a) of the ‘General Business Land Use Policies’ (General Plan, p. 6-21 and ‘1. Urban Centers’ (General Plan, p. 6-21)

Amend ‘3. Keynote Employment Centers’ text (General Plan, p. 6-27)

The preferred location for Keynote Employment Centers is along Route 7, and the Dulles Greenway, and a portion of Route 28. The Route 7 corridor will maintain its campus-like appearance and continue to be one of the primary locations for Keynote Employment Centers. The County should vigorously attempt to locate regional and nationally oriented office centers on Route 7 and Route 28 and in the Dulles Greenway corridor.

Amend Policy 3 under ‘Keynote Employment Center Policies’ (General Plan, p. 6-28)

3. Keynote Employment areas are identified on the Land Use Map and generally are located along Route 7, Route 28, and the eastern end of the Dulles Greenway. These roads are prominent corridors in the County and are intended to be the location of premier office sites for high-visibility.

Amend ‘4. Regional Office Uses’ text (General Plan, p. 6-28)

4. Regional Office Uses

Regional Office uses support a variety of office employment in the convenience of a mixed-use setting. Large Regional Office uses outside of an Urban Center are to be developed along major collector roads such as the eastern end of Route 606, Route 607, and Route 625. They are to have a mix of housing and
public and civic space, as well as a limited amount of retail and light/industrial flex uses with the exception of those areas within the Route 28 Tax District, which are prohibited by policy from having a residential component. The County supports the continued growth of educational and institutional uses as complementary uses to regional office development.

Amend ‘Design Guidelines’, Subheading ‘Community Form, #7: Light Industrial and Regional Office, a: Function’ text (General Plan, p. 11-14)

The Revised General Plan acknowledges the benefit of promoting Keynote Employment developments. Keynote Employment development is intended to be a pure land use accommodating prominent, high-quality, high-traffic-generating uses comprised of 100 percent office and research and development parks located along the County’s primary employment corridors including Route 28, Route 7, and the eastern end of the Dulles Greenway. Although Keynote Employment developments do not have a residential component, they should have the general characteristics of Regional Office developments.

Regional Office or Light Industrial developments will emulate the key traditional design concepts of the Revised General Plan by addressing the design and function of exterior spaces, pedestrian access from adjoining residential areas, and architectural cohesiveness and environmental conservation. The Regional Office and Light Industrial uses will be the prominent features of the community when viewed from periphery roads as well as the predominant use in terms of percentage of site occupied. Within the Route 28 Corridor, all development will comply with specific base design standards contained within the Route 28 Corridor Plan in Chapter 6 of the Revised General Plan.
Route 28 Corridor Plan

Board of Supervisors Adopted

March 15, 2011
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION</td>
<td>1</td>
</tr>
<tr>
<td>ECONOMIC</td>
<td>4</td>
</tr>
<tr>
<td>Economic Policies</td>
<td>5</td>
</tr>
<tr>
<td>LAND USE</td>
<td>8</td>
</tr>
<tr>
<td>General Policies</td>
<td>9</td>
</tr>
<tr>
<td>Route 28 Core Policies</td>
<td>12</td>
</tr>
<tr>
<td>Route 28 Business Policies</td>
<td>19</td>
</tr>
<tr>
<td>Route 28 Industrial Policies</td>
<td>20</td>
</tr>
<tr>
<td>HOUSING</td>
<td>21</td>
</tr>
<tr>
<td>Housing Policies</td>
<td>21</td>
</tr>
<tr>
<td>TRANSPORTATION</td>
<td>22</td>
</tr>
<tr>
<td>Transportation Policies</td>
<td>23</td>
</tr>
<tr>
<td>DESIGN</td>
<td>28</td>
</tr>
<tr>
<td>General Policies</td>
<td>28</td>
</tr>
<tr>
<td>Office Cluster and Mixed-Use Office Center Design Standards</td>
<td>29</td>
</tr>
<tr>
<td>SUSTAINABLE DEVELOPMENT</td>
<td>34</td>
</tr>
<tr>
<td>Energy Policies</td>
<td>35</td>
</tr>
<tr>
<td>Stormwater Policies</td>
<td>35</td>
</tr>
<tr>
<td>Green Building Policies</td>
<td>36</td>
</tr>
<tr>
<td>Landscaping Policies</td>
<td>36</td>
</tr>
<tr>
<td>Green Infrastructure Policies</td>
<td>36</td>
</tr>
<tr>
<td>IMPLEMENTATION</td>
<td>37</td>
</tr>
<tr>
<td>Implementation Policies</td>
<td>38</td>
</tr>
</tbody>
</table>
Route 28 Corridor Plan

INTRODUCTION

The Route 28 Corridor Plan is the result of an issues-driven, results-oriented process with significant emphasis on community involvement. Policies in the Plan build upon the significant amount of data and public input gathered through the various Route 28 corridor activities and initiatives since January 2008. These efforts included public input sessions, interviews, targeted questionnaires, and research to develop several reports, including the Route 28 Business Outreach Results Report; Belfort Park Task Force Final Report; the Route 28 Tax District Existing Conditions Report; and the Route 28 Corridor Analysis of Development Potential for Class A Office Space. The following policy language and associated maps will be added to the Revised General Plan as a specific plan for the Route 28 Corridor. Other policies of the Comprehensive Plan will apply as appropriate.

The County envisions the Route 28 Corridor as an airport-anchored gateway into Loudoun County offering a positive and welcoming business environment that supports significant job growth and economic activity in varied settings. The County also envisions the corridor evolving into a premier location for regional, national, and international businesses with a high-quality image that offers employees vibrant centers of activity and highly-integrated pedestrian and transit-friendly employment developments. This vision reinforces the County’s commitment to the continued commercial growth of the corridor that in turn contributes to the overall fiscal health and economy of the County.

The Economic, Land Use, Transportation, Housing, Design, and Sustainable Development policies contained in the plan are intended to provide a framework for future development that reflects five vision statements derived from the public process.

1. The Route 28 Corridor is an employment-based corridor that offers broad employment opportunities. The Corridor promotes a consistent pattern of development adjacent to Route 28 with higher-density office development and mixed-use activity centers. Residential densities are supportive and subordinate to employment densities within Mixed-Use Office Centers and in locations that can induce greater business activity;

2. The form and design of the Route 28 Corridor will be critical in promoting the County’s vision of a high-quality office and commercial corridor that achieves higher office densities, attracts regional, national, and international businesses, and provides a unified development pattern throughout the corridor. “Places” or centers of activity offering

---

1 All CPAM-related materials, including source documents, can be found in the Loudoun County Department of Planning public files.
office and office-supportive amenities along with public and civic uses will give the corridor a community identity;

3. The Route 28 Corridor takes advantage of its proximity to Washington Dulles International Airport by attracting new aviation and airport-ancillary businesses to the corridor and supporting the expansion of existing airport-related businesses in appropriate areas. The airport’s location on the southern end of the Corridor also generates demand for office space from businesses that want to locate close to an international airport as well as hotels, restaurants, and retail centers that cater to business travelers and tourists;

4. The Route 28 Corridor promotes multi-modal connectivity, including transit, with the existing and planned transportation infrastructure; and

5. The Route 28 Corridor encourages sustainable development practices.

The Route 28 Corridor boundaries include properties that are generally bordered by Broad Run and Loudoun County Parkway to the west, Dulles Airport and Fairfax County to the south, Cascades Parkway, Potomac View Road, and the W&OD Trail to the east, and Route 7 and Bles Park to the north. The map below shows the actual boundaries of the Route 28 Corridor. The properties contained within these boundaries are subject to the policies contained within the Route 28 Corridor Plan. These policies are described below.
ECONOMIC

The County can attract greater commercial development, including high-quality office, to the Route 28 Corridor based on several advantages:

- Approximately 3,100 acres of undeveloped land within the corridor;
- High business visibility and accessibility for properties adjacent to or within proximity of Route 28;
- Proximity to an improved highway, air transport, and a future mass transit network for cost-efficient and timely distribution of goods and services, employee mobility, and greater workforce commuting options;
- Direct access to the world through ample fiber lines at MAE-East and international flights at Washington Dulles International Airport;
- Close proximity to the intelligence and surveillance hub along the Route 28 South Corridor and a host of neighboring peer organizations such as Orbital Sciences, Raytheon, AOL, M.C. Dean and others;
- Availability of properties suitable for custom campus and secure office developments that can accommodate security needs and/or combined office, research and manufacturing operations; and
- Proximity to a highly-educated, diverse workforce.

The Route 28 Corridor Plan policies maximize the commercial development potential within the Route 28 Corridor by building on these strengths: offering planned land uses within locations that reflect the full economic potential of properties, and providing office development options within employment settings that reflect the kind of environments sought by business users. Route 28 Corridor Plan policies also support economic development in the corridor by accelerating the timing and absorption of office into the Route 28 Corridor submarket. Lastly, the Route 28 Corridor Plan promotes the growth of the commercial tax base; improving the revenue balance between commercial and residential, offsetting the greater costs of services for residential development, helping to meet or exceed the ability of the County to pay Route 28 Tax District bonds, and relieving the tax pressure on County residents by maintaining an affordable real property tax rate.

The policies contained within the plan are also intended to meet the key demands for development associated with the County’s Board-adopted targeted Industry Clusters - Federal Government Contracting, Defense and Aerospace, and Information Communications Technology, as well as the emerging International Business cluster. While these businesses are currently recruited based on a cluster strategy which uses the County’s existing business assets, the plan’s policies establish a long-term vision for the corridor that will solidify Loudoun’s corporate image and help expand the presence of these industries into the future. The plan also
protects and encourages several critical features of high-end, corporate environments consistently sought by these types of industries. Specifically, the plan provides highly visible locations for high-quality office development, including custom campus headquarters and mid-to-high-density office, and multi-use office buildings within mixed-use environments. Route 28 development patterns encourage the highest-density office space fronting along both sides of Route 28 supported by lower-density Office and Flex uses that support information technology, research-and-development, and high-end manufacturing behind the “wall” of mid- to high density, high quality office.

The Revised General Plan policies anticipate the continued growth and expansion of Washington Dulles International Airport for both passengers and cargo and seek to maximize the economic opportunities created by the airport. The Route 28 Corridor Plan policies continue to recognize Washington Dulles International Airport as a 21st Century multi-modal transportation hub that attracts airport-linked and ancillary businesses to the corridor and provides a gateway to the world. Airport-linked businesses include those businesses which rely significantly on the airport’s passenger and cargo capacity, including businesses which depend on frequent long-distance travel and businesses involved with air-surface cargo warehousing and distribution. Airport-ancillary businesses include retail, hotels, and restaurants that support the growing airport-linked businesses moving to the corridor, along with national and international businesses who locate near the corridor due to its high-quality image and accessibility to the region’s transportation network.

By clustering industrial and flex along Route 606, the County continues to support high-end manufacturing and distribution logistics, including air-surface cargo distribution, and other ancillary businesses, with the opportunity to capture even more airport-linked businesses in addition to those already emerging. The Route 28 Corridor Plan also encourages legacy industrial users currently along Route 28 to relocate to the more appropriate Route 606 area, which will in-turn establish a competitive, corporate gateway into Loudoun along Route 28, and strengthen and protect the identities of both Route 28 and Route 606 in future decades.

**Economic Policies**

1. To evolve the corridor into a premier location and employment destination for regional, national, and international businesses, including the County’s targeted Industry Clusters, properties that offer high visibility and accessibility to Route 28 shall have mid to high-density office.

2. The highest density office shall occur in areas fronting along Route 28.

3. Office developments within mixed-use settings shall be supported within the corridor to create “places”, or centers of activity, that offer a complete set of uses and amenities that will appeal to office tenants, visitors, and residents alike.

4. New residential shall be concentrated and supportive to office within three high-density Mixed-Use Office Center development envelopes that are strategically located within
areas where there is the highest potential to capture high-quality and high-density Office, thereby catalyzing the office development potential of sites and their vicinities while having an overall positive impact to the County’s Route 28 Tax District debt obligations.

5. The County shall target industrial and flex businesses, including distribution logistics, to locate to the planned Industrial area in the vicinity of Route 606 where properties offer more immediate access to the airport, Route 28, and the regional surface transportation-network.

6. Legacy industrial users currently along Route 28 are encouraged to relocate to planned Industrial areas.

7. A multi-modal transportation network, including transit, within the corridor will move employees, visitors, and residents seamlessly between various modes of transport.

8. The County supports the planned development and growth of Washington Dulles International Airport and will coordinate county planning with airport planning to ensure that the health and growth of the airport and corridor economies are mutually supportive. All new development shall consider and sufficiently mitigate potential impacts to the airport, such as transportation congestion, environmental impacts, and conflicting land uses.
**LAND USE**

The County envisions the Route 28 Corridor as a major economic and employment center with predominantly commercial development within distinct land development patterns. Office development options are intended to meet the individual needs of regional, national, and international businesses that reflect evolving market preferences and potential. The development options range from suburban, lower-density office settings to medium-density, compact, pedestrian-oriented office clusters and higher-density, transit-oriented mixed-use office centers. Other parts of the corridor more immediate to Washington Dulles International Airport and Route 606 west of Route 28 are planned for Industrial uses.

Office employment in the Route 28 Corridor is planned within the Route 28 Business area, which supports Office and Flex uses, as well as a Route 28 Core area where two types of office employment shall be developed: Office Clusters and Mixed-Use Office Centers. These land development use patterns are defined by the overall form and character of development, as well as their recommended land use mixes and intensities. Land use planning encourages higher intensity office employment uses immediately adjacent to Route 28 (generally between the parallel roads of Pacific Boulevard and Atlantic Boulevard/Shaw Road/Glenn Drive). The County may consider higher density office development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Office Cluster development or Mixed-Use Office Center. Flexible development options are offered elsewhere in the corridor. To catalyze office development at key locations and their surrounding areas, the development options allow three high intensity mixed-use areas to develop under certain criteria (as discussed below) that shall serve as centers of activity along the corridor. A broad range of supportive uses shall be permitted and encouraged as appropriate, such as residential, hotels and retail. To support Loudoun’s industry clusters related to Federal Government Contracting, Defense and Aerospace, Information Communications and Technology, and other emerging industry clusters, the corridor shall offer unique opportunities for businesses to develop customized hybrid campuses that include combinations of office, research-and-development, and manufacturing in one development setting.

The County also will carefully consider compatibility in uses, densities, and site design of new developments with existing uses, specifically the Washington Dulles International Airport, the Loudoun Quarry, Loudoun Water's Broad Run Water Reclamation Facility and existing and planned residential neighborhoods, during the land development process. Any potential negative impacts from new developments shall be mitigated and compatible transitioning should be demonstrated. The corridor shall include a distinctive identity through the use of landmark projects as well as high quality landscaping, architecture, signage, sustainability and other design elements that will set it apart from competing areas. The County’s plan for the Route 28 Corridor is intended to stimulate the development of high-quality employment settings and transform the corridor into one of greater density, a synergistic mix of uses, more pedestrian and transit friendliness, and sustainability in design and function.
General Policies

1. The Route 28 Corridor is a premier business corridor with an organized pattern of development. All land development within the corridor shall conform to the Route 28 Corridor Land Development Patterns Map and the related plan policies contained herein.

2. The County supports the continued growth of higher education and research-and-development uses within the Route 28 Corridor that are complementary and compatible with the employment character of the corridor.

3. Any large-scale Public and Civic uses located within the Route 28 Core should be well-integrated within a development and enhance its economic development potential.

4. All new development within the Route 28 Corridor shall mitigate any potential negative impacts to Washington Dulles International Airport, Loudoun Quarry, Loudoun Water's Broad Run Water Reclamation Facility, and existing and planned residential neighborhoods. Compatible transitions to these uses may be appropriate through a combination of use, intensity, scale and/or building heights, and setbacks.

5. Higher Floor Area Ratios (FARs) and minimum number of stories shall ensure that land situated along Route 28 will build to its full potential, though the overall density of a project may be reduced based on environmental considerations, compatibility with surrounding uses and business requirements, and to further other planning objectives. The resulting development pattern should conform to the goal of locating the highest intensities closest to Route 28 and within ¼ mile of planned transit (bus or rail) stations.

6. With the exception of Mixed-Use Office Centers, all office land use categories provide flexibility for office campuses that include combinations of office, research-and-development, and manufacturing, provided that the project fully meets the design guidelines of this Plan.

7. The Route 28 parallel roads of Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard function as the “spines” of development in the corridor, as shown on the Land Development Patterns Map contained herein. Therefore, the County may consider higher density office development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Office Cluster development or Mixed-Use Office Center. Consolidation of land or parcels should occur on both sides of these roadways such that the overall development results in well-designed, high-quality uses that are functionally and visually integrated with a pedestrian-oriented streetscape that includes safe and pedestrian-friendly movement across Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard. Appropriate transitions in density from the Route 28 Core to the Route 28 Business areas should be provided within areas near existing and planned residential neighborhoods.
8. Any land development proposal located within Office Cluster or Mixed-Use Office Center areas, that includes land adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard, may have flexibility in the internal allocation of densities such that internal areas may exceed the recommended maximum FAR provided: a.) the overall density and site design remains in conformance with plan policies, b.) the proposal is a single, fully integrated project, c.) the resulting development pattern conforms to the goal of locating the highest intensities closest to Route 28 and within ¼ mile of planned transit stops, and d.) the internal allocation of densities does not create situations where developable land is underutilized. Such proposals shall be considered on a case-by-case basis, with special consideration given to environmental and physical constraints.

9. Residential development shall continue to be located outside the adopted Ldn 65+ (day/night average noise level) noise contours for Washington Dulles International Airport.

10. Residential development within the Route 28 Tax District shall be limited to three Mixed-Use Office Centers, the Urban Center, and Residential and High Density Residential areas included in the Land Development Patterns Map. Policies for the Mixed-Use Office Centers are contained herein. Policies for Residential, High Density Residential, and the Urban Center areas are located in Chapter 6 of the Revised General Plan.

11. Destination retail uses will be limited to the parcels bounded by Potomac View Road to the east, Cascades Parkway to the west, and Route 7 to the north as identified on the Countywide Retail Policy Plan Amendment map for Route 7. Policies guiding destination retail development can be found in the Countywide Retail Policy Plan Amendment.

12. Flex uses are supported in the Route 28 Corridor. Flex uses include laboratory, data centers, and training facilities in combination with office and research and development. Supportive Retail and Commercial uses over 10% shall be limited to showrooms associated with the predominant use.

13. Flex and Light Industrial uses are supported within planned Industrial areas in conformance with the Land Development Patterns Map.

14. The County encourages the consolidation of existing smaller properties in order to create more unified development within the Route 28 Corridor. The advantages of consolidated development include comprehensive urban design, uniform architectural treatment, controlled access, more efficient parking and landscaping, and environmental protection. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are sensitive to, and functionally and visually integrated with, planned and existing developments both within and adjacent to the corridor.
15. All development proposals shall conform to a generally rectilinear grid system of streets. Development proposals adjacent to vacant or underutilized land shall include opportunities for connectivity and demonstrate coordinated site design.

16. All development within the Route 28 Corridor shall comply with the base design standards contained in this Plan. Office Clusters and Mixed-Use Office Centers shall comply with the applicable base design standards contained in the Plan regarding site design, street and block, streetscape, building form, parking, parks and open spaces, public and civic uses, landscaping, and signage that ensure high-quality design. All developments should contribute to the aesthetics of the corridor.

17. The County supports the development of a Public/Civic Facilities Plan specific to the corridor that includes the identification and location of planned public facilities, including parks and open spaces, and civic uses unique to the corridor and at a scale that is compatible with planned development.

18. For the purposes of the Route 28 Corridor Plan, the definition of Parks and Open Spaces and Civic and Public uses are as follows:

- **Parks & Open Spaces** - Outdoor areas that are dedicated for public use such as athletic fields and courts, parks, greens, squares, plazas, courtyards, forecourts, and playgrounds. These spaces shall be integrated purposefully into the overall design of the development and not merely be residual areas left over after buildings and parking lots are sited. Parks and Open Spaces include open spaces in their “natural” state, such as forests, wetlands, or meadows; trails and trail connections, along with active and passive recreational spaces. The preservation of environmentally fragile and valuable land and habitat shall be given a priority. Parks and Open Spaces also include greens, squares, plazas, forecourts, and courtyards, which should be designed as appealing places that foster social interactions and are designed to hold short-term informal activities and programmed events.

- **Civic Use** - A single-use or shared building operated by a nonprofit group or organization, exclusive of government, that is dedicated to social, recreational, religious, educational, or charitable services. A single-use building or shared building operated for-profit for public assembly may be considered as a civic use on a case-by-case basis.

- **Public Use** - Any building or structure, accessible to the general public, and held, used or controlled exclusively for public purposes by any department or branch of the federal, state, or Loudoun County government, such as post offices, motor vehicle departments, general government support offices, libraries, community centers, recreation centers, sheriff substations, fire and rescue stations, etc.

19. The County encourages partnerships among multiple developments to contribute toward significant, meaningful, shared Parks and Open Spaces and Public and Civic uses that shall serve multiple areas within the corridor. Such a contribution may count towards a project’s required Parks and Open Spaces and Public and Civic use components.
20. The County encourages innovative and sustainable design to meet a project’s Parks and Open Spaces requirements, such as terraces, forecourts, promenades, enhanced entrance features, bioswales, rain gardens, and green roofs and walls. Green roofs that are proposed to meet a project’s Parks and Open Spaces requirement must be accessible to the general public, or at a minimum, to all residents and employees of the building or development. Projects shall include a variety of open space types.

21. The following policies apply to all land development in the southeast quadrant of the corridor (generally south of Route 606 and east of Route 28) to reflect its proximity to Washington Dulles International Airport, Fairfax County and the Town of Herndon:
   a. All land development proposals in this area shall be functionally and visually integrated with the adjacent transit station area planned in Fairfax County surrounding the Route 28/CIT metro station. All land uses shall be compatible with those existing and planned for Washington Dulles International Airport, Fairfax County and the Town of Herndon.
   b. All development proposals shall provide coordinated roads, sidewalks, bike paths, and trails that provide linkages within Loudoun County to adjacent areas within Fairfax County and the Town of Herndon, in particular the Route 28/CIT metro station.
   c. A network of streets shall be implemented to connect future development in Loudoun County to adjacent future and existing development in Fairfax County, including a grid street pattern surrounding the Route 28/CIT transit station. The grid should create a hierarchy of streets and multiple access points to higher capacity roads intended to handle the traffic.

22. The County encourages Route 28 Tax District landowners in the corridor to rezone to appropriate zoning districts in the revised zoning ordinance that are consistent with the County’s overall land use vision.

23. The County supports mechanisms and incentives that extend public utilities, where absent, within the corridor.

24. The County supports a project’s ability to receive an increased FAR when commitments are given that support the policies of the Route 28 Corridor Plan. These commitments can include, but not be limited to, exceeding the minimum number of unmet housing needs units, lot consolidation of existing smaller properties for a more unified development pattern, green building design, and structured parking at full build-out.

**Route 28 Core Policies**

The *Route 28 Corridor Plan* identifies areas adjacent to Route 28 for high-quality, high intensity office developments that take advantage of the economic opportunities associated with frontage on Route 28. The Route 28 Core is generally bounded by Pacific Boulevard and the Broad Run
floodplain to the west and Atlantic Boulevard/Shaw Road/Glenn Drive to the east. The County supports the development of Office Clusters within the Core. To stimulate economic activity along the corridor, up to three mixed-use office developments can be developed within this area in conformance with the Mixed-Use Office Center policies of this Plan.

**General Policies**

1. The Route 28 Core supports development within an Office Cluster or a Mixed-Use Office Center per the policies of this Plan.

2. The County may consider custom campuses that include combinations of office, research-and-development, and manufacturing uses within the Route 28 Core provided the predominant use in the proposed development remains office or research-and-development and the proposal conforms to the applicable base design standards.

3. With the exception of Destination, Full-Service Hotels, all new Commercial Retail and Service uses within the Core immediately adjacent to Route 28 shall be incorporated within mixed-use buildings.

4. Hotels within the core should include mid-priced, upscale, and/or luxury full-service hotels. All of these should provide at a minimum restaurant, lounge facilities, meeting space, room service and bell service.

5. Destination, full-service hotels are encouraged in the corridor and are defined as multi-story, large-scale hotels with a minimum of 200 rooms that are targeted to business and/or leisure travelers and include large meeting facilities of 10,000 square feet or greater or are combined with a convention center, and contain high-quality services and extensive amenities, including one or more restaurants, bell and valet service, room service, concierge service, 24-hour front-desk service, business services, spa service, fitness center and recreational/entertainment facilities.

6. With its proximity to Washington Dulles International Airport and as a gateway into Loudoun County, the County supports a higher concentration of destination, full-service hotels south of Sterling Boulevard.

7. Office Cluster or Mixed-Use Office Center proposals shall comply with the following criteria:

   a. Is consistent with the intent and purpose of the Route 28 Corridor policies and base design standards contained herein.

   b. Supports the orderly and coordinated development of its surroundings by providing appropriate connections, landscaping and opportunities for integration of the adjacent properties, through design and street connectivity.

   c. Mitigates any adverse impacts to the built and natural environment.

   d. Achieves adherence to the base design standards within the *Route 28 Corridor Plan*. 

CPAM 2009-0001, Route 28 Keynote Employment Policies
*Route 28 Corridor Plan Adopted 03/15/11*
e. Complies with the sustainable development and unmet housing needs policies of the 
*Route 28 Corridor Plan.*

**Office Cluster Policies**

Office Clusters are defined as medium and high-density compact, pedestrian-oriented office developments with highly integrated office-supportive amenities including retail, restaurants, hotels, personal services, parks and open spaces, public and civic uses, and both surface and structured parking at full build-out. They do not permit a residential component.

1. Premier, highly-visible Office Clusters adjacent to Route 28 are supported in areas depicted on the Route 28 Corridor Land Development Patterns Map as Route 28 Core. Office within an Office Cluster is defined as high-quality office buildings containing four or more stories and located within areas that provide significant visibility and proximity to heavily traveled roadways.

2. A minimum of five stories is recommended for office buildings immediately adjacent to Route 28.

3. The County encourages a mix of highly-integrated uses and employment supportive uses, including Commercial Retail and Services uses, within Office Clusters. No residential development shall be permitted.

4. Vertically-mixed buildings, such as multi-story office buildings with commercial storefronts on the ground level, are encouraged within Office Clusters.

5. Single-story retail uses are permitted in Office Clusters provided they are integrated within the development and provide pedestrian accessibility.

6. Secure office and research-and-development campuses shall be permitted within areas designated as Office Clusters contingent on general compliance with the base design standards contained herein. For secure campuses, deviations from the applicable base design standards may be considered on case-by-case basis in order to accommodate security elements, for example greater building setbacks, secured perimeters, controlled site access, etc. The land use mix in an Office Cluster, based on square footage by use category, shall substantially comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category*</th>
<th>Minimum Square Footage Required</th>
<th>Maximum Square Footage Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>60%</td>
<td>100%</td>
</tr>
<tr>
<td>Commercial Retail &amp; Services*</td>
<td>0%</td>
<td>10%</td>
</tr>
<tr>
<td>Flex</td>
<td>0%</td>
<td>10%</td>
</tr>
<tr>
<td>Public and Civic**</td>
<td>0%</td>
<td>15%</td>
</tr>
</tbody>
</table>

*For retail policies, see Countywide Retail Policy Plan Amendment
**When Public and Civic buildings are proposed, the percentage square footage of the use may count towards meeting the minimum 15% requirement as described in Policy 7
7. All Office Clusters shall include a combination of Parks and Open Spaces and Public and Civic uses consisting of a minimum of 15% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting and location of the development. All Parks and Open Spaces and Public and Civic uses shall conform to the base design standards contained herein.

8. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to one-third of the required Parks and Open Spaces and Public and Civic uses may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.

9. To support adjacent and surrounding office developments, destination, full-service hotels proposed south of Sterling Boulevard may exceed the recommended 10% Commercial Retail and Services and lower FAR’s may be allowed.

10. Non-residential FARs between 0.6 and 1.0 FAR are envisioned in Office Clusters within the Route 28 Core contingent upon the availability of adequate transportation improvements.

**Mixed-Use Office Center Policies**

The County’s vision includes Mixed-Use Office Centers within development envelopes located in the northern and southern ends of the corridor to promote the County’s image as a world-class business destination. A third Mixed-Use Office Center development envelope is envisioned in the central portion of the corridor. These live-work centers shall have higher intensities and a greater variety of uses than other areas of the corridor, including multi-family residential, to support a diversity of residents and workers, transit, and retail, entertainment, and recreational activities that promote vibrant 24/7 activity during morning and evening hours when employees are typically absent. Full-service and high-end limited service hotels, meeting places, destination attractions, culture, and entertainment that offer greater weekend and nighttime activity for office and Washington Dulles International Airport employees are encouraged. The mix of uses shall allow for the creation of vibrant, activity-rich centers that shall attract office tenants and a broad spectrum of residents and employees to the corridor and create unique “places” that are amenities for the entire corridor and its surrounding areas. Public and civic areas are to be provided as part of Mixed-Use Office Centers.

Within each Center, a high quality working and living environment shall be created through well-designed projects. A range of residential dwelling units that help fulfill the County’s unmet housing needs shall be a vital element in these areas to ensure that affordable housing options shall be located close to employment opportunities and transit. The phased density of these Centers may be higher than other areas within the Route 28 Corridor in order to provide a well-designed urban pattern of residential and non-residential uses with the “critical mass” needed to support employment and mass transit.
1. The Plan foresees the development of up to three premier, high-intensity, Mixed-Use Office Centers, each located within the development envelopes depicted on the Route 28 Corridor Land Development Patterns Map. Office within a Mixed-Use Office Center is defined as high-quality office buildings containing seven or more stories and located within areas that provide high visibility, proximity to Route 28, accessibility from major roadways, and accessible, multi-modal transportation options.

2. Mixed-Use Office Centers shall consist of a core development located within the development envelopes depicted on the Land Development Patterns Map, be at least 50, but no more than 90, buildable acres in size and shall substantially comply with the land use mix ratios indicated in Policy 18. The County may consider proposals under 50 acres on a case-by-case basis that meet the intent of the Mixed-Use Office Center policies.

3. Additions to Mixed-Use Office Centers may be considered by the County on a case-by-case basis. The proposed addition shall (i) be adjacent to and contiguous with the core development, (ii) provide an integrated development plan both internal and with the core development achieved through roadway, pedestrian and bicycle connections as well as a consistent streetscape, (iii) conform to the base design standards for Mixed-Use Office Centers contained herein, and (iv) shall not cause the aggregate acreage of the center to exceed 90 acres in size.

4. Proposed additions to the Mixed-Use Office Center core development may vary from the land use mix provided the aggregate Mixed-Use Office Center acreage still complies with the recommended land use mix ratios in Policy 18.

5. While the County may consider higher density development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Mixed-Use Office Center, the County will not support a Mixed-Use Office Center proposal that extends beyond the northern and southern boundaries of the Mixed-Use Office Center development envelopes.

6. As a major, limited access highway, Route 28 is an impediment to Mixed-Use Office Center integration and the highway shall always act as an edge when centers are proposed adjacent to the highway. As such, Mixed-Use Office Centers shall be limited to either the east or the west side of Route 28.

7. Mixed-Use Office Centers shall be developed as 24/7 amenity-rich environments unique to the corridor that appeal to a broad spectrum of employees, business tenants, and residents. A mix of mutually supportive uses shall be provided in these Centers, including business, retail, restaurants, personal services, hotels, for-sale and rental housing, civic, public, cultural, and entertainment. They shall serve as centers of activity along the corridor.

8. Mixed-Use Office Centers shall develop as vertically integrated mixed-use buildings, such as multi-story office and residential buildings with commercial storefronts at ground
level. Individual residential buildings are allowed if they are well-integrated into the design of the center and conform to the Route 28 Corridor base design standards for Mixed-Use Office Centers. The Centers shall have the distinctive characteristics of an urban environment with pedestrian-oriented building facades, ground-floor shops and civic amenities, and streets culminating in distinctive public spaces. Pedestrian circulation shall be enhanced by short blocks arranged in a rectilinear grid-street pattern.

9. Single-story retail buildings conflict with the compact, pedestrian-oriented nature of these developments, are not appropriate, and should not be permitted greater than 2,000 square feet.

10. Any drive-through retail uses shall be incorporated within mixed-use buildings.

11. Residential dwellings within Mixed-Use Office Centers shall be high-density, multifamily and meet the housing policies of this Plan. The County expects the development of multi-family housing at a variety of price points for rent and for purchase.

12. Mixed-Use Office Centers shall provide for a safe, accessible, and pedestrian-friendly environment. Pedestrian and bicycle access shall be provided to transit stops/stations and neighborhoods adjacent to the area. Any potential conflicts between non-pedestrian and pedestrian circulation are to be resolved in favor of the pedestrian right-of-way.

13. Within the Centers, the highest concentration of development should be within a ¼ mile of existing, proposed, and/or planned transit stops/stations. The mix of uses at the highest concentration of development should create a critical mass of pedestrian activity as people live, work and spend leisure time in this area.

14. Major access roads shall be located on or near the periphery of Mixed-Use Office Centers to avoid conflict with pedestrian traffic.

15. Parking within Mixed-Use Office Centers at full build-out should consist primarily of structured parking. Surface parking should be avoided except for on-street parking and as needed on an interim basis in the early phases of development.

16. Given the potential for the highest intensities and the greatest mixture of uses, each land development application proposing a Mixed-Use Office Center shall analyze and effectively mitigate potential fiscal, transportation, capital facility, housing, and environmental impacts. The following criteria shall be used to evaluate Mixed-Use Office Center proposals:

   a. New residential uses shall be contingent on the prior or concurrent construction of office uses such that office uses are the predominant use(s) on the property during each phase of the development;

   b. The provision of a unified, coherent concept plan showing the type and scale of uses, densities, and the physical and functional integration of proposed land uses in all phases of development, including specific plans and commitments for transit
station(s) that shall connect to existing and planned transit service along Route 28, the Dulles Greenway and future connections to adjacent parcels;

c. The availability of appropriate multi-modal transportation improvements, including pedestrian and bicycle travelways;

d. The provision of utilities, public services and facilities such as schools, fire and rescue, sheriff, and recreational facilities;

e. The pedestrian-scaled, mixed use character of the area shall be established, commencing in the initial phase of development. The initial phase should include a grid street pattern, vertically-integrated land uses with ground-floor retail and other pedestrian activity-generating uses located along the street, plazas and usable open space, etc.; and

f. Commitments to address the County’s unmet housing needs.

17. Approval of future development applications seeking to implement a Mixed Uses Office Center in the central portion of the Route 28 corridor, will be dependent on completion of the parallel road network to the currently congested Waxpool Road corridor, and such development applications will not exacerbate congestion in the Waxpool corridor and will provide transportation enhancements such as completion of the planned road network, including multi-modal and transportation demand management (TDM) solutions.

18. The land use mix in a Mixed-Use Office Center, based on square footage by use category, shall substantially comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Minimum Square Footage Required</th>
<th>Maximum Square Footage Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>55%</td>
<td>70%</td>
</tr>
<tr>
<td>Commercial Retail &amp; Services*</td>
<td>10%</td>
<td>20%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>15%</td>
<td>25%</td>
</tr>
<tr>
<td>Public and Civic**</td>
<td>5%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

*For retail policies, see Countywide Retail Policy Plan Amendment
**At least 2% of the Public and Civic square footage shall be provided on-site.

19. Mixed-Use Office Centers that propose Destination, Full-Service Hotels may exceed the maximum 20% Commercial Retail and Services.

20. All Mixed-Use Office Centers shall include Parks and Open Spaces consisting of a minimum of 10% of the land area of the site.
21. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to half of the required Parks and Open Spaces and three-fifths of the required Public and Civic uses may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor. Contributions would be in addition to the anticipated Capital Facilities contributions associated with the Mixed-Use Office Center.

22. All Public and Civic uses and Parks and Open Spaces shall conform to the base design standards contained herein.

23. The County anticipates a maximum residential and non-residential FAR of 1.0 and up to 1.5 with incentives for Mixed-Use Office Centers within the northern and central Mixed-Use Office Center areas and a maximum residential and non-residential FAR of 1.5 and up to 2.0 with incentives for the southern Mixed-Use Office Center area.

**Route 28 Business Policies**

The Route 28 Business area, as depicted on the Route 28 Corridor Land Development Patterns Map, reserves land outside the Route 28 Core for low to mid-density Office and Flex uses. Office settings allow for a limited amount of internally-oriented office-supportive uses and amenities. Within Flex settings, buildings contain spaces that can be configured to allow a flexible amount of office or showroom space in combination with research-and-development, laboratory, high-tech, and warehousing uses. Flex uses also include Data Centers. The overall intensity of these areas should generally be lower than Office Clusters and Mixed-Use Office Centers. Office and Flex developments are anticipated to include a combination of well-integrated Parks and Open Spaces and Public and Civic Uses.

1. The Route 28 Business area supports up to 100% Office and Flex uses with supportive Commercial Retail and Services limited to 10% of the floor area.

2. The County supports and encourages the development of secure office campuses and research-and-development uses within the Route 28 Business area.

3. No additional residential development shall be permitted within the Route 28 Business area outside those areas specified in Land Use General Policy 10.

4. Typical buildings within the Route 28 Business area shall contain two or more stories. The County encourages higher intensities, generally four or more story buildings, adjacent to major roadways such as George Washington Boulevard, Russell Branch Parkway, Waxpool/Church Road (Route 625), Loudoun County Parkway, Moran Road, Sterling Boulevard, Route 7, and Route 606 east of Route 28. Flex uses shall not be permitted adjacent to these roadways.

5. Route 28 Business prohibits the outside storage of materials and equipment.
6. All developments within the Route 28 Business area shall include a combination of Parks and Open Spaces and Public and Civic uses consisting of a minimum of 15% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting and location of the development and shall conform to the base design standards contained herein.

7. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to one-third of the required Public and Civic uses and Parks and Open Spaces may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.

8. Non-residential FARs between 0.4 to 1.0 are envisioned within the Route 28 Business area. Lower FARs may be allowed for Flex developments.

**Route 28 Industrial Policies**

The Route 28 Industrial area supports Heavy Industrial, Light Industrial, and Flex uses that have traditionally clustered near the Washington Dulles International Airport. Light Industrial and Flex businesses that include warehousing, distribution, and manufacturing that rely on time-sensitive air-cargo transfer can take advantage of locating within the Industrial area. This area provides more immediate access to the airport, Route 606, Route 28, and the regional surface transportation network. Locating the Route 28 Industrial area near the airport and along the Route 606 Corridor west of Route 28 also protects land critical to airport-related businesses and directs these types of uses to land that is outside the Route 28 Core.

1. Route 28 Industrial supports up to 100% Heavy Industrial, Light-Industrial, and Flex uses with supportive Commercial Retail and Services, limited to 10% of the floor area, as depicted on the Route 28 Corridor Land Development Patterns Map as Route 28 Industrial.

2. Within Light Industrial settings, buildings contain spaces that can be configured to allow a flexible amount of office space in combination with warehouse distribution, manufacturing (light and heavy), freight-forwarding (truck terminals and air cargo), and heavy equipment repair.

3. Uses requiring considerable outside materials and equipment storage, heavy equipment repair, and similar activities shall be permitted within areas designated as Industrial.

4. All developments within the Route 28 Industrial area shall include Open Spaces consisting of a minimum 10% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting, and location of the development and shall conform to the base design standards contained herein.

5. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to half of the required Open Spaces may be waived if contributions in
the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.

6. The County shall provide opportunities and incentives to encourage legacy industrial businesses within the corridor to relocate to designated industrial areas.

7. Non-residential FARs between 0.20 to 0.40 are envisioned within the Route 28 Industrial area.

HOUSING

The County’s policies for Mixed-Use Office Centers include the provision of multi-family housing located close to employment, transit, shopping and services. In addition to office and residential, Mixed-Use Office Centers shall include a mix of commercial retail and services and other types of supportive uses. The plan’s housing policies promote Mixed-Use Office Centers that enable employees in the corridor to live close to their places of employment.

In 2007, the Loudoun County Board of Supervisors adopted revised housing policies that are aimed at promoting housing options for all people who live and/or work in Loudoun. The County’s housing policies focus on the unmet housing needs of Loudoun’s citizens and workers earning up to 100% of the Washington Metropolitan Area Median Income (AMI). A 2006 study produced for the Loudoun County Housing Advisory Board by AECOM CONSULT identified a shortage of rental and owner-occupied units available for Loudoun’s workers. According to the study, there is a shortage of available rental units for incomes ranging from 10 to 60% of AMI. Over time, the rental housing shortage is expected to get worse for incomes from 10 to 50% of AMI. For owner-occupied units, the shortage occurs from 10 to 120%. Shortages worsen over time for income ranges from 50 to 100% of AMI with the most pronounced shortages for incomes at 80% of the median.

All development within the Route 28 Corridor that includes a residential component should address the County’s unmet housing needs. In particular, the residential component of Mixed-Use Office Centers should accommodate a variety of age groups, interests, and needs and be accessible to those without cars, meet ADA requirements, and incorporate universal design. Appropriate contributions include Affordable Dwelling Units (ADUs) required pursuant to the Zoning Ordinance, below market rate for-purchase and/or rental units that the County deems to meet the intent of these housing policies.

Housing Policies

1. All residential development within the Route 28 Corridor shall conform to County policies for addressing unmet housing needs to encourage a diverse population of residents to support a variety of jobs.

2. Housing that is developed to fulfill unmet housing needs should be well integrated and dispersed throughout the Mixed-Use Office Centers while locating near existing or planned employment opportunities, transit routes and stops, and other amenities.
3. All proposals for Mixed-Use Office Centers shall provide a minimum of 12% of the proposal’s total units on-site to address unmet housing needs. Flexibility regarding the percentages within the income tiers may be considered for projects that meet additional housing needs identified by the County. Examples include providing a higher proportion of units in the lowest income tiers or providing a high proportion of accessible units. Such proposals shall be evaluated on a case-by-case basis.

4. The minimum number of units shall be distributed as affordable based on the countywide housing policies and the following Income Tiers:

<table>
<thead>
<tr>
<th>Income Tier</th>
<th>% of Total Units</th>
<th>% of Total Units (Rental Only Projects)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 up to 30%</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Above 30% up to 60%</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Above 60 up to 80%</td>
<td>3 (For Sale Only)</td>
<td>-</td>
</tr>
<tr>
<td>Above 80 -100%</td>
<td>2 (For Sale Only)</td>
<td>-</td>
</tr>
</tbody>
</table>

5. If required by the Zoning Ordinance, ADUs may be counted toward meeting the 12% unmet housing needs objective.

6. A covenant securing affordability for a minimum 30 years shall be attached to each unit that addresses unmet housing needs.

7. Mixed-Use Office Center proposals that commit to at least 15% of the total units for unmet housing needs objectives as set forth in Policy 4 shall be entitled to receive an increase in the FAR not to exceed 0.1 over the upper density limit set forth in the plan. Mixed-Use Office Centers that provide a greater amount of very-low income housing units based on the project’s total units (0 up to 30% of AMI) may be eligible for an additional 0.1 FAR increase in floor area. Increases in floor area may be used for residential and non-residential uses in accordance with the overall land use mix.

8. All dwelling units intended to address unmet housing needs should be provided prior to or concurrently with market rate units, be dispersed throughout the project, have a similar mix to market rate units in the number of bedrooms and floor area, and be comparable to market rate units in terms of appearance, materials, and finished quality.

**TRANSPORTATION**

Route 28 is one the most heavily traveled transportation arteries in Loudoun County, extending from Route 7 in the north to Washington Dulles International Airport and the Fairfax County line.
to the south. Route 28 in Loudoun County is a 6-mile long, six-lane, limited access, median divided, principal arterial with seven grade-separated interchanges. As of 2008, the latest available data from VDOT, Route 28 carries anywhere from 70,000 (at its northern most end), to 111,000 daily trips (where it intersects the Dulles Toll Road). Two parallel roads, Atlantic Boulevard to the east, and Pacific Boulevard to the west of Route 28, provide local north/south access to the corridor. A series of east/west roadways provide connections to countywide systems and allow local traffic to access the Route 28 Corridor. There are numerous bicycle and pedestrian facilities planned within the Route 28 Corridor, although the overall network remains incomplete. The Washington & Old Dominion (W&OD) Trail is the most significant non-motorized facility in the corridor. The Route 28 Corridor is currently served by both commuter and local bus service, with anticipated connections to future Metrorail.

While the corridor is currently automobile dependent, the transportation network in the future must provide more opportunities for greater bicycle, pedestrian, and transit accessibility to support the types of densities envisioned. The establishment of a multi-modal transportation network, with an emphasis on transit, is an important component to reduce future traffic impacts due to growth and to support the types of vibrant pedestrian-friendly employment and mixed-use developments envisioned in the corridor. Investments in transit within the corridor can enhance the value of adjacent properties, support greater high-quality Office development, and increase the competitiveness of the corridor within the region to attract national and international businesses. Travel Demand Management (TDM) strategies which reduce the use of single-occupant vehicle trips, optimize non-vehicular modes of transportation and maximize transportation system performance are critical for the development of the corridor. TDM strategies, in addition to the use of alternative modes of transportation (i.e. bicycle, pedestrian, and transit), also advocate a shift in traditional work schedules which may include teleworking, compressed work week, flexible work hours etc. to achieve peak hour trip reductions. The implementation of TDM strategies is also consistent with the County’s goals for environmental sustainability, providing opportunities for decreased fuel consumption and reductions in greenhouse gas production. The appropriate balance between land use and transportation demands to support expected growth in the corridor is critical to maintaining the viability and economic success of the corridor as it develops in the coming years.

**Transportation Policies**

1. Development in the corridor shall be linked to transportation capacity. The Route 28 Corridor shall offer a balance of transportation options, including automobile, transit, pedestrian, and bicycle.

2. Development within the Route 28 Core should be compact, higher-density, and include a mixture of uses to support reductions in vehicle trips and overall traffic congestion and multi-modal development.

3. The County shall support the planning, funding, and development of public transit
services for the Route 28 Corridor.

4. Per the Countywide Transportation Plan, the County will work with VDOT to prioritize, fund, and implement road improvements that create better efficiencies and reduce traffic congestion within the corridor.

5. The County shall require street connectivity within and between developments through a finer grid of streets to disperse traffic, reduce vehicle trips, and improve bicycle and pedestrian mobility.

6. The County shall consider reduced design speeds and other flexible design standards on road segments within the corridor to ensure safe pedestrian and bicycle mobility.

7. The County shall develop guidelines for context-sensitive street designs to improve bicycle and pedestrian accessibility, connectivity, functionality and safety within the corridor.

8. On-road bicycle accommodations and off road shared use paths and/or sidewalks shall be provided, where feasible, on the parallel roads (Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard) and major connecting roadways to provide a balanced multi-modal system.

9. The County anticipates improved multi-modal connections within the corridor and shall develop opportunities for greater bicycle, pedestrian, and transit accessibility from employment areas to existing and planned residential neighborhoods within and outside the corridor.

10. The County supports the identification of additional locations for Route 28 bicycle and pedestrian cross-connections, including bridges and decks, which shall decrease the barrier of the highway to bicycle and pedestrian movement.

11. Trail and/or sidewalk facilities shall be incorporated in all road improvement projects in which provision for pedestrian movement is consistent with the function and character of the road and/or where there is an opportunity to establish a connection with the County’s existing or proposed trail system.

12. Transportation solutions in the southern section of the corridor, including transit, pedestrian and bicycle ways, and road improvements, shall be determined through a regionally-oriented approach with Fairfax County, the Town of Herndon, and the Metropolitan Washington Airport Authority (MWAA).

13. The Route 28 Corridor Plan incorporates the work and recommendations of the Inter-jurisdictional Group (representatives from the Town of Herndon, Fairfax County, and Loudoun County), as referenced in the following Route 28/Toll Road Area Regional Transportation Concepts map. The County also supports the incorporation of the recommendations into the Countywide Transportation Plan.
14. The County’s Travel Demand Management (TDM) strategies contained in the *Countywide Transportation Plan* shall be used, with the assistance from the private sector, to reduce the use of single-occupant vehicle trips and optimize transportation system performance during peak and off-peak periods.

15. The County shall require a Travel Demand Management (TDM) plan for all Mixed-Use Office Center and Office Cluster developments. The TDM plan shall establish specific trip reduction thresholds related to various phases of development, identify measures to quantify these trip reductions, and include penalty provisions in the event trip reductions thresholds are not achieved.
<table>
<thead>
<tr>
<th>Route 28 Corridor Plan Land Development Pattern Matrix</th>
<th>Floor-to-Area Ratio (FAR)</th>
<th>Typical Uses Envisioned</th>
<th>Number of Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route 28 Corridor Plan</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Route 28 Core:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Office Cluster</td>
<td>Between 0.6 and 1.0 FAR</td>
<td>Office Clusters; Mixed Use Office Centers</td>
<td>Four or more stories; minimum of five stories immediately adjacent to Route 28</td>
</tr>
<tr>
<td></td>
<td>contingent on transportation improvements</td>
<td>Mix of highly-integrated uses and employment supportive uses; encourage vertically-mixed buildings with commercial storefronts on ground level; no residential uses allowed; may include custom campuses; predominantly Office, limited Commercial Retail and Services; Public and Civic uses</td>
<td></td>
</tr>
<tr>
<td>- Mixed-Use Office Center (MUC)</td>
<td>1.0 FAR up to 1.5 FAR with incentives for the northern and central MUC areas; 1.5 FAR up to 2.0 FAR with incentives for the southern MUC area</td>
<td>Mix of mutually supportive uses including business, retail, restaurants, personal services, hotels, for-sale and rental housing, civic, public, cultural and entertainment uses; 24/7 amenity-rich developments; vertically integrated mixed-use buildings; “urban feel” with pedestrian-oriented building facades; high-density, multi-family residential dwellings only</td>
<td>Seven or more stories</td>
</tr>
<tr>
<td><strong>Route 28 Business</strong></td>
<td>Between 0.4 and 1.0 FAR; lower FARs in Flex developments</td>
<td>Low to mid-density Office and Flex uses; includes secure office campuses and R&amp;D; supportive Commercial Retail and Services up to 10% of FAR: No residential uses; no Flex adjacent to major roadways; no outdoor storage; Large scale Public and Civic uses allowed</td>
<td>Two or more stories; higher intensities, generally four or more stories adjacent to major roadways</td>
</tr>
<tr>
<td><strong>Route 28 Industrial</strong></td>
<td>Between 0.2 and 0.4 FAR</td>
<td>Up to 100% Heavy Industrial, Light Industrial, Flex uses with supportive Commercial Retail and Services limited to 10% of FAR; includes warehousing, distribution, manufacturing; outdoor storage of materials and equipment allowed</td>
<td>Not specified</td>
</tr>
</tbody>
</table>
DESIGN

The development patterns supported in the Route 28 Corridor, including Mixed-Use Office Centers, Office Clusters, Office, and Flex, focus as much on the physical form and character of development as much as their uses. Adherence of developments to the base design standards below is important to achieving a unified development pattern in the corridor that is consistent with the Route 28 Corridor Land Development Patterns Map. Adherence to the base design standards also contributes to a high-quality image for the corridor that attracts regional, national, and international businesses.

General Policies

1. The County shall develop a user-friendly, illustrative design handbook that reflects the Route 28 base design standards contained herein. The handbook shall convey a high quality image for the Route 28 Corridor and promote an overall sense of place through design elements that 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.

2. The base design standards emphasize the integration of natural features and shared, meaningful Parks and Open Spaces.

3. Office Clusters and Mixed-Use Office Centers shall create a sense of place and establish the Route 28 Corridor as a premier employment location. In particular, development of a gateway at the southern end of the corridor shall convey a positive and welcoming sense of arrival for visitors and business travelers to the Route 28 employment corridor and into Loudoun County. Unique design shall occur within or proximate to a Mixed-Use Office Center, including iconic buildings, structures, and monuments, significant signage, and public art/sculptures that are visible from the gateway crossroads of Route 28 and the Dulles Greenway/Toll Road.

4. Design commitments for proposed developments within the Route 28 Core and Route 28 Business areas shall demonstrate conformance with the standards of the plan.

5. The County shall consider incentives for property owners to upgrade their existing developments to meet the Route 28 Corridor base design standards.

6. Developments within the Route 28 Corridor shall have minimal impact on environmentally-sensitive areas and surrounding residential uses and exhibit design consistent with the Green Infrastructure and land use policies of the Plan. Existing historic sites, as well as the natural environment, should be incorporated and highlighted in the overall architectural and landscape design.

7. Office Clusters and Mixed-Use Office Centers within the entire Route 28 Corridor shall be subject to specific base design standards contained herein.
8. Developments proposed in the Route 28 Business area shall be subject to the applicable base design standards for Office and Flex uses contained herein. Generally, Flex developments in these areas should be designed within a park-like atmosphere, exhibiting a high curb appeal through the use of extensive landscaping and coordinated building architecture. Office uses should be located to the front of the building along the roadways, with Flex uses and parking to the rear of the property.

9. Developments proposed in the Route 28 Industrial area shall be subject to the applicable design guidelines for General Industry uses contained in the Revised General Plan.

10. Developments on small parcels that may not be able to achieve the full vision of an Office Cluster may be considered if proposed developments are able to meet the intent of the base design standards and can demonstrate compatibility and integration with adjacent developments.

Office Cluster and Mixed-Use Office Center Design Standards

The Route 28 Core supports a development pattern of mid to high-density, compact, and pedestrian oriented Class A Office developments through Office Clusters and Mixed-Use Office Centers.

Adherence to the base design standards listed below for Office Cluster and Mixed-Use Office Center developments establishes a consistent development pattern along Route 28 that supports a viable, cost-effective planned transit system. The base design standards also establish a more predictable development environment for businesses seeking to develop and locate into the corridor; ensure that developments are compatible with adjacent land uses; contribute to the character of the neighborhood and larger community; create vibrant, pedestrian-oriented places; and support developments that are high quality and visually appealing from adjacent streets and surrounding neighborhoods with an emphasis on building placement and orientation as well as site design.

The development pattern for Office Clusters shall be highly-integrated, compact, mid- to high-rise employment settings. Buildings in Office Clusters shall be four or more stories and shall provide both structured parking and minimal surface parking. It is envisioned that larger-scaled buildings with building heights of five stories or more shall be located along Route 28 with lower density and building heights further away. Office Clusters feature buildings arranged around squares, greens, plazas, forecourts, and courtyards on blocks formed with a rectilinear street pattern. Office Clusters also include landscaped, walkable streets that can feature buildings with storefronts offering ground floor Commercial Retail and Services. Office Clusters are encouraged to provide Parks and Open Space features such as pedestrian promenades, linear parks and trails, outdoor amphitheatres, and similar design features that invite additional pedestrian activity, recreation, and socialization.

The development pattern for Mixed-Use Office Centers calls for a higher intensity of development than Office Clusters. Office buildings within Mixed-Use Office Centers contain
seven or more stories. Parking within Mixed-Use Office Centers at full build-out shall consist primarily of structured parking. The centers should have a lively, robust character with an integrated mix of uses that include Office, Commercial Retail and Services, Residential, Parks/Open Spaces and Public/Civic Uses. The design of Mixed-Use Office Centers is similar to Office Clusters and features a compact urban design with pedestrian-oriented building and parking garage facades, ground-floor shops, and distinctive public spaces. Pedestrian and transit circulation are enhanced by short blocks arranged in a rectilinear grid-street pattern.

**Site Design Standards:**

1. Office Clusters and Mixed-Use Office Centers shall be designed as higher density, compact, and highly integrated developments that foster pedestrian activity.
2. Developments shall enhance the existing character of the area, and build upon an established sense of place in the surrounding neighborhoods.
3. Heritage and environmental resources shall be preserved and incorporated into the overall design of developments.
4. Pedestrian and bicycle facilities shall be incorporated into all new developments.
5. Transit stops shall be incorporated into the layout of all Mixed-Use Office Centers.

**Street and Block Standards:**

1. Internal streets shall follow a grid-street pattern to maximize pedestrian connectivity, improve traffic movement along multiple transportation routes and encourage shorter trips, unless precluded by natural and topographical barriers.
2. A hierarchy of streets shall be identified, both internal and adjacent to a development, with street design standards that are context-sensitive to adjacent developments. Street hierarchy shall include primary streets where there shall be a focus of pedestrian activity, along with key areas of ground-floor retail activity where there is a high percentage of planned Commercial Retail and Service uses.
3. The street network shall provide for the efficient movement of vehicles while minimizing conflicts with pedestrians and bicycles.
4. The street network shall provide connections to adjacent existing and planned developments. The street network shall also connect to the surrounding street network.
5. Blocks shall be configured at a pedestrian-scale that encourages walkability. “Superblocks” should be avoided. Perimeter block sizes within Mixed-Use Office Centers and Office Clusters generally should not exceed 2,000 feet.
6. Blocks in Mixed-Use Office Centers should not exceed 400 linear feet. To mitigate the impact of longer blocks, any one block with a linear length of 400 feet or greater should provide in the middle of the block an alley, driveway, pedestrian way or other significant pedestrian feature such as a plaza, park, or promenade.
**Streetscape Standards:**

1. Streetscape design shall ensure the space between the buildings and the roadways contribute to a comfortable pedestrian environment providing adequate space for efficient, safe, and accessible pedestrian circulation and a sense of enclosure that supports useable pedestrian spaces. Street trees and plantings should be considered to enhance the character of the street.

2. Large-lot commercial developments shall provide both vehicular and non-vehicular linkages to surrounding areas and between office buildings and other uses.

3. Transit stops not integrated into buildings, shall be provided with safe, covered bus stops and waiting areas to shelter pedestrians from the elements.

**Building Standards:**

1. Office Clusters shall feature buildings of four or more stories, except adjacent to Route 28 where buildings of five or more stories are envisioned. Mixed-Use Office Centers shall feature buildings of seven or more stories with a general stepping down of densities towards the periphery of developments when necessary to be compatible with surrounding communities and developments.

2. Where not incorporated into mixed-use buildings, residential buildings within Mixed-Use Office Centers shall be urban in character and compatible in form and scale with surrounding commercial buildings.

3. Distances between buildings shall be minimized to create safe, pleasant, and active street-level environments and support pedestrian connectivity between buildings, thereby reducing the need for residents, employees, and visitors to drive their automobiles to reach supportive uses, including Commercial Retail and Services.

4. Buildings shall be placed close to streets with minimal setbacks and include planting, pedestrian, sidewalk, and frontage zone standards appropriate to the context of adjacent developments. Buildings should adhere to build-to-lines.

5. Primary building entrances shall be oriented towards the street or a common gathering place such as a plaza, green, park, square, or pedestrian passageway. Pedestrians should be able to easily identify primary entrances into commercial establishments.

6. Buildings greater than 12 stories shall be designed to include façade articulation with design details and features such as building step-backs, to reduce visual massing and mitigate impacts to adjacent properties.

7. Building materials and colors shall exhibit high-quality designs with articulation on all sides of the building.
8. Mixed-Use Office Center service areas, including refuse and loading areas, should be enclosed within the principal building. Doors for access to the service areas should blend with the architectural treatment of the building.

9. Office Cluster service areas, including refuse and loading areas, should be screened from view by visitors and passers-by through landscaping or screening.

**Parking Standards:**

1. To encourage compact, pedestrian-oriented developments, structured parking is supported within Office Clusters and Mixed-Use Office Centers. Office Clusters may contain both surface and structured parking, depending on the density proposed on-site, whereas Mixed-Use Office Centers shall contain predominately structured parking at full build-out.

2. Phasing of surface to structured parking during the construction of Office Clusters and Mixed-Use Office Centers shall be considered through the application process.

3. The joint use of drive aisles and parking areas should be encouraged to reduce overall parking needs.

4. Parking should be located to the rear of buildings, within the interior of blocks, with access from alleys or streets which do not conflict with pedestrian access.

5. Structured parking should be conveniently or centrally located, but visibly minimized from arterial streets and public spaces. Surface parking should not occupy lots which terminate a street vista or abut street intersections.

6. In Mixed-Use Office Centers and Office Clusters with supportive uses, primary pedestrian streets with ground-floor structured parking should include ground-floor uses or liner buildings with retail, services, restaurants, and offices.

7. Surface parking lots should be avoided along primary pedestrian streets. Surface parking lots should be adequately screened from the street side.

8. Within Mixed-Use Office Centers, parking at full build-out shall not be located along blocks where it is the sole use.

**Parks and Open Spaces Standards:**

1. Parks and Open Spaces include pedestrian-scaled outdoor areas such as greens, squares, plazas, courtyards, forecourts, and playgrounds. Parks and Open Spaces also include open spaces in their “natural” state, such as forests, wetlands, or meadows; trails and trail connections; and active and passive recreational spaces.

2. Parks and Open Spaces shall be integrated purposefully into the overall design of a development and not merely residual areas left over after buildings and parking lots are sited.
3. Parks and Open Spaces designed to function as gathering places should be clearly identified and accessible to pedestrians and bicyclists.

4. Parks and Open Spaces shall be dispersed so that all residential dwellings and non-residential buildings are located within 1,500 feet of such spaces.

5. Greens, squares, plazas, forecourts, and courtyards shall be designed as appealing places to gather with the type of amenities that foster informal social interaction among users. Examples of amenities within these areas include ponds, fountains, ornamental lamps, terraces, waterfalls, sculptures and other public art, planted beds, benches, drinking fountains, and clock pedestals.

6. Within Mixed-Use Office Centers, greens, squares, and plazas are encouraged to consider outdoor seating areas, amphitheatres, and other design elements that support more structured, formal activities.

7. Small-scale single or two story commercial retail buildings, such as restaurants, coffee shops, bakeries, and public markets, are allowed within greens, squares, plazas, forecourts, and courtyards.

8. Heritage and environmental resources shall be incorporated into Parks and Open Spaces and pursuant to the Heritage Preservation Plan.

9. The preservation of environmentally fragile and valuable land and habitat shall be given a priority for Open Space set-aside.

10. Parks and Open Spaces should connect with and provide views to natural amenities.

11. Developments should identify linkages to the existing or planned trail network.

12. Mixed-Use Office Centers should provide active Open Space to serve the concentration of residents within the center.

Public and Civic Standards

1. Public and Civic Uses shall be integrated into the community with maximum visibility and accessibility.

2. Planned transit stops shall be provided at all Public and Civic buildings.

3. Prominent and highly visible sites should be prioritized for Civic and Public uses. Prominent sites include a location along a primary pedestrian street or at the terminus of a street vista.

4. Parks and Open Spaces should be considered in combination with public and civic buildings that include seating areas, public art, planted beds, benches, drinking fountains, etc.
**Landscaping Standards:**

1. Landscaped areas should be used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views.

2. Tree and plant selection and location should promote safety and security, enhance natural environment and stormwater management, provide shade for vehicles and pedestrians, reduce heat islands, and minimize maintenance requirements.

3. Low water use plants and native vegetation shall be used to landscape new developments.

4. No invasive plant species shall be allowed in the landscape design.

**Signage Standards:**

1. Visitors and residents should be able to locate and identify major attributes of a development through a unified signage concept.

2. Signage should contribute to the overall architectural and landscape theme.

3. Signage should be used to clearly identify public versus private/residential areas.

4. Streetscape signage should be appropriately scaled for pedestrians.

**SUSTAINABLE DEVELOPMENT**

Sustainable development is the relationship between people, the built environment, management practices, and green infrastructure. Sustainable development calls for practices that are economically cost-effective, enhance human health and well being, and protect and restore the environment. The *Route 28 Corridor Plan* supports opportunities and incentives for sustainable development so that land development is at the forefront of such practices, including green building techniques and technologies which include sustainable site design and integrated energy management planning. The Route 28 Corridor also includes older, developed areas that do not meet today’s current stormwater management requirements. As a result, stormwater management facilities in these areas do not achieve adequate pollution filtration and control. Sustainable landscaping strategies can help correct these deficiencies and retain and treat stormwater, reduce stormwater runoff pollution, provide habitats for insects and migratory birds, and retain open space.

Given the diversity of Green Infrastructure within the Route 28 Corridor, the opportunity exists for development at full densities while promoting stewardship of natural areas. The defining natural feature of the corridor is the Broad Run, which drains to the Potomac River. The remaining forested lands in the corridor are primarily associated with the Broad Run and its floodplain. The Broad Run watershed also includes numerous streams, including Cabin Branch, Indian Creek, and various unnamed tributaries. The quality of these waters and the surrounding riparian areas are important not only to aquatic life and wildlife, but when integrated into development, can be an amenity for businesses, employees, and residents in the corridor. Other Green Infrastructure resources associated with the Broad Run include a heron rookery, the State-
threatened Wood Turtle within upstream tributaries of Broad Run, and habitat along portions of and areas surrounding Bles Park.

Significant standing heritage resources in the Route 28 Corridor include the W&OD Trail along with the Toll House and its associated Broad Run Bridge remnants, or Stone Bridge, both of which date to 1820. Other heritage resources in the area include portions of the Vestal’s Gap roadbed, of which a small segment remains in the vicinity of the Dulles Town Center and a continuous segment survives through the Claude Moore Park, and historic sites in the Old Sterling area. Archaeological village and encampment sites can also be expected at the confluence of major streams with smaller settlements expected along contributing streams. Other Green Infrastructure elements within the Route 28 Corridor include planned and existing trails and noise contours associated with Washington Dulles International Airport. In addition, steep and moderately steep slopes are present, primarily within or adjacent to the stream valleys and surrounding the Loudoun Quarry.

**Energy Policies**

1. The County shall encourage opportunities for efficiency through consumption, transmission and localized production. These opportunities can include increased building weatherization and system efficiencies, micro-grid development, and renewable/alternative energy installations.

2. The County shall encourage benchmarking the energy use of existing and planned buildings in the Route 28 Corridor to establish a baseline for energy demand estimates in the corridor.

3. The County expects localized, integrated energy management systems, such as recovery waste heat from high output uses like data centers, to provide heating and cooling to nearby properties and promote the use of non-traditional energy sources.

**Stormwater Policies**

1. The County expects the harvesting of rainwater for non-potable use, such as landscape irrigation, within all projects.

2. To mitigate the effects of impervious cover within the Broad Run watershed and to update older stormwater facilities, the County shall encourage efforts such as retrofitting stormwater systems and rehabilitating degraded areas to enhance their pollution removal capabilities and enable these facilities to become open space amenities.

3. The County promotes the use of low-impact development to replicate natural hydrologic patterns and alleviate the strain on centralized systems. Low-impact development practices can include stormwater planters, rain gardens, and wetlands to convey, retain, and treat rainwater.
**Green Building Policies**

1. The County shall establish a green building program to assist the private sector in implementing the recommendations outlined in this plan.

2. The County shall establish standards and promote green building within the Route 28 Corridor.

3. All county-constructed facilities shall be constructed to a minimum of LEED Silver, or equivalent standards.

4. The County shall support Loudoun Water in the expansion of the reclaimed water network.

**Landscaping Policies**

1. The County encourages landscape approaches that conserve energy, treat stormwater runoff, minimize yard waste, control the spread of invasive species, and improve the health of site users.

2. The County promotes the use of salvaged materials whenever possible, restoration of degraded areas, the reintroduction of native vegetation, the use of street trees to reduce energy and stormwater treatment costs, and practices to decrease soil compaction and increase the soil’s nutrient content and its ability to absorb water.

3. Habitat and recreational paths shall be encouraged along utility and abandoned rights-of-way and natural features such as streams and wetlands.

**Green Infrastructure Policies**

1. The Green Infrastructure is a critical framework of the corridor that shall guide where and how development and redevelopment occurs. Green Infrastructure resources shall be protected and enhanced.

2. The stream corridors associated with the Broad Run and its tributaries shall be used as its primary organizing element. As the main organizing feature of the Route 28 Corridor, the Broad Run shall be protected and enhanced to provide ecological benefits while being an amenity for employees and residents.

3. The Broad Run and its floodplain is envisioned to serve as a linear park that protects the river as a natural resource while integrating it into development as an amenity for businesses and their employees - including providing the opportunity for employees to bike and walk to work.

4. The Broad Run’s tributaries, including Cabin Branch, Indian Creek, Russell Branch, Beaverdam Run, Stallion Branch, and Horsepen Run, should be used as Green Infrastructure links that connect employment centers with neighborhoods and other hubs of activity both within and adjacent to the corridor, including parks, heritage resources,
and Public/Civic buildings. Current and planned hubs include the Urban Center, Claude Moore Park, and the Toll House and Broad Run Bridge. Connections should include recreational trails with permeable surfaces similar to the C&O Canal Path.

5. Development activities should assess the condition of Green Infrastructure resources, enhance these resources, and create links to other areas to create a Green Infrastructure network.

6. For degraded forested areas close to the Broad Run and its tributaries, the County promotes reforestation.

7. The County shall collaborate with the Department of Environmental Quality on any pollution impairment issues that become apparent within the Broad Run and its tributaries and shall support volunteer water quality monitoring efforts and coordination of these efforts with federal, state, and local water quality data collection.

8. The County shall support public access through the Broad Run floodplain using methods that protect sensitive features, including the use of pervious trail surfaces.

9. The County shall coordinate with the Metropolitan Washington Airport Authority regarding water quality protection within the Broad Run watershed.

10. Unique heritage resources within the corridor, including the Broad Run Toll House and Bridge, the remaining segments of Vestals Gap Road, and the W&OD Trail should be preserved and considered in the design, construction, operations, and maintenance of development within the corridor. Preserving and enhancing these resources fosters an appreciation for their role in the built environment.

**IMPLEMENTATION**

The Route 28 Corridor Plan envisions the corridor as an airport-anchored international gateway into eastern Loudoun County that supports significant job growth and economic activity within varied settings. The County also envisions the corridor evolving into a premier location for regional, national, and international businesses. The policies contained in the Route 28 Corridor Plan are therefore intended to induce development towards this vision. Expected outcomes include the acceleration of the timing and absorption of Class A office and an increase in the overall rate of commercial development in the corridor. This will also provide the revenue required for the County to meet or exceed the ability to pay Tax District Bonds. The Countywide outcome will be a growth in the commercial tax base; thereby improving the revenue balance between commercial and residential, offsetting the greater costs of services for residential development, and relieving the tax pressure on County residents by maintaining an affordable real property tax rate.

The County shall form a temporary Route 28 Implementation Committee of public and private experts to assist the County with the marketing, development and monitoring of the Corridor’s strategic implementation plan, including the metrics used to assess the impact of the Route 28
Corridor Plan on expected outcomes. The Implementation Committee shall establish three work groups related to plan implementation:

a. **Design:** The work group will assist with: the development of an illustrative design handbook and architectural standards for property owners and developers in the corridor, coordinate with the Zoning work group on the development of design regulations and performance standards as part of revisions to the Loudoun County Revised 1993 Zoning Ordinance, and identification and planning of high priority gateways, bridge enhancements, landscaping projects, and other roadway beautification efforts;

b. **Zoning:** The work group will advise the County with the development of the zoning mechanisms (regulations and performance standards) that will be used to implement corridor plan policies;

c. **Transportation:** The work group will assist with: coordination with VDOT to develop priorities and implementation plans for road improvements that create better efficiencies and reduce traffic congestion within the corridor, develop guidelines for context-sensitive street designs, identify opportunities for greater bicycle, pedestrian, and transit accessibility from employment areas to existing and planned neighborhoods within and outside the corridor, identify additional locations for Route 28 bicycle and pedestrian cross-connections, including bridges and decks, which will decrease the barrier of the highway to bicycle and pedestrian movement, and develop Travel Demand Management strategies with assistance from the private sector to reduce the use of single-occupant vehicle trips and optimize transportation system performance during peak and off-peak periods.

**Implementation Policies**

1. The County shall develop metrics, such as absorption rates and assessed values, to be used on a regular basis to assess the impact of the Route 28 Corridor Plan on the expected outcomes as defined in the Plan.

2. The County shall amend the Zoning Ordinance by developing Land Use Patterns as an alternative development option within specific Zoning Districts as well as create a new Mixed-Use Zoning District to implement the policies of this Plan. The County shall establish a Coordinated Review Committee comprised of representatives from various County agencies to ensure consistency with the Use Pattern design controls and standards.

3. The County shall develop a user-friendly, illustrative design handbook that reflects the Route 28 base design standards contained herein. The handbook shall convey a high quality image for the Route 28 Corridor and promote an overall sense of place through design elements that 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.

4. The County supports the development of a Public/Civic Facilities Plan specific to the corridor that includes the identification and location of planned public facilities, including parks and open spaces, and civic uses unique to the corridor and at a scale that is compatible with planned development. Such a plan shall also include the identification of mechanisms for development contributions of such uses off-site and within the Route 28 Corridor that may also count toward projects’ required Parks and Open Spaces and Public and Civic use components.

5. The County shall develop a “fine-grained” road network map of the corridor for the purpose of developing and implementing a preferred corridor street pattern to advise and guide proposed developments.

6. The County shall explore opportunities to encourage the consolidation of existing smaller properties to promote more unified use patterns within the Route 28 Corridor. Potential incentives for lot consolidation include:

   a. Development intensity bonuses in the form of increased Floor Area Ratio (FAR) densities for developments initiating a lot consolidation to a certain minimum overall size, including different tiers of increased FAR bonuses based on the overall size of the consolidated parcels, location of the project site, and/or type of development proposed (Office Cluster, Mixed-Use Office Center, Route 28 Business); and

   b. Fee assistance and other financial incentives to encourage lot consolidation such as permit fee assistance (waivers, reduced fees, etc.).

7. The County shall designate specific commercial revitalization target areas in the corridor and identify potential revitalization opportunities for property owners to upgrade underutilized properties to their highest and best use, such as property tax abatements for real and personal property taxes over a specified time period, and establish a commercial revitalization program that provides financial assistance in the form of exterior rebates and commercial loans for physical improvements to commercial properties, including improvements to exterior building façades (storefronts, awnings, exterior lighting), renovations to correct code violations or improve handicap accessibility, etc.
Route 28/Toll Road Area Regional Transportation Concepts
Inter-jurisdictional Staff Working Group

[Map showing various roads and connections, with annotations for proposed and planned roads, and funded constructions with timelines.]

- **Proposed Roads**: Not on current plans.
- **Proposed Roads Removed**: (Not on current plans).
- **Planned Collector Roads**: (LCTP & FCTP).
- **Airport Proposed Roads**: (Dulles Airport Plan).
- **Arterial Roads**: (Existing, planned for improvement).
- **Collector Roads**: (Existing, planned for improvement).

**Annotations**:
- **A**: Funded - To be constructed by 2010.
- **B**: Funded - To be constructed by 2011.
- **C**: Funded - To be constructed by 2012.

**Study of Interchange Enhancements**

**Review of Connections**
Pending further study of metro station access.

**Northern Connection**
Chosen.

**Southern Crossing**
Chosen.

**Proposed 6-Lane Airport Road**

**Funded**

- **To be constructed by 2010**
- **To be constructed by 2011**
- **To be constructed by 2012**

**12/16/2009**

**Legend**:
- Miles scale from 0 to 1, with increments of 0.5.

**Area Descriptions**:
- **Washington Dulles International Airport**
- **Proposed 6-Lane Airport Road**
- **Inter-jurisdictional Staff Working Group**

**Connections**

- **Study of Interchange Enhancements needed to address weave and merge issues.**
- **Review of connections pending further study of metro station access.**

**Notes**:
- **12/18/2009 (LCTP & FCTP)**
- **Planned Collector Roads**
  - Existing, planned for improvement.
- **Airport Proposed Roads**
  - (Dulles Airport Plan).
- **Arterial Roads**
  - (Existing, planned for improvement).
- **Collector Roads**
  - (Existing, planned for improvement).
CPAM 2012-0003
Special Activity at
One Loudoun

Adopted April 3, 2013
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through May 2, 2012) on April 3, 2013. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapter 6.

Chapter 6
Suburban Policy Area

D. Special Activity Uses
Special Activity uses are single uses or activities that may not be compatible with the mixed-use communities in the Suburban Policy Area due to their scale. Special Activity uses include professional sports stadiums, conference facilities, and theme parks. While economic benefit would be derived from the use and from ancillary development spurred by its existence, the Special Activity use substantially could affect surrounding land uses.

Loudoun County’s unique amenities increase its potential to attract Special Activity uses that would serve the region. The Washington Dulles International Airport, the Dulles Greenway, and future transit make the Toll Road planning certain areas within the Suburban Policy Area especially attractive.

The County encourages the development of Special Activity uses in designated areas the Toll Road planning certain areas within the Suburban Policy Area and will evaluate Special Activity use proposals on a set of criteria to ensure the selection of the best site and the mitigation of potentially adverse impacts. The Land Use Map identifies areas for possible Special Activity use.

Special Activity Use Policies
1. Special Activity uses will be considered only in areas identified on the Land Use Map. Special Activity uses which are not permitted in any other County zoning district except the PD-SA zoning district, may be permitted only in the identified Special Activity Area.

2. Special Activity use proposals must meet all of the following nine criteria:
   a. All Special Activity proposals will be evaluated for their fiscal impacts and the use must promote the County’s economic development goals and must be expected to provide a positive fiscal benefit to the County.
   b. The use must be served by central sewer and water facilities.
   c. To discourage through traffic in residential neighborhoods, the use must be served by an adequate road network, operating at an acceptable level of service, as defined by the County’s Facilities Standards Manual (FSM), with access to the regional road network via the Dulles Greenway and other arterial and major collector roads. The use will be designed and located to be compatible with traffic movement on regional roads and
achieve acceptable levels of service (D or better) on those roads. Where a facility is adjacent to the Dulles Greenway, every effort should be made to work with the Toll Road Investors Partnership II to develop dedicated “slip ramps” that will provide direct access to parking areas during events.

d. The use must be designed to accommodate transit facilities and must demonstrate a commitment to providing access to public transit (bus or rail) on the site to link those facilities to existing or planned mass transit service.

e. The use must be designed to meet specific standards for environmental quality and for impacts on surrounding uses.

f. Potential impacts from noise, lighting, signs, parking, and similar activities must be addressed and mitigated through the rezoning process.

g. The use must be adequately separated and buffered from incompatible adjacent uses. To adequately buffer residential neighborhoods from high impact uses in the Special Activity Area, arenas or stadiums will have a building setback of at least 1,000 feet from Route 772 and 300 feet from the Dulles Greenway.

h. If the use will be visible from any arterial road, structures will be designed and located to enhance the visual character of the corridor. Outdoor storage or display and activities such as loading areas will not be visible from any arterial road.

i. Any PD-SA rezoning proposal must include a detailed outline of activities to be conducted on the site, the nature and extent of ancillary uses, proposed hours of operation, and the anticipated frequency and duration of proposed events.
CPAM 2012-0002
Purcellville Urban Growth Area Management Plan (PUGAMP)

Adopted March 6, 2013
Effective July 1, 2013
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through April 3, 2013) on March 6, 2013 with an effective date of July 1, 2013. Strikethrough text is deleted from the General Plan. Underlined text is added to the General Plan. Amendments affect Chapters 1, 2, 9 and 11.

Chapter 1
Introduction

Relationship to Other County Planning Documents

The County’s Comprehensive Plan consists of several related documents, including the Revised General Plan and amendments thereto, specific area plans, strategic plans, and the Revised Countywide Transportation Plan (Revised CTP). The transportation plan, which superseded previous transportation policies embedded in earlier County documents, was adopted in 1995 and has undergone concurrent revision during the Comprehensive Plan Review and update.

The 1991 General Plan replaced the County’s 1979 Resource Management Plan (RMP) and the 1984 Rural Land Management Plan (RLMP) as the “umbrella” document for the County’s planning efforts. The 2000-2001 Comprehensive Plan revision process reinforced and refined countywide goals and policies not only for the General Plan, but also for subsequent area plans. Area plans supplement the Revised General Plan with customized planning policies for particular areas or communities. The existing area plans are: Eastern Loudoun Area Management Plan (ELAMP, 1980); Leesburg Area Management Plan (LAMP, 1982); Dulles North Area Management Plan (DNAMP, 1985); Waterford Area Management Plan (WAMP, 1988); Cub Run Area Management Plan (CRAMP, 1989); Round Hill Area Management Plan (RHAMP, 1990); Dulles South Area Management Plan (DSAMP, 1993); Toll Road Plan (TRP, 1995); Purcellville Urban Growth Area Management Plan (PUGAMP, 1995 amended 1999 and superseded in 2013) and the Comprehensive Plan for the Town of Hamilton and Urban Growth Area, 1995. The County’s strategic plans contain policies affecting specific land use categories. The three strategic plans include the Countywide Retail Policy Amendment (1997), the Strategic Land Use Plan for Telecommunication Facilities (1996) and the Greenways and Trails Policies (1994).

Many of the policies included in these area and strategic plans coincide with the Revised General Plan policies. However, as with any update or revision of a major planning document, conflicts may arise between previously adopted policies and new policies. The policies and guidelines in the Revised General Plan will supersede any conflicting policies and/or guidelines contained in any of the plans mentioned above, with the exception of the PUGAMP. The PUGAMP is unique because the Town and County jointly adopted it. The jointly adopted PUGAMP establishes detailed land use and growth management policies for the area surrounding the Town. As such,
any policies or amendments of the Revised Plan that conflict with the PUGAMP must be reviewed and approved by both the Town and the County. At a future date, some of the area plans will be replaced by community plans or area plans for new subareas established within the major policy areas defined in this Plan. In 2013, the Purcellville Urban Growth Area Management Plan (PUGAMP) was superseded by revisions included with CPAM 2012-0002.

Chapter 2
Planning Approach

A. Wastewater and Water Treatment
LCSA, created in 1959, is responsible for providing wastewater treatment services to unincorporated, developing areas of the County. The LCSA provides wastewater collection services through a network of interceptor and collection sewers in the eastern part of the County. Sewage from the eastern portion of the County is treated at the Blue Plains advanced Wastewater Treatment Plant in the District of Columbia. In 1999, the LCSA provided service to approximately 33,000 residential and business customers discharging approximately 8 million gallons of sewage per day. The County currently relies on Fairfax City’s Goose Creek impoundment facility and the Fairfax County Potomac River intake as the major central water supply.

The LCSA is constructing an additional advanced wastewater treatment (AWT) facility on Broad Run to serve the eastern portion of the County and neighboring jurisdictions. The Dulles Area and Occoquan Watershed policies, which apply to the Goose Creek, Occoquan, and Broad Run watersheds, require advanced wastewater treatment to facilitate high removal rates for phosphorous, nitrogen, and biological oxygen demand. Although the Broad Run AWT will have an ultimate treatment capacity of 40 to 60 million gallons per day (mgd), the initial phase will accommodate approximately 10 mgd. A new trunk line, the Broad Run Interceptor, serves both the Occoquan and Upper Broad Run watersheds of Loudoun County. Sewage flow from the Occoquan Watershed is conveyed to the Broad Run plant through a system of pump stations to protect that drinking water watershed. The Blue Plains Treatment Facility and the Broad Run Treatment Facility will be able to accommodate the Suburban Policy Area’s sewage treatment needs within the time frame of this Plan.

Water and wastewater treatment service levels and needs are not the same throughout the County, since proposed land uses, development densities and community character differ from area to area. The County will plan for the development of central sewer and water facilities and allow for the orderly extension of these facilities in the Suburban and Transition Policy Areas. The County will encourage LCSA to serve this area in the most efficient and effective manner possible. In particular, the County will work with LCSA to encourage the extension of central utilities to existing communities within the Suburban Policy Area and promote the use of the best utility system in the Transition Policy Area. (Refer to LCSA Water and Sewer Lines Map, pg. 2-17.) Town central systems will continue to be the major service providers for the Towns’ JLMAs, with an exception for the Town of Purcellville as set forth in Chapter 9 Public Utilities Policies.
In the Transition Policy Area and in the Rural Policy Area (including the Landfill Water Service Area District), the County will continue to focus its efforts on protecting public health by maintaining groundwater quality and quantity. Groundwater will continue to be the major source of water for most rural residents and therefore should be protected from the contamination threat of a proliferation of septic tanks and drainfields. As such, on-site, high-level pre-treatment, individual alternative systems and small advanced wastewater treatment systems for clustered development will be the primary methods of sewer service in the Rural Policy Area. The County will seek to establish guidelines and oversight authority to ensure that these facilities function in an environmentally sound manner. Central and communal utility systems are encouraged over individual wells and septic systems in the Transition Policy Area. Surface land application using communal or individual systems will be discouraged in the Transition Policy Area subareas proximate to the Goose Creek and Beaverdam reservoirs. The table below (Wastewater Approach) more simply portrays the wastewater strategy by policy area.

Chapter 9
The Towns

Growth Management

The strategy of the Plan is to encourage compatible development within the Towns and the adjoining areas. The 1991 General Plan established Urban Growth Areas (UGAs) for the Towns of Leesburg, Hamilton, Purcellville, Round Hill, and Lovettsville. The UGAs would provide an expansion area around the Towns that would concentrate development in order to maintain viable communities, limit development sprawl, and ensure that public facilities adequately and efficiently serve the Towns and surrounding areas. The UGA boundaries set the limits of municipal water and sewer extension that the Towns control and mark the edge of future town limits.

Since the adoption of the 1991 General Plan, residential growth has boomed in the areas around the Towns. The towns have reassessed their ability to serve the areas in the UGAs with public water and sewer and some Towns have decided to reduce the UGAs. The following revisions to these boundaries are made through this revised Plan:

- Eliminate the Lovettsville UGA and concentrate development within the Town’s boundaries.
- Reduce portions of the Hamilton and Round Hill UGAs.
- Retain Purcellville UGA in a phased development program with phase 1 in the south to accommodate growth for ten years.
- Reduce the Leesburg UGA in the north and southwest.
- Middleburg and Hillsboro have matured to their ultimate corporate limits and will not expand beyond the existing corporate limits.

Along with the reassessment of boundaries, the County recognizes that the term “Urban Growth Area” no longer reflects the intent of either the County or the Towns. Therefore, “Urban Growth Area” has been changed to “Joint Land Management Area” (JLMA). The boundary of the JLMA, with an exception for the Town of Purcellville as set forth in Chapter 9 Public Utilities Policies, sets the limits of municipal water and sewer extension and in that respect, it continues
to serve as an urban growth boundary. It defines a significant change in land use between the areas within the JLMA and that which is outside of the boundary.

In the Joint Land Management Areas, there is the potential for 11,498 additional housing units, including 3,316 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 9,227 housing units will have been absorbed, and a total of 11,562 housing units will exist. At that time, the JLMAs are projected to have a population of 31,171 persons, an increase of 512 percent over the year 2000 population estimate\(^1\).

In the incorporated Towns, there is the potential for 6,816 additional housing units, including 3,385 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 5,011 housing units will have been absorbed, and a total of 18,154 housing units will exist. At that time, the incorporated Towns are projected to have a total population of 46,544 persons, an increase of 35 percent over the year 2000 population estimate\(^2\).

The County will continue to work closely with each Town on development proposals within the JLMAs in order to promote a logical, cohesive extension of the existing Town fabric. While the Towns are responsible for the planning and zoning within their boundaries, the County and the towns have agreed to joint responsibility for planning of the JLMA and the County’s Zoning Ordinance applies to these areas. While this Plan calls for a remapping of the planned land uses in the County, current zoning densities will continue to apply in the JLMAs.

There are joint policy review committees established between the County and some Towns. The Purcellville Urban Growth Area Management Plan (PUGAMP) established a Joint Policy Review Committee composed of one member each of the Town Council, Town Planning Commission, the County Board of Supervisors, and the County Planning Commission. This committee reviews policy and land development proposals in the JLMA and makes recommendations to the respective jurisdictions. This body has been an important vehicle to achieving policy coordination between the Town and the County.

Area plans have been adopted for Leesburg, Round Hill, Purcellville and Hamilton, but only Purcellville and the County have jointly adopted plans. The jointly adopted Purcellville Urban Growth Area Management Plan (PUGAMP) has been superseded pursuant to CPAM 2012-0002. The area plans provide more specific guidance for land use in those JLMAs. Area plans will continue to be an important planning tool for the County and the Towns. Updating these plans and keeping them current will be a priority for the County.

Annexation guidelines are key implementation tools. Annexation is a logical extension of the increased role played by Towns in the provision of public facilities, services, utilities and commercial products and services. Annexation will allow system providers a larger role in managing the services and facilities in each Town. Potentially annexation could result in the enhancement of the towns’ tax revenues. Leesburg and Purcellville have an annexation agreement with the County. All Towns can work with the County on possible annexations. (See

---

\(^1\)With CPAM 2012-0002 Purcellville retains its JLMA, however, further central utility extension is not anticipated except for extensions to serve Autumn Hill, ZMAP 1990-0019.

\(^2\) The projected housing units and population is inclusive of higher residential densities within the Purcellville JLMA that were originally envisioned by PUGAMP.
Chapter Eleven for annexation guidelines)

Public Utilities Policies

7. All development in the Joint Land Management Areas is planned to be served by public sewer and water, with the exception of areas within the Town of Purcellville JLMA, provided that Town sewer and water extensions shall be permitted to serve the Autumn Hill development pursuant to ZMAP 1990-0019. Communal facilities may be used to serve Town and County owned and operated public facilities and cluster residential developments with densities no greater than one unit per three acres within JLMAs with the exception of Purcellville.

Purcellville

Historically, Purcellville has been the business hub of the Rural Policy Area. It has been the central location for agriculturally related business. Today, retail in the Town satisfies much of the consumer demand in the rural area. The Purcellville area has become an increasingly attractive location for development because of utility and transportation improvements in recent years. Completion of the Route 7 Bypass improved linkages to the east. The Town’s population has more than doubled in the past decade to 3,584. Purcellville’s geographic position at the crossroads of major thoroughfares in western Loudoun will continue to be an incentive to development and bolster the Town’s regional role in the western part of the County.

In 1995, the Town of Purcellville and the County jointly adopted the Purcellville Urban Growth Area Management Plan (PUGAMP) that established detailed land use and growth-management policies for the area surrounding the Town. (Refer to Purcellville and JLMA Map, pg. 9–25) This Plan is unique because it was jointly adopted by the Town and County. If an amendment is proposed to PUGAMP, the County and the Town must each approve the change. The PUGAMP is an important planning tool for the area surrounding Purcellville and it will be the leading policy guide for the Purcellville planning area.

In 1999, an amendment was approved to the PUGAMP to establish development-phasing guidelines. The Phase I area will accommodate growth for the Town for the next ten years. Future phases are to be identified in subsequent revisions to the PUGAMP. Development within the JLMA is proposed to be a balanced mix of residential and employment uses to enable the Town to expand its role as the business center of the Rural Policy Area. In 2012, recognizing that the Town did not desire any increased density and growth outside the current incorporated Town boundaries into the JLMA, the Purcellville Joint Policies Review Committee and the Town of Purcellville called for the repeal of the PUGAMP. Accordingly, the County has revised and superseded policies in regard to the PUGAMP and the Town of Purcellville (CPAM 2012-0002) to include retaining the Purcellville JLMA as a planning area by the County that will develop in accord with the underlying County zoning designations ascribed to the area.

The County will continue to work cooperatively with the Town on issues of importance to Purcellville. The Joint Review Committee will continue to play a key role for coordination on issues between the Town and the County. Established planning procedures and processes will be used to coordinate on issues between the two jurisdictions.
Purcellville Joint Land Management Area Policies

1. Development within the JLMA will comply with the Purcellville Urban Growth Area Management Plan as amended. The County will work with Town officials on annexation, development, and other issues within the JLMA.

2.1. The County encourages a mix of residential and business uses in and around the Town that are compatible in scale with the small-town character of Purcellville.

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

4.3. The County will retain the southern circumferential road south of the Town that connects Routes 287 and 690. The southern circumferential road is designated in the Revised Countywide Transportation Plan as a rural collector with limited access.

5.4. Developments along Route 7 and Route 287 and the Route 7 Bypass will include setbacks, height limitations, and landscaping to preserve town character.

6.5. 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.

Chapter 11
Implementation

Implementation Strategy

A work program for implementing the policies included in the Revised General Plan will be initiated upon adoption of the Plan. The implementation strategy provides an outline of the key actions that must occur to implement the Revised General Plan’s policy direction. It gives broad general guidance as to the regulations, guidelines, future planning efforts, and programs that will be developed and implemented to achieve the Plan’s objectives. The work program and action schedule will continue to be amended, added to, and refined. The Board will use the Action Schedule of implementation steps recommended by the Planning Commission as the framework for developing the work program.

This implementation strategy defines the future tasks that should be undertaken to fully implement the Revised General Plan. Necessary implementation actions include studies, mapping, area plans, ordinances, design guide-lines, programs, and regional forums. Many of these actions are explicitly identified in the policies and text of the Plan.

The following list identifies key implementation actions:

• Design and adoption of a program for public participation in the area plan and implementation process.

• Preparation and completion of a comprehensive remapping of the County and adoption of a new Zoning Map and new Zoning Ordinance consistent with Plan policies.

• Preparation and adoption of an updated Land Subdivision and Development Ordinance
consistent with Plan policies.

- Preparation and adoption of an updated Facility Standards Manual consistent with Plan policies.
- Preparation and adoption of illustrated design guidelines and incentives to include conservation design.
- Preparation and adoption of area plans to include the Sterling Community Plan, Potomac Community Plan, Ashburn Community Plan, Dulles Community Plan, and Transition Policy Area Plan.
- Preparation and adoption of a Preservation Plan.
- Study, development and initiation of Affordable Housing incentives and programs including the establishment of a Housing Trust Fund and Housing Authority.
- Preparation and adoption of an updated County Water and Sewer Master Plan to include guidelines for the management of on-site wastewater systems and new technology, alternative individual and communal wastewater facilities.
- Preparation and adoption of Public Water Supply Watershed Protection program and associated ordinances.
- Preparation and adoption of updated Service Plans.
- Study and map Green Infrastructure components and develop the Resource Management Data Base.
- Preparation and adoption of a long-range integrated transit and land use plan for designated transit corridors.
Planned Land Use

Notes:
This map represents generalized planned land use and does not reflect existing zoning or land use.

For illustrative purposes, the centerline of Highways and the Dulles Greenway are shown as boundaries between Planned Land Uses. This is not meant to imply that the Comprehensive Plan supports the development of any land use within the road right of way.


For land uses in the Arcola Route 50 area please use the Arcola / Route 50 Planned Land Use Map.

Source: Loudoun County Planning Department and Office of Mapping and Geographic Information
Map Number 2012-337SM replaces 2011-488SM.
CPAM 2013-0001
North Lower Sycolin

Adopted December 11, 2013
The Board of Supervisors adopted the following revisions to the Loudoun County Revised General Plan (Revised July 23, 2001 and amended through July 1, 2013) on December 11, 2013. Red strikethrough text is deleted from the General Plan. Red underlined text is added to the General Plan. Amendments affect Chapter 8.

Chapter 8
Transition Policy Area

The Transition Policy Area is envisioned as a distinct planning area to serve as a visual and spatial transition between the Suburban Policy Area to the east and the Rural Policy Area to the west. It is envisioned that the Transition Policy Area will afford some unique development opportunities within Loudoun County at intensities greater than those typically permitted in the Rural Policy Area. New development designs within the policy area will incorporate both suburban and rural features.

General Characteristics

The Transition Policy Area extends over an area of 22,813 acres, constituting approximately 6.8 percent of Loudoun County’s total area of 333,558 acres. The policy area is comprised of six distinct subareas: Lower Sycolin, Middle Goose, Upper Broad Run, Upper Foley, Lower Foley, and Lower Bull Run. These subareas extend in an L-shaped configuration along the western and southern boundaries of the Suburban Policy Area and serve as a separation between the Suburban and Rural Policy Areas. (Refer to Transition Policy Area Subareas Map)

The western edge of the Transition Policy Area starts below Route 7 and extends along the Leesburg Joint Land Management Area (JLMA) boundary, Sycolin Creek, Evergreen Mills Road and the western boundary of the Broad Run watershed to the Prince William County line. The eastern edge of the Transition Policy Area extends along Goose Creek, the Goose Creek and Beaverdam reservoirs, the 65 Ldn Airport Noise Contours, the planned alignment for Route 659 Relocated to Route 620/Braddock Road. The boundaries along the southern segments of the Transition Policy Area are comprised of Route 620/Braddock Road to the north, the Fairfax County line to the east and the Prince William County line to the south.

Each of the six subareas in the Transition Policy Area has different characteristics. Much of the Transition Policy Area exists with a rural, low-density residential and agricultural character. Existing businesses in the Transition Policy Area include the Bull Run quarry, the Luck Stone Quarry and a limited number of nurseries, private schools and institutions, commercial stables, kennels and veterinary services. Some Planned Development-Housing (PD-H) Districts were previously approved that are partially within the Transition Policy Area. The approved, but unbuilt, developments include parts of Brambleton, Kirkpatrick Farm and Broadlands.

In the Transition Policy Area, there is the potential for 13,190 additional housing units, including 1,631 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 10,153 housing units may have been absorbed, and a total of 10,681 housing units may exist. At that time, the Transition Policy Area is projected to have a population of 30,525 persons.

The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek is emerging as an Industrial area with
the legislative approval of several projects that permit the development of a natural gas-fueled electric power plant, data centers, expansion of the Luck Stone Quarry, and a water treatment plant. The approved projects reflect the unique characteristics of this portion of the subarea which include proximity to a major natural gas transmission line and a high-voltage overhead electric transmission line and concentrations of diabase rock in proximity to existing quarrying operations. In December 2013 as part of CPAM 2013-0001, the County changed the planned land use designation to Industrial for the northern portion of the Lower Sycolin subarea and adopted General Industrial policies applicable to this portion of the subarea.

Land Use Pattern

The Transition Policy Area is a permanently defined policy area to provide a visual and spatial transition between the suburban development in the eastern part of the County and rural development in the west.

The County envisions that land uses in the Transition Policy Area will achieve a visual and spatial transition between the Suburban and Rural Policy Areas. The Transition Policy Area will develop as a unique planning area, incorporating an innovative blend of rural and suburban development features. The Transition Policy Area will achieve a balance between the built and natural environments. All development within the Policy Area will be clustered with 50 to 70 percent open space and the full implementation of the Green Infrastructure policies.

The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central sewer and water is not allowed. Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. The UGB then follows the western edge of the Transition Policy Area to meet the Prince William County line in the south. As such, central water and sewer lines are permitted in the Transition Policy Area. Natural open spaces will be the predominant visual element and create a contiguous network of green spaces consistent with the Countywide Green Infrastructure objectives.

Land uses within the Transition Policy Area will incorporate varying densities and development patterns in response to surrounding development patterns, cultural resources and environmental constraints. Higher density mixed-use villages will develop along with residential clusters at varying densities and large-lot, low-density residential development. The Plan envisions that these mixed-use villages will foster communities with a sense of place and community identity, supporting an integrated mix of residential and non-residential uses, organized around community cores. Specific location criteria will guide the development of these communities within the Transition Policy Area. The Plan also calls for the development of an area plan to solidify the development scheme and continuity in the area.

The non-residential component of the Transition Policy Area will be comprised of uses that represent an appropriate transition from suburban to rural land uses, such as golf courses, active recreation uses, kennels, nurseries and similar commercial uses, public and private schools and other compatible institutional uses. These uses will serve to promote a rural character while serving both rural and suburban populations. The active quarries located at the southern and northern ends of the Transition Policy Area will continue to be protected from encroaching residential development. New non-residential uses that support residential development, such as schools, churches, small scale commercial retail and home business occupations/local offices will be organized within the community cores of villages at appropriate scales. Other commercial and institutional uses will be considered in this area if they are compatible with the overall land use pattern.

General Policies

1. The County will protect the drinking water resources of the Occoquan, Beaverdam, and Goose Creek Reservoirs by limiting density in the Lower Bull Run, Middle Goose, and Lower Sycolin subareas.

2. The County’s vision for the Transition Policy Area is for land uses that provide a visual and spatial transition between the suburban development in the east and rural development in the west. The Transition Policy Area will be developed as a unique and innovative blend of rural and suburban development features that fully integrate the elements of the Green Infrastructure, and establish natural open spaces as a predominant visual element and enhancement to the area’s river and stream corridors.
3. Central utilities may be extended to the all subareas of the Transition Policy Area.

4. New developments proposed within the Lower Foley and Lower Bull Run subareas of the Transition Policy Area will be required to connect to central water and wastewater utility lines.

5. New developments proposed within the Landfill Water Service District will be required to connect to central water services. (See LCSA Water and Sewer Lines Map)

6. Where LCSA and the County determine that the extension of central water lines to a site cannot be engineered, is not economically feasible and/or has adverse impacts on the environment, the County promotes the use of communal water systems to protect groundwater quality by reducing the number of wells.

7. The County will continue to protect the extractive industry (Bull Run and Luck Stone quarries) through a quarry zoning overlay district.

8. The County supports the development of General Industrial uses in the northern portion of the Lower Sycolin subarea on properties located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek.

9. To protect the historic character, surrounding landscape and cultural importance of Evergreen Mills Road, as part of the “Old Carolina Road”, the County will seek its designation as a Historic Roadway District as provided for in the Zoning Ordinance and in coordination with the long-term transportation plans of the County.

10. The County will support a compatible road network in the Transition Policy Area based on the ultimate planned densities established. Specific locations in the Transition Policy Area that maintain a low density and rural character will have ultimate roadways matched for appropriate capacities and road section type.

11. The County will discourage the use of individual wells and septic systems and drainfields to serve new developments in the Transition Policy Area. These individual systems may be considered only where the proposed development densities, scale of development and location of public utility systems, makes the extension of central utilities or connection to an adjoining communal system economically infeasible.

A. Community Design

The Transition Policy Area seeks to create unique residential communities using conservation design techniques that fully implement Green Infrastructure policies and preserve substantial amounts of open space. The open space and Green Infrastructure elements provided in developments will link developments together and promote a transition in land development intensity between the Suburban and Rural Policy Areas. The primary development options offered in the Transition Policy Area include Villages and Residential Clusters.

Villages are envisioned as mixed-use communities with residential and non-residential uses integrated to create pedestrian friendly self-sustaining developments and are intended to support a mix of housing types and range of housing prices. Rural Villages with up to 300 residential units, as prescribed in the 1993 Zoning Ordinance, are envisioned for the Lower Sycolin, Middle Goose Creek and Lower Bull Run subareas given their strong relationship to the Rural Policy Area and rural areas of the adjacent jurisdictions of Prince William and Fairfax. Countryside Villages that are more likely to evolve into new towns and that are more compatible with the suburban pattern are envisioned for the Lower Foley subarea. Non-residential uses will consist primarily of civic and institutional uses, small commercial and retail services and home businesses or local offices organized around a compact community core to serve an individual community or a combination of Villages.

Countryside Villages will be permitted on central utilities in the Lower Foley subarea and Rural Villages will be permitted on central utilities in the Lower Bull Run, Lower Sycolin and Middle Goose subareas.

The densities and open space requirements associated with Villages and Residential Clusters are directly related to specific subareas. The desired density and development pattern for each subarea is provided below.
1. Lower Sycolin and Middle Goose Subareas

The County envisions that the Lower Sycolin and Middle Goose subareas in the northern portion of the Transition Policy Area will have a base density of one dwelling unit per ten acres in a clustered development pattern. Clusters will be smaller developments supporting between 5 to 25 units, predominantly single-family residential units in individual hamlets. Rezonings to Rural Villages with incorporation of the design criteria for Rural Villages contained in the 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The County envisions that these two subareas will have a more rural character, with lower densities and higher open space requirements than that in the other subareas, to facilitate a transition to the Rural Policy Area. Open spaces will be the dominant visual feature of the landscape.

All new developments within the Landfill Water Service Area District in the Lower Sycolin subarea will be required to be served by central water lines. Central and communal water and wastewater systems are preferred over individual utility systems in all other areas of the Lower Sycolin and Middle Goose subareas. Wastewater systems proposing subsurface or surface discharge will be discouraged in these subareas, given their proximity to the Goose Creek and Beaverdam reservoirs. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Luck Stone Quarry, located within the Lower Sycolin subarea, will continue to be protected from encroaching residential development. Also, the creation of a buffer and voluntary open space area that is consistent with the RSCOD policies is a priority in this subarea.

The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek as depicted on the Planned Land Use Map will develop as a General Industrial area in accordance with Plan policies (CPAM 2013-0001).

2. Lower Foley Subarea

It would be most appropriate if the Lower Foley subarea developed with Countryside Villages on central utilities, at densities of up to two dwelling units per acre. However, development in a clustered pattern at existing zoning of one dwelling unit per three acres or one unit per acre would also be appropriate and reasonable. The variation in parcel sizes and base densities within this subarea provides opportunities for an innovative blend of development patterns. Further, as a potential receiving area for density transfer from the Lower Bull Run subarea, densities in the Countryside Villages could be up to three dwelling units per acre. A 300-foot buffer is required from the Bull Run to provide additional protection to the Occoquan watershed and reservoir.

3. Upper Broad Run and Upper Foley Subareas

Development in a clustered pattern at the existing zoning of one dwelling unit per three acres or one unit per acre is reasonable and appropriate. The variation in parcel sizes and base densities within these subareas provides opportunities for an innovative blend of development patterns. Central and communal water and wastewater systems are preferred over individual utility systems. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

4. Lower Bull Run Subarea

Lower density, clustered development on central utilities at up to one dwelling unit per three acres will be encouraged in the Lower Bull Run subarea. Rezonings to Rural Villages with incorporation of the design criteria for Rural Villages contained in the 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The Lower Bull Run subarea is also intended to serve as a sending area for density transfer to the Lower Foley subarea. Under this situation, open space, with priority given to the land located along the Bull Run and the Fairfax County boundary, would be acquired through easement or purchase and further protected in accordance with the Density Transfer Guidelines provided in Chapter Eleven of this Plan. Overall, this will serve to promote development patterns that are sensitive to the environment, the Bull Run and compatible with the lower density areas in the adjacent jurisdictions of Prince William and Fairfax Counties. Further, residential development encroaching upon the active Bull Run Quarry located at the southern end of the Transition Policy Area in the Lower Bull Run subarea will be discouraged. In addition, rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) will be considered for the northern portion of the Lower
Bull Run. The northern portion of the Lower Bull Run sub-area is limited to properties lying outside of the quarry Notification Overlay District as mapped prior to April 2004.

Community Design Policies

1. Residential uses within the Transition Policy Area will develop as Rural Villages, Countryside Villages, and Residential Clusters, with base densities and rezoning options related to the conditions of the specific subareas.

2. The County will establish a density of one dwelling unit per ten acres with development clustered on lots up to three acres in the Lower Sycolin and Middle Goose subareas. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space.

3. The County will retain the densities of one dwelling unit per three acres and one dwelling unit per acre as established in the current zoning patterns in the Upper Broad Run, Upper Foley, and Lower Foley and Lower Bull Run subareas.

4. The County will revise the existing regulations in the Zoning Ordinance to require clustered development patterns with a minimum of 50 percent of the site maintained as open space and no minimum lot size to promote housing type diversity.

5. In the Lower Foley subarea, densities up to two dwelling units per acre can be developed in Countryside Villages, with a minimum of 50 percent of the site maintained as open space. With density transfers from the Lower Bull Run subarea, up to three dwelling units per acre may be possible.

6. The Lower Bull Run subarea is planned for one dwelling unit per three acres. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space. Density transfer to the Lower Foley subarea is encouraged in accordance with the Density Transfer Guidelines of this Plan. The County will consider rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) for properties in the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run sub-area is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.

7. The design guidelines for the Lower Sycolin, Middle Goose and Lower Bull Run subareas will incorporate the design criteria for Rural Villages in the existing 1993 Zoning Ordinance, to foster developments in the character of Rural Villages.

8. Residential Cluster development in all Transition Policy Area subareas close to the Rural Policy Area will develop as clusters of 5 to 25 units with predominantly single-family detached residential units. The Residential Cluster is intended to draw from the traditional development pattern of Rural Hamlets and facilitate a transition in the scale of residential cluster developments from the Suburban to Rural Policy Areas.

9. Residential Clusters and Villages will be developed with specific design criteria that help to form open space (which may include active and passive recreation) surrounding the residential development. Refer to the Design Guidelines contained in Chapter Eleven.

10. Residential Cluster developments allow landowners to group lots in a traditional rural community pattern while preserving the majority of the land base in open space. A Residential Cluster is the grouping of building units on small lots with the largest part of the site remaining in open land. There is no minimum lot size for the clustered lots. The cluster is both visual and spatial with the dwellings scaled and sited to maintain coherent relationships to each other and the surrounding landscape. The residual open land accounts for the overall lower density of the site.

11. The County may consider a cluster to include the siting of houses in a group using conservation design and not just the siting of lots on a parcel.

12. In locating the open space required in the conservation design of a Residential Cluster, the County will consider the contiguity of the open space area to other designated open space and unique site features and Green...
Infrastructure implementation.

13. Open space provided within developments will be located to accomplish the following:
   a. Create and supplement the 300-foot buffer and 200-foot transitional area proposed along the Bull Run in the Upper Foley, Lower Foley and Lower Bull Run subareas, consistent with the RSCOD policies.
   b. Create and supplement the 300-foot buffer and 1000-foot voluntary open space area proposed along the Goose Creek and the Goose Creek Reservoir and the Beaverdam Reservoir in the Lower Sycolin and Middle Goose subareas, consistent with the RSCOD policies.
   c. Create a contiguous network of green spaces to supplement the Countywide Green Infrastructure.

14. Adding to the creation of the greenbelts and buffer will be credited to the satisfaction of open space requirements.

15. The County will encourage the development of non-residential uses in the Transition Policy Area that provide a transition from suburban to rural. Such uses may include but are not limited to equestrian centers, golf courses, retail nurseries, boarding schools and kennels, large institutions provided they meet specific criteria that address the nature, scale and intensity of the use, market area and design characteristics.

16. Non-residential uses will serve to define the Transition Policy Area as a unique planning area. The County will allow for a range of uses that are compatible with desired development patterns and the rural landscape and are at intensities not permissible within the Rural Policy Area.

17. Small-scale commercial uses permitted through the home occupation and small business provisions of the Zoning Ordinance are appropriate in the Transition Policy Area.

18. Villages exceeding 100 dwelling units should provide a community core that will serve as the focal point within the development.

19. The community core can vary in scale, design and use depending on the scale of the community it serves. The total area dedicated to the non-residential uses shall not exceed three percent of the area of the proposed development. The following location and design criteria apply.
   a. A Village Core is intended to create a sense of place and identity for the community.
   b. A Village Core is intended to be a compact grouping of residential, business, commercial retail and service and civic uses providing convenience goods and services to residents in adjoining neighborhoods.

20. Approval of a request to rezone property to permit Villages shall be contingent on the provision of appropriate civic uses and services, compatibility with existing neighborhoods, and compliance of the proposal with the community design goals and policies of the County.

21. The County will require a variety of housing types and lot sizes in the Villages, such as single-family, multi-family and townhouse units.

22. Civic and institutional uses will constitute the predominant component of the non-residential uses within the Villages. Office and commercial retail uses will be permitted at scales necessary to foster a self-sustaining community. Cores will not develop as destination retail centers.

23. Civic uses that are appropriate within Villages include houses of worship, community centers, elementary schools, government human services offices and facilities such as senior cafés, branch libraries and similar uses. In addition, the following location criteria apply.
   a. Civic uses should be located at prominent locations within the core such as the end of a street or street intersection.
   b. Parking, signs, lighting and loading areas must be located and designed to have minimal undesirable impact on surrounding areas and ensure that the standards and environmental impacts on surrounding areas conform to County requirements.
   c. The scale of civic uses must be compatible with the residential and pedestrian nature of the surrounding village. Large-scale civic or institutional uses requiring more than 15 buildable acres, either individually or
in a multipurpose facility, should be located on the periphery of an individual neighborhood or in core areas on roads that can accommodate the anticipated traffic volume.

24. Open space such as natural areas, tot lots, athletic fields, parks and greens should generally be dispersed in Villages so that they are conveniently located to most people. In addition, the following location criteria apply.

   a. Athletic fields should be located, where practical, along collector roads and should be buffered from adjoining residences, although trails and sidewalks should provide a connection with the neighborhood.

   b. Greens and other maintained passive parks should serve both a recreational and a design function. They should be located in high-visibility areas or in conjunction with civic uses such as schools, churches or community buildings and neighborhood commercial centers where the green can serve as either a “mall” for the center or as a buffer for adjoining homes.

25. Equestrian facilities and trail networks will be promoted and enhanced within the Transition Policy Area.

26. The County will protect the Bull Run Quarry in the Lower Bull Run subarea and the Luck Stone Quarry in the Lower Sycolin subarea from incompatible uses by ensuring that encroaching new development does not hinder the quarry operation.

27. The County will develop and implement an area management plan to provide detailed design and land use guidance for planned development in the Transition Policy Area. The area management plan process will involve the area’s citizens and business owners in the development of plan policy.

B. Location Criteria for Villages

Location policies will direct development to sites that enhance or augment the County’s Green Infrastructure, complement the rural character of existing landscapes, protect environmentally sensitive resources, allow for the provision of infrastructure facilities and remain compatible with surrounding development densities. It would be most appropriate if the locations of villages are coordinated through the policy area planning effort.

Rezonings to achieve the Countryside Village pattern of development served by central water and wastewater utilities are desired in the Lower Foley subarea.

Location Policies

1. Development within Villages should be located on areas of the site that afford the least disruption of natural views of the rural landscape.

2. Villages located within 500 feet of archaeological and historic sites and scenic byways will be reviewed for compatibility with the existing landscape.

3. Villages should be designed so that open spaces surrounding the developments augment or enhance the Green Infrastructure.

C. General Industrial

General Industrial Developments within the Transition Policy area will be limited to the northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek as depicted on the Planned Land Use Map. The industrial uses are intended to accommodate the continued operation and expansion of the Luck Stone Quarry and other major industrial uses and provide a degree of protection for the industrial uses from other land uses. Primary land uses in the industrial area are General Industry and Heavy Industry. Quarries are considered Heavy Industrial uses. Policies governing quarries are located in Chapter Five, the Green Infrastructure.

General Industrial uses are predominantly labor-intensive industrial and commercial uses. Their outdoor storage requirements, noise levels, and emissions present difficult design issues and make them incompatible with residential development. Associated activities also make them incompatible with residential and other business areas. The County requires that industrial uses provide adequate buffers and protection to mitigate negative impacts
on surrounding uses. Such industrial uses are best located away from major roads, accessed from within an industrial park, and limited to a minor portion of a larger development.

GENERAL INDUSTRIAL POLICIES

1. **General Industrial Developments** will be located in accordance with the Land Use Map and the community design guidelines and land use policies of this Plan.

2. The County will require that industrial uses provide sufficient buffering from nearby residential areas and business uses to ensure that the effects of noise, vibration, odor, or other emissions that may be associated with the industry do not exceed specified levels.

3. Where General Industrial uses are proposed to develop in free-standing industrial parks the following guidelines will be met:
   a. Screen all outdoor storage and equipment parking areas from adjoining non-industrial properties and roads.
   b. Locate allowed retail uses along internal street frontages.
   c. Minimize the number of entrances to the industrial park from major collector or arterial roads.

4. **General Industrial uses** will not be adjacent to a residential neighborhood.

5. **Heavy Industry uses** will be buffered from residential uses. This separation may be accomplished by locating less-intensive employment uses permitted in Regional Office or Light Industrial areas in transitional areas adjoining the Heavy Industry use. The width of the transition area adjoining the Heavy Industrial use will be determined on a case-by-case basis. The County may consider the existence of natural or manmade barriers between the uses (such as streams and floodplains or major collector or arterial roads, existing buffers or greenbelts and topographic features of the area).

6. Heavy Industry uses should have access to, but be screened from, views along arterial roads. Outdoor activities such as equipment parking and material storage should be screened from view from adjoining roads.

7. The County will place a limitation on the size of heavy industry, and appropriate linkages will be established based on road capacity, employment generation, and water requirements.

8. The County will protect the Luck Stone Quarry from incompatible neighboring uses by ensuring that encroaching new development not hinder the operation of the quarry.

**Green Infrastructure**

The Green Infrastructure Policies outlined in Chapter Five: Green Infrastructure: Environment, Natural and Heritage Resources of the Revised General Plan apply in the Transition Policy Area and are a fundamental component of the land use pattern to be developed. Among the existing Green Infrastructure assets in the policy area are the following:

**A. Reservoirs, River and Stream Corridors**

Three distinct watersheds intersect the Transition Policy Area, namely the Goose Creek, Broad Run and Occoquan watersheds. The dominant physical features of the Transition Policy Area include the streams draining into these three watersheds: Goose Creek, a State Scenic River in the Goose Creek watershed, Broad Run in the Broad Run watershed and Bull Run that flows into the Occoquan watershed. The Goose Creek supports two drinking water reservoirs, the Goose Creek and Beaverdam Reservoirs, while the Bull Run drains into the Occoquan Reservoir that is located between Prince William and Fairfax Counties. These reservoirs are sources of drinking water for Loudoun County, Fairfax County and the City of Fairfax and must be protected.

**B. Agricultural Potential**

Limited prime agricultural soils are located within the policy area and are generally located along the Route 621/Evergreen Mills Road corridor and the “finger” tributaries of the Broad Run in the Upper Broad Run subarea. The Upper Foley, Lower Foley and Lower Bull Run subareas have poor soils with shrink-swell characteristics that present problems for the construction of building foundations and on-site wastewater systems. There are two
Agricultural and Forestal Districts in the Transition Policy Area that together total approximately 800 acres and should be considered part of the Green Infrastructure assets.

C. Cultural and Heritage Resources

While there are no designated Historic Districts in the Transition Policy Area, there are more than 30 surveyed historic structures, including Fleetwood Farm, which is listed on the National Register, the settlement of Lenah, and more than 30 identified archaeological sites, many of which are prehistoric sites located along Goose Creek, Broad Run, Bull Run and their tributaries. In addition there are many abandoned mill sites, such as the site of Evergreen Mills along the Goose Creek. The Arcola Elementary School and a few open space easements are also located in the policy area.

D. Geological Resources

The policy area contains concentrations of diabase rock used for the construction of roads and buildings. The Bull Run quarry is an active quarry located at the southern end of the Transition Policy Area in the Lower Bull Run subarea. The Luck Stone quarry is also an active quarry located at the northern end of the policy area.

Water and Wastewater

The Transition Policy Area has very limited central water and wastewater service. A waterline traverses the area from east to west in the Lower Sycolin subarea to serve a special water service district located adjacent to the County landfill. The Lower Sycolin subarea of the Transition Policy Area contains some properties that are within the Landfill Water Service Area District. New developments within the Landfill Water Service Area District will be required to connect to central water utility lines. (LCSA Water and Sewer Lines Map)

At the southern portion of the Transition Policy Area sewer service is being engineered to serve the Kirkpatrick Farms development, which straddles Braddock Road. A pump station will be built to serve the Lower Foley subarea. A pump station located near the intersection of Route 620/ Braddock Road with Elklick Road is currently serving the Elklick area with the South Riding Community which is located in the Suburban Policy Area.

Central utilities may be extended to all subareas.\(^1\) Where the extension of central utilities cannot be engineered, is economically infeasible and/or has adverse impacts on the environment, groundwater quantity and quality will be protected in the Transition Policy Area through water conservation efforts that promote the use of communal systems and limit the number of individual groundwater withdrawals.

Chapter Two provides the detailed water and wastewater policies.

Water and Wastewater Policies

1. The County promotes the use of central and communal water and wastewater systems to serve residential clusters, Rural Villages and Countryside Villages in the Transition Policy Area. At the time of application, LCSA will evaluate the various alternatives to identify the utility system that best promotes the objectives of the County’s Comprehensive Plan.

2. The County will encourage communal water and wastewater systems proposed to serve new developments to combine with existing or approved LCSA-owned communal systems, where the following criteria are met:

   a. The service areas of the new communal system and the existing or approved communal system are both contained within the Transition Policy Area as defined in the County Comprehensive Plan documents.

   b. The service area of the new communal system immediately adjoins the service area of existing or approved

---

\(^1\) This amends the central utilities boundary shown in the 1993 Dulles South Area Management Plan (DSAMP) which was subsequently amended on October 15, 1997, to preclude central sewer and water west of the designated Interim Planning Area Boundary. At that time, staff was directed to make the necessary revisions to the DSAMP to implement the Board’s policy decisions that would have, among other things, revised incorrect Figures 4 and 5 of the DSAMP. With the adoption of this Revised General Plan, these revisions are not required.
LCSA-owned communal system(s).

c. LCSA determines the inter-connection between the two systems can be engineered, is economically feasible and minimizes impacts on the environment.

3. New developments proposing to combine their communal water and/or wastewater systems with those of adjoining existing or approved developments, shall not rely on the combination to meet their water and wastewater requirements but show that they can be supported through on-site individual and/or communal systems.

4. Inter-connections between established and proposed communal systems shall not be used to facilitate a change in land use or development density that is not in conformance with the County Comprehensive Plan.

5. The County encourages the retrofitting of existing or approved communal water systems within the Transition Policy Area with central utilities to solve the potable water problems or the public health problems of existing developments.

6. The County encourages the retrofitting of existing or approved communal wastewater systems within the Transition Policy Area with central utilities to solve the wastewater problems such as failing drainfields or the public health problems of existing developments.

Transportation

The Transition Policy Area contains many historic roads or segments of roads that were important to Loudoun’s transportation network during Colonial times. Portions of Route 621/Evergreen Mills Road and Route 860/Watson Road were part of the Old Carolina Road, perhaps the most well used Colonial north-south right-of-way through the County. Little River Turnpike (now Route 50/James Mosby Highway) and Route 620/Braddock Road also were major historic east-west corridors linking the cities of Winchester and Alexandria.

Portions of arterial and collector roadways that traverse the County are in the Transition Policy Area (see Road Surfaces Suburban and Transition Policy Areas Map). They include roads that run east to west such as Route 50/James Mosby Highway and the Dulles Greenway. Roads that traverse the policy area in a north south direction include Route 621/Evergreen Mills Road and Route 659/Belmont Ridge Road. The planned Tri-County Parkway also will move traffic in a north south direction. Other road improvements are planned for Route 621 and Route 659. These planned improvements are described in the appendix of the Revised Countywide Transportation Plan, which provides the transportation policy direction for the Transition Policy Area. The construction of these road improvements is prerequisite to the implementation of the land use pattern in the Transition Policy Area. Currently, there are inadequate funds appropriated for such transportation improvements. The developers will be expected to pay for the majority of costs for these improvements.

In order to promote the transition from Suburban Policy Area to Rural Policy Area, the character of the road network in the Transition Policy Area should be designed to promote a visual transition. This may include revised road lanes, rural shoulders instead of curb and gutter, direct driveway access points and increased building setbacks. The Revised Countywide Transportation Plan provides specific transportation policy direction for development in the Transition Policy Area.

Reference Maps

Transition Policy Area Subareas Map

LCSA Water and Sewer Lines Map

Road Surfaces Suburban and Transition Policy Areas Map
CPAM 1996-0003
Strategic Land Use Plan for Telecommunication Facilities

Adopted November 6, 1996
Amended July 13, 2016
Strategic Land Use Plan for Telecommunication Facilities

Adopted as part of Loudoun County’s Comprehensive Plan November 6, 1996
Adopted by:
The Loudoun County Board of Supervisors

Dale Polen Myers, Chairman

Lawrence S. Beerman  
Jim Burton  
Helen A. Marcum  
David G. McWaters

Joan G. Rokus  
Elanore C. Towe  
Steve Whitener  
Scott K. York

Prepared Initially by:
The Loudoun County Planning Commission

C. Terry Titus, Chairman

Robert F. Dupree  
Karl Hellmann  
George Kirschenbauer  
David Olson

Alfred P. Van Huyck  
Bernard J. Way  
Teresa White  
John Whitmore

With Staff Assistance From:

James P. “Irish” Grandfield, Project Manager  
Jim Wasilak, Planner  
Joel Gallihue, Planner  
Larr Kelly, Assistant County Attorney  
John Lassiter, Zoning Planner  
Robert Burke, Fire Marshall’s Office

Loudoun County Department of Planning, 1 Harrison St. S.E.  
PO Box 7000 Leesburg, VA 20177  
(703) 777-0246
SECTION I: BACKGROUND

A. INTRODUCTION

There are currently more than forty commercial public telecommunication antenna sites in Loudoun County (see “Existing and Proposed Telecommunication Antennas” map available through the County). Changes in commercial public telecommunication demand and technology have caused a great demand for additional antenna mounting facilities, mostly in the form of lattice towers or monopoles. The increased demand for these facilities poses a number of important land use issues for Loudoun County including facilitating collocation of antennas, ensuring appropriate siting and design, and mitigating impacts of telecommunication facilities.

The policies outlined in this document were developed by the Transportation, Subdivision, and Site Plan Committee of the Loudoun County Planning Commission to balance the public demand for commercial public telecommunication service with the County’s desire to avoid proliferation of towers and monopoles. Guidance is provided for the location and design of commercial public telecommunication facilities only, not amateur operations. The intent of these policies is to provide the overall land use strategy for allowing commercial public telecommunication service in Loudoun County, while mitigating any negative impacts.

B. GOAL AND OBJECTIVES

Goal:

Loudoun County recognizes that modern, effective, and efficient telecommunications is an essential part of creating an attractive economic development environment and meeting the desires of its citizens for high quality service. The County seeks to encourage improvements in telecommunications services while mitigating the impacts on its residents, nearby land uses, scenic beauty, and rural heritage.

Objectives:

1. To identify a hierarchy of areas where future commercial public telecommunication facilities can be located, while minimizing the proliferation of towers and monopoles;

2. To require collocation of commercial public telecommunication facilities on existing structures and towers;
3. To attempt to ensure compatibility of telecommunication facilities with nearby land uses;

4. To establish siting and design criteria to mitigate negative impacts;

5. To establish commercial public telecommunication tower and monopole removal policies; and

6. To establish a process by which an applicant can demonstrate their compliance with these policies.

7. To stay abreast of changing technologies that may reduce the need for new towers and monopoles.

C. COMMUNITY PLANNING PROCESS

The proposed policies were developed initially by the Transportation, Subdivision, and Site Plan Committee of the Planning Commission over a three month period in the spring of 1996 that included two public input sessions. As part of their review, the Committee heard presentations from citizens, telecommunication providers, the FCC, Leesburg Airport, and the County’s Fire and Rescue staff. The Committee then reviewed existing County policy and regulations and looked at the policy and regulations of several other jurisdictions.

On May 22, 1996, the Committee presented the recommended draft policies to the Planning Commission Committee of the Whole. The draft policies were then sent to referral agencies for review. The Planning Commission held a public hearing on the draft telecommunication policies on June 12, 1996 and made further amendments to the draft policies at their June 19 work session. The Board of Supervisors held a public hearing on these policies on September 4, 1996 and subsequently added two new policies and revised others. On November 6, 1996, the Board approved this comprehensive plan amendment establishing this document as part of the County’s comprehensive plan.

D. RELATIONSHIP TO OTHER COUNTY DOCUMENTS

Loudoun County’s Comprehensive Plan consists of the General Plan, several area management plans, strategic plans, and related documents. The General Plan provides the overall countywide goals and policies for managing growth and development while the area management plans and strategic plans outline more specific strategies for local planning areas or particular issues. These telecommunications policies are a strategic plan consisting of goals and policies for the siting and design of telecommunication facilities. As such, these telecommunication policies supersede Energy and Communication Policies 4,5, and 6 on page 83 and Energy and Communication policy 2 on page 156 in the General Plan and apply in all areas of the County.
SECTION II. TELECOMMUNICATION POLICIES

A. LOCATION POLICIES

The location policies establish a hierarchy of preferred locations for new telecommunication facilities. The County’s first preference is to have new antennas collocate on existing tall structures, monopoles and towers in order to minimize the need for new towers and monopoles. When a telecommunication antenna cannot locate on an existing structure for technical or location reasons, the County then prefers that new towers or monopoles be located where they are most compatible with surrounding land uses.

The second level of preferred locations for new monopoles or towers is in industrial and employment areas, within overhead transmission line rights-of-way, and on public sites or volunteer fire and rescue company properties (see the “Public Facility Sites” and “Telecommunications By-Right Zoning” maps available through the County). The policies provide incentives, such as allowing monopoles as a by-right use, for applicants to locate in these preferred areas. In urban eastern Loudoun County, the policies encourage telecommunications antennas additionally on light poles within the VDOT or Dulles Greenway right-of-way, and potentially on towers on existing low-rise heavy industrial buildings.

In order to protect the scenic rural beauty of Loudoun County, telecommunications towers and monopoles in rural areas will be allowed only by special exception. Furthermore, the County will not allow new towers or monopoles to locate in County designated historic districts.

Countywide Location Policies

1. To minimize the need for new towers and monopoles, new telecommunication antennas preferably should be located on existing buildings, towers, monopoles, water tanks, overhead utility transmission line structures and other tall structures (sixty (60) feet or higher) wherever feasible. Telecommunication antennas shall be located on all existing towers, monopoles, and other tall structures subject to performance standards to mitigate visual impacts. The collocation of any additional antenna or related equipment on an existing, approved telecommunications tower, monopole or any other tall structure upon which an approved antenna has been mounted shall be deemed to be a feature already shown on the Comprehensive Plan that shall not require Planning Commission approval provided such collocation conforms to the applicable approved conditions and/or performance standards to mitigate visual impacts.

2. Where it is not feasible to locate on an existing structure, new towers or monopoles preferably should be located
a. In planned and zoned industrial and employment areas, 

b. Within overhead utility transmission line rights of way where structures greater than eighty (80) feet in height already exist, and 

c. On public sites or volunteer fire or rescue company properties where such facilities mitigate adverse impacts on the character and use of the public or public safety site.

3. In order to encourage location in industrial and employment areas, telecommunication monopoles up to 199 feet in height should be a by-right use, subject to performance standards to mitigate visual impacts, in areas that are both planned and zoned for industrial and employment uses (such as the GB, PDGI, PDSA, PDOP, PDIP, PDRDP and MRHI zoning districts but not the employment areas within PDH districts) provided that the monopole is not located within 750 feet of a residentially zoned property.

4. In order to facilitate use of volunteer fire and/or rescue company sites, telecommunication monopoles should be permitted as a by right use up to 199 feet in height, subject to performance standards to mitigate visual impacts, on fire and/or rescue sites in rural and agricultural areas (specifically A3, A10, A25, all CR, and RC zoning districts). In addition, The County encourages use of other public sites where telecommunication uses should be permissible as an accessory use by special exception. Any Zoning Ordinance amendments should also consider adoption of visual impact performance standards to mitigate impacts on adjacent residential or other sensitive uses.

5. Except for areas where towers or monopoles are permitted by right, an applicant for a new telecommunication tower or monopole will demonstrate to the County that location on an existing tall structure is not feasible. An applicant will evaluate the feasibility of using existing or approved towers, monopoles, or other structures greater than 50 feet in height within a one mile radius of any proposed site in the Eastern Loudoun Urban Growth Area and within a two-mile radius elsewhere in the County. Technological, physical, and economic constraints may be considered in determining unfeasibility. Collocation may be determined to be unfeasible in the following situations:

a. Planned equipment would exceed the structural capacity of existing and approved towers or monopoles, considering existing and planned use of those towers, and such towers or monopoles cannot be reinforced to accommodate planned or equivalent equipment at a reasonable cost;

b. Planned equipment will cause interference with other existing or planned equipment for that tower or monopole, and that the interference cannot be prevented at a reasonable cost;
c. Existing or approved towers or monopoles do not have space on which planned equipment can be placed so as to provide adequate service; or

d. Existing or approved towers or monopoles will not provide adequate signal coverage.

6. The County encourages new antennas and monopoles to locate in overhead utility transmission line rights of way where there are existing tall structures to minimize the need for new telecommunications facilities. The collocation of antennas and monopoles within overhead utility transmission line rights of way where there are existing transmission support structures is a preferred location and shall be allowed countywide. The collocation of antennas and monopoles consistent with the criteria set forth in this paragraph within overhead utility transmission line rights of way to provide wireless coverage shall be deemed to be a feature already shown on the Comprehensive Plan that shall not require Planning Commission approval. In order to mitigate the potential visual impact and blend with the existing structures the height of the support structure for such collocation of antennas or monopoles shall not extend more than twenty (20) feet above the height of the existing utility transmission line structure. The related ground mounted equipment and compound for the telecommunications facility shall be adequately screened and buffered.

7. Distributed Antenna Systems (DAS), small cell antennas (such as but not limited to micro cell, nano cell, pico cell) and wireless access point broadband antennas that do not extend to a maximum height greater than sixty (60) feet, mounted on any building or structure, shall be allowed countywide subject to performance standards to mitigate visual impacts. These types of antennas are designed to supplement the larger wireless network, provide more localized service and/or address geographically challenging areas and are deemed as normal service extensions of the wireless communications network that shall not require Planning Commission approval. Because of their smaller size and location at street level and/or below tree level these antennas are easier to conceal and disguise, minimizing the visual impact on surrounding uses.

Urban Location Policies

1. The County should revise the Zoning Ordinance to allow towers up to 40 feet in height on existing buildings in areas which are both planned and zoned for heavy industrial uses (such as MRHI and PDGI) subject to performance standards to mitigate visual impacts.

2. The County encourages the location of telecommunication antennas on light poles and other existing tall structures in the right of way of the Dulles Greenway and VDOT’s arterial roads.
Rural Location Policies

The County recognizes the importance of maintaining the natural scenic beauty and historic character of the rural and historic areas. As such, monopoles and towers are prohibited within the County’s Historic and Cultural Conservation Districts. As in urban areas, the County prefers locating new antennas on existing towers, monopoles or other tall structures. When existing structures cannot be used, new monopoles or towers should be sited within the right-of-way for overhead utility transmission lines where the visual impact of an additional tall structure would be minimal. Elsewhere, towers and monopoles should be located in rural areas only by Special Exception and subject to design criteria for mitigating visual impacts.

1. The County prefers that telecommunication antennas locate on existing tall structures where possible.

2. Except within overhead utility transmission line rights of way as specified in Countywide Location Policy six (6), telecommunication towers and monopoles will be permissible in agricultural-residential areas (such as the A-3, A-10, A-25, and CR zoning districts) only by special exception and subject to performance standards to mitigate visual impacts.

3. Telecommunication towers and monopoles are prohibited within County designated historic districts.

B. DESIGN STANDARDS

This plan calls for design standards to address visual and land use impacts of commercial public telecommunication facilities. There are two main components of the design strategy. The first is to limit the need for new towers and monopoles by providing for collocation. The second is to mitigate visual impacts through appropriate setbacks, screening, and design. The policies will help minimize and mitigate impacts through appropriate siting and design and provide guidance for development of new Zoning Ordinance performance standards.

Tower and Monopole Design

1. Due to their reduced visual impacts, when technologically and physically feasible, monopoles are the preferred design.

2. Tower and monopole sites should be designed and constructed to the minimum height necessary to accommodate at least three providers on the tower or monopole and provide sufficient land area for additional equipment buildings unless doing so would:
   a. Create an unnecessary visual impact on the surrounding area; or
b. No additional need is anticipated for any other potential user in this area; or

c. There is some valid economic, technological or physical justification as to why collocation is not possible.

Countywide Visual Impacts

1. The visual impact of commercial public telecommunication facilities should be mitigated so as to blend with the natural and built environment of the surrounding area.

2. The specific communication facility design issues that should be examined in looking at visual impact are: the setting, color, lighting, topography, materials and architecture. Towers and antennas should be neutral in color to blend with the background, unless specifically required by the FAA to be painted or lighted otherwise.

3. To mitigate the visual and noise impacts of new equipment buildings and accessory uses, these structures should blend in with the surrounding environment through the use of appropriate color, texture of materials, topography, scale of buildings, landscaping and visual screening.

Rural and Historic Areas

1. New commercial public telecommunication facilities sited in rural and historic areas should conform with the following design considerations:

   a. Monopole or tower sites should be sited within areas of existing mature vegetation so that the maximum amount of the structure and associated buildings are screened;

   b. Monopoles or tower sites shall not be located along ridge lines but down slope from the top of the ridge lines to protect views of the Catoctin, Bull Run, and Hogback Mountains, the Short Hill, and the Blue Ridge;

   c. Monopoles or towers proposed where mature vegetative buffering or topographical conditions will not contribute to screening shall demonstrate that there is no existing mature vegetated area nearby that could be used instead. In all cases, the County encourages camouflaging the facility to mitigate visual impacts;

   d. Monopoles or towers should generally be sited toward the interior of a property rather than close to a property line unless a lesser visual impact would occur from locating it elsewhere. Visual impacts should be mitigated by measures onsite rather than relying on offsite conditions for mitigation.
2. When there is not a feasible location with existing mature vegetation then the preferred location for a new tower or monopole is close to existing tall structures.

3. Commercial public telecommunication towers or monopoles on the property of a structure or site that is listed on the National Register of Historic Places should show how the visual impact on views from or toward the structure will be mitigated. The applicant should provide visual imagery from several different perspectives to help determine the extent to which the facility could be designed to mitigate the visual impact on the historic structure or site.

4. Applicants proposing a telecommunication tower or monopole within one mile of a County designated Historic District or State Scenic Byway should provide both a visual impact analysis and justification why the tower or monopole could not be sited elsewhere.

Publicly Owned or Controlled Facilities and Volunteer Fire or Rescue Companies

1. Applicants for commercial public telecommunication towers or monopoles must demonstrate that there will not be any physical or technological interference with the existing or planned function of the public facility or volunteer fire or rescue company facility.

2. Required landscaping may be less stringent for public sites or volunteer fire or rescue company sites where the visual impact of the support building is otherwise mitigated or is consistent with the surrounding area.

By-Right Uses

1. Commercial public telecommunication monopoles in employment or industrial areas should locate toward the interior of a lot rather than along the common boundary with existing or planned residential areas and should mitigate visual impacts onsite rather than relying on offsite conditions for visual mitigation.

2. Within employment or industrial areas, commercial public telecommunication monopoles should be separated from residentially zoned property by a minimum of 750 feet. Along existing overhead utility transmission line rights of way, the 750 foot separation does not apply.

3. In some locations, such as in industrial areas, required landscaping may be less stringent where the visual impact of the support buildings is otherwise mitigated or consistent with the surrounding area.
Arterial Road Corridors

1. The County may consider allowing towers or monopoles in major and minor arterial road corridor setback areas if the tower can be sited within existing mature vegetation or the topographical conditions are such that the visual impact of locating within the setback is less than a nearby location that adheres to the setback.

C. SAFETY AND HEALTH POLICIES

This plan addresses two main issues related to safety and health. The first is the potential for conflict between new towers or monopoles and existing airports. The Metropolitan Washington Airports Authority (MWAA) and the Town of Leesburg have expressed concern with coordination between the commercial public telecommunication providers, the County, and the airport authorities. The Plan calls for a commercial public telecommunications provider to demonstrate to the County that they have contacted the appropriate airport authorities prior to submission of a land development application so that any potential airport issues can be addressed.

The second issue relates to the appropriate abandonment of a site no longer maintained for commercial public telecommunication use. The County has included a policy to require that a site no longer used for commercial public telecommunications be returned as nearly as possible to pre-existing site conditions.

Policies

1. Applicants for any commercial public telecommunications facility shall demonstrate that they have complied with applicable regulations of the FCC and the FAA. If a proposed telecommunications tower or monopole is higher than 200 feet or within (5) five miles of either Dulles or Leesburg Airports, the applicant will provide verification that he/she has notified the appropriate airport authority (Metropolitan Washington Airports Authority or the Town of Leesburg) and that the FAA has determined that the proposed facility is neither a hazard nor an obstruction to aviation.

2. An applicant or its successors shall remove all unused structures and facilities from a commercial public telecommunication site, including towers and monopoles, within 90 days of cessation of commercial public telecommunication use or the expiration of the lease, whichever occurs first, and the site should be restored as closely as possible to its original condition.

D. IMPLEMENTATION POLICIES
The implementation policies specify strategies for the County to execute this telecommunications plan. The policies give guidance to applicants proposing new commercial public telecommunication facilities as well as outline further actions the County intends to take to implement these policies.

1. The County should initiate a Zoning Ordinance amendment to develop regulations that comply with this plan. The Zoning Ordinance performance standards for commercial public telecommunication facilities should be revised to be in conformance with these policies.

2. The County should maintain maps of existing and proposed telecommunication facilities, public facility sites, and areas of by-right zoning for telecommunication monopoles for information purposes.

3. The Joint Annexation Committees for Purcellville and Round Hill should be encouraged to adopt the County’s commercial public telecommunication policies for their Urban Growth Areas.

4. Require all applications for future monopoles and towers to:
   a. Demonstrate that the location proposed has resulted from the systematic review of all options from the hierarchy of County location preferences and justify the option selected.
   b. Demonstrate compliance with all design criteria. The applicant should provide a photo-image or other similar visual simulation to show the proposed tower or monopole in relation to its surroundings. The applicant should provide such visual imagery from several different perspectives to help determine the extent to which the facility could be designed to mitigate the visual impact on area residences and roads.
   c. Address the terms and conditions under which collocation by other users would be acceptable.

5. Applicants for proposed new towers should notify in writing and meet with citizens in the vicinity of the proposed site at least three weeks prior to the Planning Commission public hearing.

6. Applicants for proposed new towers are encouraged to provide space on the tower for Loudoun County Fire and Rescue communication purposes.
CPAM-2016-0003
Proffer Legislation: Small Area Plans and Proffer Policies and Guidelines

Adopted December 6, 2016
Chapter 2
Planning Approach

Housing

The County’s primary housing objective is to assure that existing and future County residents and the workforce are served by a range of housing opportunities. An adequate supply of varied types of housing, both rental and for-sale, in locations throughout the County is a fundamental ingredient of an enduring community. The creation of sustainable housing—its design, density, location, and performance—requires that the pattern of residential development benefit the user now and over time. To accomplish this objective, a diversity of housing types in a broad range of prices should be provided. Housing opportunities should be available in all areas of the County. Housing for special needs populations incorporating a programmatic approach also should be furnished.

The supply of single-family detached, attached and multi-family housing and their pricing is largely a function of market dynamics. The market determines the type of housing to be constructed, based upon demands for specific housing types and the potential return on investment for the developer. Loudoun’s experience is that the market alone cannot meet all areas of housing need given current and projected job growth for the regional economy. Unmet housing needs occur across a broad segment of the County’s income spectrum. The County defines unmet housing needs as the lack of housing options for households that are unable to rent or purchase due to insufficient incomes to meet current market prices. Housing diversity in type and price to address unmet needs will enhance Loudoun’s economic vitality and the health of the community now and over time.

As total demand for housing in Loudoun has increased over the past fifteen years, single-family attached and multi-family units have gained a greater share of the for-sale market, while single-family detached homes and lots have accounted for a decreasing share. In 1990, single-family detached units represented 65% of the County’s housing stock, whereas single-family attached units constituted 19% and multi-family units constituted 14%. By 2005, single-family detached units represented 54% of all homes; single-family attached units 27%, and multi-family units, 19%. By 2005, single-family detached units and lots accounted for only 49% of sales, compared to 58% of sales in 1990. Although the types of housing offered in the market are diversifying, housing costs are high and the shortage of affordable housing for residents and the workforce is growing.

The County can influence housing options and affordability by encouraging or requiring a clustered pattern of development and mixed-use communities with a diversity of housing types. To achieve this, the County should allow higher residential densities that are close to employment opportunities, schools, community centers, transit routes and other amenities where adequate water, sewer, roads, schools, open space, and recreation are, or will be in place. In and of themselves, increased densities are not the only answer to influencing the market. Flexibility in lot sizes and setback requirements, and relaxation of use restrictions are also necessary to achieve the desired product mix. The County can permit accessory and second-story apartments in existing villages and rural clusters and provide for a variety of unit types to be developed in designated Joint Land Management Areas (JLMAs) around the towns that have them. The County can form public-private partnerships to implement programs, providing incentives to influence the market.
A. Housing Affordability

B. Unmet Housing Needs

Funding Policies

1. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, developers of residential and mixed-use projects are encouraged to include funding commitments and proffers to fulfill unmet housing needs in their development proposals.

2. The County may maintain a dedicated revenue stream to fund the housing trust fund to address unmet housing needs. The fund will be evaluated annually to determine its effectiveness and efficiency.

Programs and Incentives Policies

5. The County may establish additional incentives, such as density bonuses; expedited application review; reductions or waiver of permit, development, and infrastructure fees or, where otherwise anticipated in accordance with the County’s Proffer Policies or Proffer Guidelines, capital facilities contributions; tax credit programs; and zoning modifications to meet housing goals and objectives.

6. The County may maintain an inventory of County-owned real property. The Board of Supervisors may consider the use of inventoried property by nonprofit, public and private sector entities as an incentive for residential development to fulfill unmet housing needs when it is consistent with other Plan policies. In using County-owned real property, the development goal is to provide 1) special needs housing and/or 2) a mix of housing types and sizes suitable for a range of households having less than 70% of Area Median Income (AMI).

7. The County promotes the recognition of good design and innovation in affordable housing by the Design Cabinet, County programs, and other channels.

Infrastructure

The community’s infrastructure, including water and sanitation, solid waste management, roads, energy and telecommunications must complement its land use strategy. Loudoun County does not, however, completely control the provision of these vital systems. Water and wastewater are the responsibilities of the Loudoun County Sanitation Authority (LCSA), the Towns or individual property owners. Delivery of solid waste management services is in large part provided by the private sector and regulated by the state. Primary and secondary roads are primarily the Commonwealth’s responsibility to build and maintain through the Virginia Department of Transportation (VDOT). Private developers provide for and maintain, through homeowner associations, private roads in their developments and, in the past have typically proffered additional funding toward improvements of the regional road network, a practice which may continue for non-residential rezonings and for rezonings on property exempt from Virginia Code §15.2-2303.4 enacted in 2016. Electric, gas and telecommunication services are provided by the private sector. Nevertheless, the Plan policies provide necessary guidance to these entities to ensure their expansion.
Chapter 3
Fiscal Planning and Public Facilities

Fiscal Planning and Budgeting Policies
1. The County is best served by seeking to meet the goals of an effective fiscal policy as stipulated in the Board of Supervisors’ Fiscal Policy originally adopted December 17, 1984, and as subsequently amended.

2. The County seeks to maintain an affordable real-property tax rate by balancing, on a timely basis, residential and non-residential development in conformance with the overall policies of the Revised General Plan.

3. The County will seek further revenue diversification, which will increase fiscal stability and thereby, mitigate tax burdens on Loudoun County taxpayers.

4. The County will seek the provision of necessary public facilities, utilities, and infrastructure concurrent with development through a variety of mechanisms such as proffers, user fees, impact fees, and special taxing districts.

5. Local funding sources, either as “pay-as-you-go” funding or bonded indebtedness, will continue to be a major funding source for County public facilities and services.

6. The County will direct the majority of public investments into currently developed communities, towns and areas of the County where development is planned according to the Comprehensive Plan and in observance of standards and levels as approved in the Board of Supervisors’ Adopted Service Plans and Levels and as subsequently amended.

7. The County will consider proposals of the timely dedication of land, cash, and in-kind assistance from the development community in the provision of needed and/or mandated (by federal or state government) public facilities identified in the adopted Comprehensive Plan, Agency Service Plans, area management plans, the Capital Improvement Program or the Capital Needs Assessment Document.

8. Consistent with the Va. Code Sec. 15.2-2283 and 15.2-2284, the County will consider the adequacy of public facilities and services when reviewing any zoning application for more intensive use or density. To fairly implement and apply this policy, the County will consider the following:
   a. existing facilities;
   b. facilities included in the capital improvements program;
   c. the ability of the County to finance facilities under debt standards established by its fiscal policies;
   d. service level standards established by approved service plans and the effect of existing and approved development, and the proposed development, on those standards;
   e. service levels on the existing transportation system; the effect of existing and approved development and the proposed development of those service levels and the effect of proposed roads which are funded for construction;
   f. commitments to phase the proposed development to the availability of adequate services and facilities; and
g. 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.

8. Subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4, the County will consider proposals of the timely dedication of land, cash, and in-kind assistance from the development community through proffered conditions submitted in accord with Virginia Code Sections 15.2-2303 and 15.2-2297, as applicable, in the provision of needed and/or mandated (by federal or state government) public facilities identified in the adopted Comprehensive Plan, Agency Service Plans, area management plans, the Capital Improvement Program or the Capital Needs Assessment Document.

a. The County expects that such proposals of public facility and utility assistance by residential developers would be in conjunction with any rezoning request seeking approval of densities above existing zoning.

b. The County will seek to 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 will be financed by the users or beneficiaries.

119. The County will fund the balance of capital facilities expenditures and operational service expenditures which are not financed through other mechanisms, according to existing Countywide Fiscal Policies adopted by the Board of Supervisors on December 17, 1984, or as subsequently amended.

B. Proffers

Proffers are voluntary commitments that a developer makes to the County to offset the impacts of a proposed development and which assist, among other things, in improving the public infrastructure needed to serve new residents or users of his/her development. The County applies the standards of Virginia Code Sections 15.2-2297, 15.2-2303, and 15.2-2303.4 to evaluate the reasonableness of proffered conditions and in for those applications subject to Section 15.2-2303.4, the County chooses shall to 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. The proffer system is one of the tools used by the County to secure the public infrastructure needed to support new development.

Subject to and in compliance with the limitations established by Virginia Code Section 15.2-2303.4, proffers may include monetary contributions toward capital facilities such as schools, parks, libraries, roads and other public facilities, and agreements to construct public facilities and to have them in place to serve future development. The developer submits the proffers in writing when applying for the rezoning. Once the County approves the rezoning request, the proffers agreement becomes an enforceable zoning regulations and runs with the land until a subsequent rezoning. The County holds the signed agreement-proffer statement and reviews it for implementation during and after the site plan and subdivision processes preceding actual development of the property.

The proffer system has advantages and disadvantages. The key advantages are that it is voluntary and flexible, which allows contributions to be tailored to specific capital needs at the time. Using the proffer system as a means of partially financing and planning for public improvements has
serious drawbacks. The proffer system is a reactive system based on the market and on
development decisions made by individual landowners. There is uncertainty about which or when
land development proposals, particularly non-residential projects, actually will be built. Since
some major capital improvements proffers are tied to a threshold level of development, there is a
risk that capital facility improvements will not be made in a timely fashion. In addition, because of
the zoning map amendment process, proffers are negotiated on an application-by-application basis,
and the resulting proffers may be limited in their flexibility and applicability due to the specific
context of the individual zoning map amendment. Major capital improvements proffers in addition
to roads often are tied to a threshold level of development, and proffered public facilities such as
school sites may be needed by the County before they are built.

The voluntary nature of the system makes it unreliable as a guaranteed source of significant levels
of capital funding. Historically, Loudoun County proffers have offset only a minimal percentage of
projected capital expenditures. In addition, multiple goals and the unique conditions of each
project make it difficult for the County to negotiate proffers consistently from case to case and to
strategically fund the Capital Improvements Program. The County will continue to use the proffer
system in accordance and in compliance with the applicable authorizations and limitations set forth
in the Virginia Code, but must seek alternative methods of funding needed public improvements.

Proffer Policies
(Also see Chapter Eleven, Proffer Guidelines, pg. 11-1)

1. Until such time as the General Assembly grants authority for other options, the County will
continue to use the proffer system to assist in funding capital facilities costs associated with
new development. All of the Proffer Policies set forth in this and all of the following
paragraphs of this Chapter 3, including the General Public Facilities Policies and Fire
and Rescue Services Policies, and all of the Proffer Guidelines of Chapter 11, 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 in those areas applications subject to Section 15.2-2303.4, the
County will 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. Where and to the extent permitted by law, the County will structure residential
proffer guidelines on a per-unit basis, based upon the respective levels of public cost of capital
facilities generated by the various types of dwelling units (i.e., single-family detached, single-
family attached, or multi-family land development pattern). Non-residential costs will be
structured on a per-square-foot basis based upon the public cost of capital facilities
appropriately attributable to such use (as defined in the Zoning Ordinance).

2. The County will consider the provision availability and/or capacity of suitable new public
facilities, timely site dedications, and upgrading existing facilities in order to mitigate evaluate
the service impacts of a development proposal, and, when permitted, shall consider the
proposed provision of suitable new public facilities, timely site dedications, and upgrading of
existing facilities in making its decision to approve or deny the proposal.

23. The County will use the Capital Intensity Factor (CIF) to determine capital costs in evaluating
proffers. The County’s CIF will be reviewed and updated on a biennial basis.
To assist the County in an equitable and uniform evaluation of proffers, the County anticipates that developers will assist in providing capital facilities and transportation improvements according to the capital facilities contribution guidelines established in the implementation section of this Plan, and the transportation proffer policies contained in the Revised Countywide Transportation Plan (Revised CTP). To achieve the maximum permitted densities in residential communities, the Board of Supervisors anticipates evidence of participation in an open-space preservation program. (Specific capital facilities and open-space proffer guidelines are contained in Chapter Eleven of this Plan.)

Specific proffer guidelines may be amended through the area plan process.

In addition to capital facilities improvements, where permitted, the County anticipates that transportation proffers will be sufficient to mitigate the impact of traffic generated by the development throughout the road system.

Proffers involving cash contributions will provide for annual adjustments based on the Consumer Price Index (CPI).

Proffers may be phased.

For the purposes of evaluating proffers for public use sites, the per-acre value for land that does not require any improvements to be completed by the developer will be determined by appraisal of the market values of the site based upon comparison of properties with similar densities suggested by the Planned Land Use Designation in the Revised General Plan. The appraisal shall be paid for by the developer and provided to the County. For improved sites, the following shall be taken into consideration during proffer evaluation as applicable:

a. Site-preparation improvements such as clearing and grubbing, grading, stormwater management, erosion control, and related engineering and permitting costs.

b. A proportional share of improvements directly related to providing access to the site (pedestrian underpasses, construction of adjacent streets, trails, and sidewalks).

c. A proportional share of project infrastructure such as stormwater management ponds, sanitary sewer lines and major off-site and on-site roadways serving the site.

Proffers may include additional specifically proffered improvements, as consistent with adopted service plans and levels, the Capital Needs Assessment and the Capital Improvements Plan.

Proffers related to adult/retirement communities will be evaluated based on Revised General Plan proffer guidelines. The Board of Supervisors may consider differences between such uses and conventional residential development (e.g., reduced numbers of school children, increased human services demand) in estimating the capital facilities needs associated with the development.

The County will develop a comprehensive approach to the review, approval and management of proffers that will implement the policies of this Plan. Such approach will recognize and seek to minimize adverse impacts and to maximize positive benefits to ultimate end-users and to the County as a service-provider.

General Public Facilities Policies

The Board of Supervisors’ Adopted Service Plans and Levels identify the type and level of services to be provided to the community. All public facilities will be developed in observance
Chapter 3: Fiscal Planning and Public Facilities

Revised July 22, 2016

2. The County will determine the need for new public facilities and will identify suitable sites based on the Revised General Plan, appropriate area plans, land use and growth policies. The standards and levels of service for these public facilities are as prescribed in the Board of Supervisors’ Adopted Service Plans and Levels.

3. The County recognizes the importance of civic buildings as gathering places and for establishing community identity. Because of their importance to the community, the County will set a positive example in terms of design and development of these facilities.

4. All public facilities will observe the location and design criteria as outlined in the comprehensive plan.

5. The County will consider the provision of suitable new public facilities, timely site dedications, upgrading existing facilities and operational assistance in order to mitigate the service impacts of a development proposal in making its decision to approve or deny the proposal.

6. Where permitted, the County will continue to seek private sector support for improvements or provision of current and future public facilities and sites.

7. Where permitted, the County will consider development community proposals of cash and in-kind assistance for public facilities in addition to the timely provision of dedicated sites provided such proffers are consistent with the standards of the applicable (Code of Virginia section 15.2-2303 or 15.2-2297).

8. The County encourages the co-location of County facilities where they are feasible and can function effectively as multi-purpose community facilities (e.g., community meeting space, shared parking, athletic fields, and integrated design).

Fire and Rescue Services Policies

1. Fire and rescue facilities will be sited in accordance with the standards and facility needs identified in the Board of Supervisors adopted Fire and Rescue Services Plan and station location/service area maps contained in the Revised General Plan and area plans.

2. Where permitted, as part of a rezoning, the County anticipates that developers will require provide sprinklers to be installed in all new residential construction that is located in excess of the travel distance requirements in the Fire and Rescue Services Plan.

3. The County will require dry hydrants or tanks to be included in all new rural subdivisions of more than five dwelling units when no alternative water source is available on site.
Chapter 5
The Green Infrastructure: Environmental, Natural, and Heritage Resources

B. Scenic Rivers and the Potomac River

The Catoctin Creek from Waterford to the Potomac River, and Goose Creek from the Fauquier and Loudoun County lines to the Potomac River, are “Scenic Rivers” as designated by the Commonwealth of Virginia. The Scenic Rivers Program provides these rivers special status through legislative designation and aids in establishing appropriate protection and management standards to maintain their scenic value. The Goose Creek and Catoctin Creek Scenic River Advisory Boards, appointed by the Governor of Virginia, actively seek to preserve the integrity of these rivers and their surroundings.

As an important part of the County’s river and stream corridor system, protection of these Scenic Rivers will also be coordinated with the County’s River and Stream Corridor Overlay District (RSCOD) policies and regulations. The County will also work to preserve the scenic character of its Potomac River shoreline by creating Loudoun’s portion of the Potomac Heritage Trail. Open space easements have already been placed on much of the Potomac River shoreline east of Route 28 as part of this effort.

Scenic Rivers and Potomac River Policies

1. The County will protect Scenic Rivers and the Potomac River by defining a protection area as a 300-foot no-build buffer or the RSCOD, whichever is greater. Development potential may be transferred from the no-build buffer according to density transfer guidelines provided by this Plan. The RSCOD performance standards, best management practice requirements and list of permitted uses will apply to the no-build buffer.

2. The County will define and identify the viewsheds along these waterways and establish policies to guide development in these areas in order to protect their environmental and scenic quality.

3. The County will complete and execute a plan for acquiring and managing open space corridors along the County’s officially designated Scenic Rivers.

4. The County will not permit diversion of Scenic Rivers under any circumstances.

5. The County will prepare and implement corridor management plans for the County’s Scenic Rivers.

6. The Zoning Ordinance will be amended so that docks will be Special Exception uses, designed and built to maintain the existing natural and scenic character of the shoreline of Scenic Rivers.

7. The County will develop and implement a Potomac River shoreline management plan, and seek to coordinate this effort with adjacent jurisdictions (local, state, regional organizations, advisory boards, and citizen groups). This Plan should include:
   a. The boundaries of the study area;
   b. A comprehensive natural resources inventory;
c. Policy recommendations for river corridor management and protection;
d. A process for integrating the participating groups; and
e. A plan for acquiring and managing open space corridors along the Potomac River with a preference
given to mechanisms such as proffers, to the extent consistent with County Proffer Policies and
Proffer Guidelines as set forth in Chapters 3 and 11, other donations, and purchase in efforts to
acquire land and/or easements.

8. The County will establish a strategy to expand passive recreational use of Scenic Rivers and the Potomac
River. This strategy will be consistent with the overall Green Infrastructure policies and will prohibit
ground-disturbing activities such as paved road and structure construction.

9. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3
and 11, the County will seek proffers from developers for public access trails along the Potomac River
and designated sections of Goose and Catoctin Creeks.

10. The County will seek to complete its portion of the Potomac Heritage Trail through public and private
efforts as proactively coordinated with County resources.

**Steep Slope and Moderately Steep Slope Policies**

5. The County will encourage development rights to be sold, donated or, to the extent consistent with County
Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, proffered from land with a 15-
to-25 percent grade.

**Greenways and Trails Policies**

4. The County will seek through public purchase, proffer, to the extent consistent with County Proffer Policies
and Proffer Guidelines as set forth in Chapters 3 and 11, density transfer, donation or open-space
easement, the preservation of greenways and the development of trails. Priorities for acquisition and/or
development are:

**Airport Noise Policies**

7. For areas between the Ldn 60-65 aircraft noise contours, the County will require:

c. Avigation Easements – For all new residential dwelling units to be constructed between the Ldn 60-65
aircraft noise contours. Prior to or in conjunction with the approval of a rezoning application, and to the
extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11,
the applicant of a parcel or parcels contained within the Ldn 60-65 aircraft noise impact area associated
with Washington Dulles International Airport, should proffer the dedication of avigation easements to
the Metropolitan Washington Airports Authority, indicating the right of flights to pass over the property,
as a means to securing the long-term economic viability of Washington Dulles International Airport.
Chapter 6
Suburban Policy Area

Land Use Pattern and Design

As the primary location for suburban-scale residential and nonresidential development, the manner of growth and redevelopment in the Suburban Policy Area is of vital importance. The Plan anticipates that there will be four distinct communities within the Suburban Policy Area, separated from one another by associated Green Infrastructure components and major roads. The Plan introduces the concept of Community Plans that will guide the remaining build-out of Ashburn, Dulles, Potomac, and Sterling. To initiate the community plans, the County has adopted identified three Small Area Comprehensive Plans (Small Area Plans) areas as defined in Virginia Code Section 15.2-2303.4 enacted in 2016, and designated the boundaries of such Small Area Plans to coincide generally with the community boundaries. Each Small Area Plan encompasses a range of development opportunities including higher density development adjacent to the vicinity of each of the three Silver Line Metrorail stations in the County. These may be further refined as part of future planning processes. The County’s goal is that the principles of Smart Growth and revitalization will guide the build-out and revitalization of the Suburban Policy Area through the detailed planning of the four communities. All future development applications in the policy area will be reviewed in the context of the four large communities: Ashburn, Dulles, Potomac, and Sterling. The four communities’ boundaries are as follows (see Suburban Community Boundaries Map):

- The **Ashburn Community** stretches from the Potomac River north of Lansdowne and south of the Broad Run watershed boundary near Red Hill Road, and to the west extends along the Goose Creek and Beaverdam Reservoir.

- The **Dulles Community** is bounded on the north by the Broad Run watershed boundary, on the south by Braddock Road, on the east by the Fairfax County line, and on the west by the relocated Route 659.

- The **Potomac Community** includes the area north of Route 7 to the Potomac River between the Fairfax County line and the Broad Run.

- The **Sterling Community** includes the area from the Washington Dulles International Airport north to Route 7 between the Fairfax County line and the Broad Run.

As each new development is absorbed into the Suburban Policy Area’s built environment, it is important that it is viewed in the context of its larger community. New residential and non-residential projects should have 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. In addition, the County seeks to answer the transit needs of the Suburban Policy Area along with its growing need for revitalization and redevelopment.

The County’s vision for the Suburban Policy Area is that the four large communities increase in quality and become more distinct places. Policies below address ways to improve livability through (1) protecting and enhancing elements of the Green Infrastructure, including open space; (2) ensuring compatible and complementary infill development; and (3) revitalizing existing neighborhoods in a way that protects and
enhances our existing communities.

All development and redevelopment, both residential and non-residential, will implement a conservation design approach. Conservation design places a priority on preserving both sensitive environmental and man-made elements of a site. Site development will take place around these elements, incorporating them into the design.

**Land Use Pattern and Design Policies**

1. The County’s vision for the Suburban Policy Area is self-sustaining communities that offer 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 conforms to the County’s Green Infrastructure and incorporates Conservation Design.

2. Suburban Policy Area communities will be developed as efficient, compact, mixed-use and pedestrian-oriented communities with a range of residential lot sizes, in accordance with the community design policies of this Plan, will provide a measurable standard open space (active, passive, and natural) as specified in the land use matrix, and will fully integrate the County’s Green Infrastructure.

3. 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 pedestrian friendly. These measures may include the construction, improvement, and maintenance of public squares, parks, and pedestrian malls, and the attention to street design details such as landscaping, lighting, and provision of attractive street furniture.

4. The County has adopted four Small Area Plans encompassing the suburban Community Plans and the three Silver Line Metrorail Stations within the County. These plans, which may be redefined in the future, will provide for the development of the Suburban Policy Area. The four communities are Sterling, Potomac, Dulles, and Ashburn, as shown on the Suburban Community Boundaries Map.

5. All new development proposals in the Suburban Policy Area will be designed using the “conservation design” approach as detailed in the *Revised General Plan*.

6. The development phasing plan for a mixed-use project will establish a build-out relationship between the residential and non-residential components of the project that is consistent with the County’s goals for the project area.

7. Alterations to approved land use projects will conform to the land use and design goals and policies of the *Revised General Plan*.

8. For properties up to 50 acres outside of Keynote Employment designations, the land use mix attributed to the various land uses may not be achievable due to the small size of the parcel. In such cases, an applicant for rezoning may vary from the land use mix specified in the Plan by showing that an alternative is more appropriate to the specific site. This can be accomplished by providing the County with a survey of land uses within a 1,500-foot radius of the site.

9. Development proposals proceeding through the legislative and site planning process will conform to the County’s community design guidelines. The design guidelines will be implemented as a part of legislative applications (e.g., rezonings and special exceptions) and incorporated into regulatory documents such as the Zoning Ordinance, Facilities Standards Manual (FSM), and Land Subdivision and Development Ordinance (LSDO) where applicable.
10. To protect and enhance the historic character and cultural importance of the historically significant areas in the Suburban Area, the County shall work with the local communities towards the designation of County Historic and Cultural Conservation Districts. Other historically significant areas within the Suburban Area shall be identified and protected/enhanced. Pedestrian access to and from existing and future neighboring residential communities also shall be encouraged for any new development.

11. The County will discourage strip development of any type and accordingly will develop zoning performance standards to discourage this pattern of development.

12. The County will pursue state enabling legislation for the establishment of a Transfer of Development Rights (TDR) Program within suburban communities to assist in the development of open space.

13. There will be one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), one (1) Urban Center in the Suburban Policy Area, and up to three (3) Mixed-Use Office Center areas in the Route 28 Corridor. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.

14. Undeveloped or minimally developed parcels shown on the Land Use Map for non-residential uses but zoned residential will be remapped to a corresponding non-residential district. Likewise, undeveloped or minimally developed parcels shown on the Land Use Map for residential uses, will be remapped to a density of 1.0 dwelling units per acre, if not currently zoned at a higher density. (Also see Economic Development Policy 15, page 4-10.)

Open Space Policies

1. In Residential Areas, a mix of open space will be provided. This mix will include active and passive and/or natural open space areas as appropriate to the scale and location of the site. Types of active recreation open space include ballfields, tennis or basketball courts, swimming pools, tot lots, golf courses, dog parks, and other areas for recreational sports or games. Types of passive open space include trails (hiking, biking, walking, or equestrian), picnic, camping, hunting, or fishing areas. Natural open space is land left in a mostly undeveloped state including forests, meadows, hedgerows, and wetlands.

2. Business and Industrial land use areas will provide open space of the following types: open space in its “natural” state, such as forests, wetlands, or meadows; trails and trail connections; water features or amenities. The placement of certain active recreational facilities such as lighted ballfields in Business and Industrial land use areas will be encouraged. Business and Industrial land use areas will provide public and civic space of the following types: plazas, public art, entrance features. The required open space and public & civic space will conform to the percentages required for each category of suburban area development as established in the relevant matrix.

3. Interior open space will account for at least 75 percent of the required open space in residential areas. Thus, neither the required buffer areas nor “leftover spaces” and parking and street landscaping can account for more than 25 percent of the open space requirement.

4. All dwelling units will have an open space area (active, passive, or natural) located within 1,500 feet.

5. All active recreation open space will be readily accessible to pedestrians and cyclists by sidewalk, path, trail, and/or bike lane.

6. Fifty percent (50%) of the open space requirement may be satisfied by the area of River and Stream
Corridor Overlay District (RSCOD).

7. The entire area of the RSCOD on a given parcel will be protected in accordance with River and Stream Corridor Resource policies, regardless of the amount applied to the open space requirement of the land use mix.

8. Residential developments in the Suburban Policy Area must have 30 percent of the land designated as open space. Up to 50 percent of the required open space, excluding RSCOD, may be obtained offsite within the same suburban community. Offsite open space can include priority open space areas, greenbelts, and components of the green infrastructure.

9. Areas included on the following list will fulfill the open-space ratio requirement of the land use mix defined for residential communities:
   a. Community parks that are at least three acres in size;
   b. Neighborhood parks that are at least 20,000 square feet in size;
   c. Pocket parks, landscaped gardens, and greens that are at least 2,500 square feet in size;
   d. Linear path systems that connect to off-site path systems. Multi-modal path systems will conform to American Association of State Highway and Transportation Officials (AASHTO) standards;
   e. Required perimeter buffers (not to comprise more than 25 percent of the open space);
   f. Community gardens at least 2,500 square feet in size;
   g. Tot lots that are a minimum of 5,000 square feet in size; and
   h. The RSCOD that does not comprise more than 50 percent of the required open space in a community;
   i. Equestrian trails;
   j. Water features such as ponds and lakes that are wet year-round. Storm water management facilities will not be included unless they are developed as year-round amenities. (e.g., with gazebos, picnic areas, or walking paths added).

10. No buffer standard reductions will be permitted without substitution for other open space on an acre-to-acre basis.

11. Development will be clustered away from the Beaverdam and Goose Creek reservoirs to help establish the primary greenbelt area and to help create a contiguous network of open space as part of the Green Infrastructure.

12. The County will support and encourage private contractual exchanges of density within each of the four Suburban Communities to assist with the development of open space.

13. Density transfer, both by voluntary action and through the Open Space Preservation Program, will be promoted within each of the four communities. Infill, Redevelopment, and Revitalization Development Policies

1. The County will evaluate proposed infill development applications during the legislative and/or regulatory process based on how the proposed use functions on the site relative to the established...
development pattern, rather than simply based on the use itself. Evaluation criteria established to
determine the relationship of surrounding uses with the proposed infill use will include the following:

a. Size of the infill parcel relative to surrounding parcels,
b. Residential densities established on adjacent parcels,
c. Ability of the infill parcel to provide a compatible site design with or without buffering from the
   existing development pattern,
d. Amount of open space and impervious surface,
e. Use intensity,
f. Development pattern and scale,
g. Road and pedestrian network, and
h. Impact of noise and light generated on the site.

2. Redevelopment of existing uses will be based on the availability of adequate public facilities,
   transportation facilities, and infrastructure. The County desires the assemblage of small, adjacent under-
   utilized sites to achieve a consistent and compatible development pattern. Established residential
   communities will be protected and enhanced through revitalization plans.

3. Infill projects that propose substantially different uses from one or more of the adjoining properties will
   provide for an adequate transition through buffering, fencing, and setbacks to mitigate any negative
   impact.

4. The Zoning Ordinance will promote the development of interim uses on vacant infill properties (i.e.,
   which are initially interim but may become permanent such as community gardens, playgrounds, park-
   and-ride lots, and farmer’s markets), provided that these uses are compatible with the surrounding
   neighborhood.

5. The County will ensure that new development projects provide inter-parcel vehicular and pedestrian
   access opportunities to adjacent vacant parcels so that future infill projects may be efficiently connected
   and served.

6. The County will work actively with residential development applicants to facilitate the integration of
   proposed homeowner’s associations (HOAs) into an adjoining HOA to maintain economies of scale and
   to augment the availability of amenities.

7. Higher density development as defined in the Revised General Plan will occur in the Suburban Policy
   Area in the Transit-Oriented Development, Urban Center, in the Town Centers, or “community cores”,
   of the communities west of Route 28 or south of Route 606, and the Mixed-Use Office Center areas in
   the Route 28 Corridor. These areas will have the highest densities in the Suburban Policy Area. Town
   Centers should be identified through a community planning process.

8. The Community Plans will identify the needs of each specific community such as where and
    what type of traffic calming is needed, and target specific areas for revitalization and redevelopment.

9. Redevelopment and revitalization plans will include the recapture of the Green Infrastructure through
    methods such as the PDR program; the strategic purchase of infill sites for parks, athletic fields, and
    open space; and assisting homeowners’ associations to purchase open space.

10. To provide for the sensitive redevelopment of existing areas to new uses, the County desires that small
    lots and tracts be consolidated into larger parcels that can support a more comprehensive design and

Chapter 6: Suburban Policy Area
servicing approach.

11. The County will direct public investment and resources and give priority to the redevelopment and enhancement of existing infrastructure, capital facilities, and services. The County also will implement an incentive program for redevelopment of the above.

12. The County will provide incentives and resources for the revitalization of established neighborhoods to preserve the quality of life in these areas through the provision of community amenities, such as, but not limited to, pedestrian/bicycle facilities, traffic calming, street lighting, sidewalks, and improved retail and commercial establishments.

13. The County will direct public investment and resources toward completing and recapturing the Green Infrastructure in the developed areas of the four communities and providing alternative transportation modes within the four communities.

14. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.

Land Use Categories

The Suburban Policy Area has four primary land uses: Residential, Business, Industrial, and Retail (see Planned Land Use Map). Retail policies are established in the Countywide Retail Policy Plan amendment. Within these primary land uses are subcategories. The County’s overall land-development strategy is to encourage compact, mixed-use developments that provide people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment. The exceptions are for Keynote Employment areas and General Industrial areas in the County. Because much of the Suburban Policy Area is already developed, this Plan envisions that new projects will be modest in scope and therefore will be evaluated based on their compatibility with the larger community of which they will be a part. The land use categories and policies guiding their development are described below and summarized in the matrix on pg. 6-33.

A. Residential

Residential land uses include Residential Neighborhoods and High-Density Residential uses. Town Centers, the key commercial component of the four Suburban Communities, also are detailed in this section. Housing is the principal function in Residential Neighborhoods, but business and light/flex industrial uses also are permitted to provide support services and local employment opportunities to residents. The mix of uses at the core of larger Residential Neighborhoods should include retail and personal services, public and civic uses, and elements of the Green Infrastructure. Smaller neighborhoods will focus on a public green or park, civic buildings such as a church or community center, or a small neighborhood commercial center.

Residential design features must include efficient and compact site and roadway layout with adequate open space (active, passive, and natural), streetscapes that include sidewalks, street trees, pedestrian-scale lighting, pedestrian and roadway linkages to other neighborhoods and communities, and the full protection and incorporation of the Green Infrastructure. Such neighborhoods will incorporate a mix of housing types and lot sizes to provide options for a range of lifestyles and incomes, as well as a mix of land uses to allow residents the opportunity to work and shop nearby.

In larger Residential Communities made up of several neighborhoods, the focus will be a compact Town Center comprising residential uses, a commercial component larger than one that would serve a single neighborhood, plus public and civic uses, parks and greens.
General Residential Policies

1. The Revised General Plan indicates the preferred location for Residential Areas on the Land Use Map. These locations may be modified when Community Plans are developed.

2. The County may permit residential rezonings at densities up to 4.0 dwelling units per acre in Residential Neighborhoods and densities between 8.0 and 24.0 dwelling units per acre in High-Density Residential Areas, in accordance with the policies specific to each type of Residential land use.

3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (day/night average noise level) noise zone for Washington Dulles International Airport and the Leesburg Executive Airport. Residential development within the Route 28 Highway Improvement Transportation District will be limited to three (3) specific locations. These areas include the Old Sterling planning area, the Oak Grove area, the Eden Tract and Loudoun Village properties, and areas designated as high density residential on the Planned Land Use Map. Areas designated high density residential within the Route 28 HITD will be compatible with the densities and unit types of surrounding neighborhoods. Specific densities for the high density residential areas are as follows:
   a. Victoria Station-up to 10 dwelling units per acre
   b. Pearson Reserve-up to 8 dwelling units per acre

   Furthermore, the identification of specific properties precludes the use of other Revised General Plan policies, which would permit the consideration of residential development on a case-by-case basis.

1. Residential Neighborhoods

Residential Neighborhoods are the largest land use component of the Sterling, Potomac, Ashburn, and Dulles Communities. The long-term livability of neighborhoods requires a systematic approach to incorporating them into the overall design of the larger communities, while retaining their distinct neighborhood identities.

Residential Neighborhoods should have a variety of housing types and lot sizes, and they are to be developed in accordance with design guidelines and performance standards for efficient site layout, a pedestrian-friendly scale, adequate open space (active, passive, and natural), and the protection and incorporation of the Green Infrastructure. Design guidelines included in the implementation section of this Plan outline key design features and opportunities to be addressed in these developments (See Chapter Eleven).

Residential Neighborhoods Policies

1. New Residential Neighborhoods will develop at densities up to 4.0 dwelling units per acre, depending on the availability of adequate roads, utilities, and the provision of a full complement of public services and facilities.

2. The land use mix (measured as a percentage of the land area) in a Residential Neighborhood generally will comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category*</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Residential</td>
<td>30%</td>
<td>60%</td>
</tr>
<tr>
<td>b. Office &amp; Light Industrial</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>c. Public &amp; Civic</td>
<td>10%</td>
<td>No Maximum</td>
</tr>
<tr>
<td>d. Public Parks &amp; Open Space</td>
<td>30%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

   * Retail Policy guidance provided in Countywide Retail Plan

3. Residential Neighborhoods will incorporate fully open space at a minimum of 30 percent of the gross
acreage of the property. In both residential areas, no more than 50 percent of the required open space may be located in the RSCOD.

4. Residential Neighborhoods will exhibit the following design characteristics desired by the County:
   
a. Compact site layout to reduce trips within the neighborhood, facilitate alternative forms of transportation, preserve the Green Infrastructure, and result in reduced transportation and utilities infrastructure costs;
   
b. Pedestrian-scale streetscape including such features as street trees, sidewalks along all street frontage, and street lighting;
   
c. A predominantly interconnected street pattern with inter-parcel connections;
   
d. A combination of neighborhood parks, squares, and greens located throughout the neighborhood within 1500 feet of all residences, and a formal civic square or other public space located in conjunction with a civic facility, Neighborhood Center, or other use, to create a focal point for the community;
   
e. The location of public and civic uses such as churches and community centers in prominent sites to act as landmarks within the neighborhood;
   
f. Off-street parking lots located to the rear of civic and business uses to ensure the building is the prominent sight from the street;
   
g. On-street parking that may be credited toward meeting residential parking requirements; and
   
h. A variety of lot sizes.

2. High-Density Residential Uses

High-Density Residential uses accommodate a scale of human activity that is needed to develop viable, mixed-use communities and to implement key County objectives including the development of mass transit, provision of affordable housing, preservation of open space, and efficient use of public facilities and services. High-Density Residential uses will develop only in a limited number of locations that include designated areas along the Dulles Greenway, within the County’s Urban Center, in Town Centers, and as a component of mixed-use Business land use areas. Densities will be highest in the Dulles Greenway corridor, where transit is anticipated. Development within Transit-Oriented Developments (TODs) along the Dulles Greenway is governed by the policies in the TOD section of this Plan. The Dulles Greenway corridor is defined as 1.5 miles on either side of the Dulles Greenway.

High-Density Residential Use Policies

1. High-Density Residential uses will include residential densities between 8.0 and 24.0 dwelling units per acre in mixed-use areas of the Dulles Greenway corridor, in the Urban Center, and densities between 8.0 and 16.0 units per acre in other mixed-use Business developments based upon the availability of utilities, transportation facilities, public facilities, participation in open-space preservation efforts, and conformance to the community design and growth management policies of this Plan.

2. Properties proposed for a rezoning to High-Density Residential uses may be located only in the following areas:

   a. Areas designated as High-Density Residential uses on the Land Use Map.
   
   b. In conjunction with an Urban Center or Town Center in accordance with policies applicable to each center;

Chapter 6: Suburban Policy Area
c. As part of a Regional Office or Light Industrial use in accordance with policies applicable to each use; and

d. In other areas specifically identified in the Revised General Plan, Small Area Plans, or Community Plans.

3. The land use mix (measured as a percentage of the project land area) in a High-Density Residential area generally will comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category*</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. High Density Residential</td>
<td>40%</td>
<td>60%</td>
</tr>
<tr>
<td>b. Office, Light Industrial</td>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>c. Public &amp; Civic</td>
<td>10%</td>
<td>No</td>
</tr>
<tr>
<td>d. Public Parks &amp; Open Space</td>
<td>30%</td>
<td>No</td>
</tr>
</tbody>
</table>

* Retail Policy guidance provided in Countywide Retail Plan

4. High-Density Residential policies will be updated by Small Area and Community Plan policies.

3. Town Centers

The Plan anticipates that communities west of Route 28 or south of Route 606 may have one or more Town Centers that serve as the “downtown” or community core of the communities. Town Centers must be compact and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities. Even though the potential exists to develop the Town Center and associated neighborhoods in phases, an overall concept plan should be developed so the interrelationship of its parts (residential, commercial, office, civic, public open space, and transportation network) can be evaluated. A key element of the Town Center’s design is its emphasis on pedestrian movement versus automobile movement, through the use of a grid street pattern and pedestrian-scale shops. Town Center development also should include a provision for transit facilities or stops.

Town Center Policies

1. A Town Center functions as the “downtown” of the local community with a mix of residential and business uses in a compact setting. The communities west of Route 28 or south of Route 606 may have Town Centers. The locations of Town Centers should be determined through a community planning process or established during the consideration of a land development proposal that includes a community outreach and input process.

2. The Town Center will provide for a mix of land uses including dwellings, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds and other similar uses meeting the needs of the adjoining neighborhoods.

3. The Town Center will range in size between 30 and 60 acres.

4. The land use mix (measured as a percentage of the land area) in a Town Center generally will comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category*</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. High Density Residential</td>
<td>25%</td>
<td>40%</td>
</tr>
<tr>
<td>b. Commercial Retail &amp; Services*</td>
<td>20%</td>
<td>45%</td>
</tr>
<tr>
<td>c. Regional Office</td>
<td>10%</td>
<td>25%</td>
</tr>
<tr>
<td>d. Overall Business Uses</td>
<td>30%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Chapter 6: Suburban Policy Area
Chapter 6: Suburban Policy Area

5. Housing densities from 8.0 to 16.0 dwelling units per acre will be permitted in a Town Center, contingent upon the availability of utilities, roads, and public facilities and in conformance with the community design and growth management policies of this Plan. The Residential component will be subject to the design guidelines outlined in the Residential policies.

6. Business floor-area ratios will be sufficient to permit maximum use of small lots and the development of structures that support ground-floor shops and upper-level residential and office uses.

7. An overall concept development plan will be required in sufficient detail to allow evaluation of the inter-relationship of the Town Center’s parts (residential, commercial, office, civic, public open space, road network design, and other components).

8. Approval of a request to rezone property to permit a Town Center will be contingent on the provision of a full complement of public facilities and services, the adequacy of roads and utilities, limited impact on existing neighborhoods, and compliance of the proposal with the community-design policies and guidelines of this Plan.

B. Business

Business land use policies address the location and character of large-scale office and light-industrial uses in the Suburban Policy Area. The County encourages a mix of uses in most of its office and light-industrial business developments. In addition to offices, Business land uses generally may feature housing and/or commercial/retail uses, and all of the uses have a component of public/civic uses and parks and open space. A mix of uses creates an environment where individuals not only can work, but where they can live and have convenient access to services, shops, and recreation. Policies guiding retail development are found in the *Countywide Retail Policy Plan Amendment*. Policies in Chapter Eleven of this Plan guide the design of these developments.

Business land uses include Urban Centers, Keynote Employment Centers, Regional Offices, Light Industrial uses, and Transit Nodes. Generally, such regional uses should be near the Washington Dulles International Airport, the Route 28 Highway Transportation Improvement District, the Dulles Greenway Corridor, and the Route 7 Corridor. This section also addresses parking policies relating to Business land uses.

**General Business Land Use Policies**

1. Business land uses will be located in accordance with the Land Use Map and the goals and policies of this Plan.

2. Office and Light-Industrial uses requiring markets outside the immediate neighborhood should locate in compact nodes at intersections of major collector and arterial roads in locations designated on the Land Use Map.

3. In evaluating Business land use proposals, the following will be considered:
   a. The market area and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed competing projects);
b. Steps taken to mitigate the impact of parking, signs, and other associated activities on the
surrounding community;

c. The available capacity of utilities and roads;

d. The potential fiscal and environmental impacts of the proposal;

e. The relationship of the proposed use to the land use and community design policies of the Plan; and

f. Other matters that may determine how the proposal relates to County policy.

4. All Business land use developments will be located in planned-development zoning districts to ensure
the design and compatibility of new development with adjacent land uses and allows flexibility in site
design.

5. Business land uses will possess adequate on-site parking, storage, and loading areas as well as landscape
screening of these functions from surrounding neighborhoods. Designers should seek to reduce the
potential impact of building size, exterior cladding of the building, signs and other features of an
employment use that may create negative visual impacts on the surrounding community. Pedestrian and
vehicular circulation systems in and around the business uses will form a safe and convenient network.
Outdoor lighting will be designed for effective nighttime use of the facility and to reduce off-site glare
to a minimum.

6. Access to Business land use areas will provide safe and efficient movement of traffic into the centers,
without impeding traffic movements also on the adjacent roadways. Generally, entrances to and exits
from the centers will be made from the minor arterials serving the center to cause the least disruption to
traffic on the major arterials.

7. The County’s CLI commercial zoning district allows for a wide variety of commercial uses, which
generate high traffic volumes and which do not promote the coordinated and efficient land use or traffic
pattern envisioned by the County for the U.S. 50 Corridor. Therefore, the County will consider
alternative methods for addressing the conformance issue, such as modification of the by-right and
special exception uses provided in the district to those more appropriate to achieve the objectives of the
Plan.

8. Business land use policies will be updated by Small Area Community Plan and Community Plan policies.

8a. The County may choose to apply the Business Land Use, Office and Light Industrial Land Use mix
ratios on a sub-area wide basis for the sub-area depicted on the CPAM 2004-0008 map (dated August
31, 2004) when such applications further the business and land use goals of the Revised General Plan.

(1) Development proposals requesting a sub-area based application of the land use mix should include
the following: (i) a sub-area concept plan that demonstrates how the Plan’s land use mix goals for
either a Regional Office or Light Industrial community are achieved, and (ii) an inventory of existing
land uses to be considered as part of the land use mix calculations. An individual project that would
consume all of a single land use from the land use matrix is discouraged.

(2) Development proposals requesting a sub-area based application of the land use mix should
demonstrate compatibility with the Planned Land Use community type (Regional Office or Light
Industrial) that exists or has already been proposed.
Arcola Area/Route 50 Corridor Plan

Introduction

Residential Development Policies

1. The County may permit residential rezoning at densities up to 4.0 dwelling units per acre in the Village of Arcola and Village Perimeter Transition Area depending upon the availability of utilities, transportation infrastructure, public facilities, participation in open-space preservation efforts, and compatibility with surrounding uses. All residential proposals will offer convenient and safe access to surrounding recreation, retail and employment uses.

2. Residential development above first floor retail or employment uses is strongly encouraged in the Village of Arcola and Village Perimeter Transition Area and shall not be calculated towards the planned residential density of a project.

3. The County supports residential uses at a maximum of three stories in height.

Unmet Housing Needs

1. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.

2. The County will identify options for unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.

3. To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, where consistent with County proffer policies, developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.

4. The County will explore options for the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.

5. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.

6. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.

7. Unmet housing policies will apply until such times as the Board adopts additional housing policy.
Chapter 9
The Towns

The seven incorporated Towns in Loudoun County offer a window to the County’s past and are a key component of its unique character today. Most were incorporated more than a century ago. The Towns became agricultural business centers, providing markets for farm products and the necessary goods and services for rural residents. The origins of several towns are also in tourism as many city dwellers traveled on the train to stay in lovely boarding houses and inns for summer vacations. Over the years, the Towns have developed as the population centers as well as the location for employment and public facilities.

Today, the Towns, while still influenced by their agricultural tradition, play a more varied role that includes retail and service-based businesses, home-based businesses, educational opportunities, and telecommuting as well as serving as bedroom communities for many who commute to jobs in the region. Yet, they have largely managed to retain their charm and distinct sense of community.

Leesburg serves as the County seat and is the largest of the Towns. Hamilton, Purcellville, and Round Hill are located in close proximity along the western Route 7 corridor. Middleburg is the southernmost Town and is located astride Route 50. Lovettsville is located in the northern portion of the County along Route 287 and Hillsboro, the smallest incorporated Town in the County, is located in the northwest section of the County on Route 9. (Map of Towns)

Town leaders have stated common goals of preserving the built and social heritage of the Towns. While growth in and around the Towns presents a challenge to preserve the historic and social fabric, Town leaders are determined to enhance and plan for increasingly autonomous and sustainable communities.

The County values the character of each of the seven incorporated Towns and will be proactive in working with the Towns to assure a vibrant future for them. The County recognizes that the health of each Town contributes to the County’s overall strength and attractiveness as a place to live. To that end, the County is committed to a new era of partnership with the Towns. The County will provide resources to assist the Towns with facilities planning, economic development, and land use planning and supports an open and thorough process of working with the Towns.

The following sections address general growth management, land use, transportation, public utility, and public facility strategies and policies. These sections are followed by specific discussion and policies for each Town.

Growth Management

The strategy of the Plan is to encourage compatible development within the Towns and the adjoining areas. The 1991 General Plan established Urban Growth Areas (UGAs) for the Towns of Leesburg, Hamilton, Purcellville, Round Hill, and Lovettsville. The UGAs would provide an expansion area around the Towns that would concentrate development in order to maintain viable communities, limit development sprawl, and ensure that public facilities adequately and efficiently serve the Towns and surrounding areas. The UGA boundaries set the limits of municipal water and sewer extension that the Towns control and mark the edge of future town limits.

Since the adoption of the 1991 General Plan, residential growth has boomed in the areas around the Towns. The
towns have reassessed their ability to serve the areas in the UGAs with public water and sewer and some Towns have decided to reduce the UGAs. The following revisions to these boundaries are made through this revised Plan:

- Eliminate the Lovettsville UGA and concentrate development within the Town’s boundaries.
- Reduce portions of the Hamilton and Round Hill UGAs.
- Reduce the Leesburg UGA in the north and southwest.
- Middleburg and Hillsboro have matured to their ultimate corporate limits and will not expand beyond the existing corporate limits.

Along with the reassessment of boundaries, the County recognizes that the term “Urban Growth Area” no longer reflects the intent of either the County or the Towns. Therefore, “Urban Growth Area” has been changed to “Joint Land Management Area” (JLMA). The boundary of the JLMA, with an exception for the Town of Purcellville as set forth in Chapter 9 Public Utilities Policies, sets the limits of municipal water and sewer extension and in that respect, it continues to serve as an urban growth boundary. It defines a significant change in land use between the areas within the JLMA and that which is outside of the boundary.

In the Joint Land Management Areas, there is the potential for 11,498 additional housing units, including 3,316 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 9,227 housing units will have been absorbed, and a total of 11,562 housing units will exist. At that time, the JLMA are projected to have a population of 31,171 persons, an increase of 512 percent over the year 2000 population estimate.

In the incorporated Towns, there is the potential for 6,816 additional housing units, including 3,385 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 5,011 housing units will have been absorbed, and a total of 18,154 housing units will exist. At that time, the incorporated Towns are projected to have a total population of 46,544 persons, an increase of 35 percent over the year 2000 population estimate.

The County will continue to work closely with each Town on development proposals within the JLMA in order to promote a logical, cohesive extension of the existing Town fabric. While the Towns are responsible for the planning and zoning within their boundaries, the County and the towns have agreed to joint responsibility for planning of the JLMA and the County’s Zoning Ordinance applies to these areas. While this Plan calls for a remapping of the planned land uses in the County, current zoning densities will continue to apply in the JLMA.

Area plans have been adopted for Leesburg, Round Hill, and Hamilton. The jointly adopted Purcellville Urban Growth Area Management Plan (PUGAMP) has been superseded pursuant to CPAM 2012-0002. The area plans provide more specific guidance for land use in those JLMA. Area plans will continue to be an important planning tool for the County and the Towns. Updating these plans and keeping them current will be a priority for the County.

Annexation guidelines are key implementation tools. Annexation is a logical extension of the increased role played by Towns in the provision of public facilities, services, utilities and commercial products and services. Annexation will allow system providers a larger role in managing the services and facilities in each Town. Potentially annexation could result in the enhancement of the towns’ tax revenues. Leesburg has an annexation agreement with the County. All Towns can work with the County on possible annexations. (See Chapter Eleven for annexation

---

1With CPAM 2012-0002 Purcellville retains its JLMA, however, further central utility extension is not anticipated except for extensions to serve Autumn Hill, ZMAP 1990-0019.

2The projected housing units and population is inclusive of higher residential densities within the Purcellville JLMA that were originally envisioned by PUGAMP.
Growth Management Policies

1. The Revised General Plan identifies Joint Land Management Areas around some of the Towns in the County to accommodate growth emanating from them and that will establish distinct boundaries between the Towns and the adjacent policy area. The County will work with Town Officials to improve coordination on land use, annexation and other matters affecting the Joint Land Management Areas.

2. New non-government development is encouraged to locate within the corporate limits of the Towns before moving into contiguous designated Town Joint Land Management Areas (JLMAs) to facilitate the compact and efficient use of resources.

3. Planning and policy documents in the JLMAs will be adopted by the County through cooperative planning efforts with the Towns, and decisions on land use applications concerning land in the JLMAs will be made by the County in consultation and collaboration with the Towns.

4. The County will coordinate with the Towns on rezonings and subdivision development within the areas surrounding the Towns and in designated JLMAs regarding the provision of utilities, public facilities, and compliance with community design, growth management, and other goals and policies stated in the Revised General Plan and applicable area plans.

5. The Board of Supervisors will establish joint Town and County committees to oversee planning efforts in the JLMAs, assign staff as required to provide technical support, and encourage a public process to invite the participation of Town and County residents.

6. The Revised General Plan seeks the creation of a “greenbelt”, depending on topography and physical features, around the Towns and/or their JLMAs to assist in maintaining the distinct character of each Town. Development will be limited to that permitted by the underlying zoning and will observe all Green Infrastructure policies.

7. The County will seek the implementation of a greenbelt through dedication of open-space easements, purchase of development rights, large-lot subdivisions, clustering, open space or cash-equivalent proffers, transfer of development potential, and other means.

8. As water and sewer are extended into a Town JLMA, annexation of the area by the Town will be encouraged by the County.

9. The County will coordinate closely with the Towns on residential subdivisions proposed outside the Town limits.

10. The County will coordinate with the Towns on development issues in order to promote fiscally balanced growth that will not unduly strain County or Town resources, including County and Town budgets, the natural environment, public facilities and utilities.

Leesburg

Since the mid-1700s, Leesburg has been the social, judicial, business and political hub of Loudoun County. The Town was founded in 1758 and, as the County seat, is a key part of the County’s heritage. Preservation of the Town’s heritage is a priority in Leesburg, and much of the core area of the Town is on the National Register and has been designated as a historic district. Leesburg has been and will continue to be attractive as an employment
center, and it is a major retail and service center for Loudoun County. The County government should maintain its
presence in Leesburg to contribute towards the ongoing economic stability and to honor the historic and cultural
role of the Town.

In 1984, the Town entered into an annexation agreement with the County, and 4,805 acres were added to the Town.
The Town is approximately eleven square miles. Since then, the Town has completed water and sewer plants that
are expected to continue to meet the projected service demands of Leesburg and the JLMA. (Refer to Leesburg
and JLMA Map) The estimated population of the Town is about 30,000, making it the largest town in the County.

The Town of Leesburg sits on the divide between eastern and western Loudoun. It is a pass-through point for
western residents who commute to jobs to the east and has become a significant crossroads for commuters from
the northern part of the County and for Maryland residents. With the construction of the Dulles Greenway,
Leesburg is at the terminus of a major east-west thoroughfare through Northern Virginia. The Leesburg Executive
Airport is also an increasingly important transportation facility in the region serving private and corporate aircraft.
Leesburg has always been a destination point for tourists and a business center as the seat of County government.
Most recently, however, economic development associated with good road connections to the east, utility capacity
and a growing residential population has elevated Leesburg’s position as an activity center and strengthened
Leesburg’s interest in attracting emerging technology industries within the corporate limits and the JLMA.

The combined effects of increased commuter travel and destination-oriented economic development activity are
creating traffic congestion within and just outside of the Town. Town officials are considering initiatives to
improve public transit and to develop more pedestrian and biking connections between residential subdivisions.
The County will study development of Crosstrail Boulevard between Route 621 and Route 7 as a component of
the Town’s future transportation network. In terms of land use planning, the Town continues to support the Joint
Land Management Area as a growth area.

The County will continue to work cooperatively with Leesburg to resolve issues of concern to both the County and
the Town. The Town of Leesburg/County of Loudoun Joint Review Committee will continue to facilitate the
review of issues concerning both jurisdictions. Issues relating to land development, comprehensive planning, and
transportation planning will also be addressed through established planning procedures between the Town and the
County.

Leesburg Joint Land Management Area Policies

1. The Town of Leesburg will continue to be the principal location of County Government offices and to serve
   as the County seat.

2. Development within the Joint Land Management Area will comply with the Leesburg Area Management Plan,
   the Toll Road Plan, the Annexation Area Development Policies as may be amended, and the Leesburg Town
   Plan.

3. Power generation plants are not compatible with existing residential areas within or near the Town JLMA, and
   therefore, are not allowed in the Leesburg JLMA.

4. The Revised General Plan designates a greenbelt around the Town and within the JLMA consisting of the
   following areas:

   a. Land within the 100-year floodplain of the Sycolin and Goose creeks, provided that the County’s River
      and Stream Corridor Overlay District (RSCOD) policies also apply;

   b. To the west and north of the Town, where the corporate limits represent the JLMA, the greenbelt extends
      into the Rural Policy Area for 2,600 feet; and;
c. Adjacent to the JLMA along Route 15, north of Leesburg, the greenbelt extends 2,600 feet into the Rural Policy Area.

5. Development to the west of Route 621 will preserve and enhance the rural character of the viewsheds along Route 15 and be compatible with the Town’s Historic Corridor Overlay District.

6. The Town and County will work cooperatively to create a conservation area along the Potomac River in the northeast section of the JLMA as a component of the Green Infrastructure.

7. The County will return the northern triangle and the southwestern section of the JLMA (the area west of the Toll Road and south of the Town Boundary) to the Rural Policy Area, with the exception of the small area on the west side of the Town located behind the Woodlea subdivision.

8. The southeastern portion of the JLMA will be remapped to zoning classifications that are compatible with the Land Use Map and that are compatible with the Leesburg Executive Airport.

9. The County will 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. The County will work with the Town and VDOT to designate the road as a scenic by-way.

10. The County supports the future study of extending the Dulles Corridor Bus Rapid Transit (BRT)/Rail project to Leesburg.

11. The County will, in coordination with the Town of Leesburg, study the proposed design and function of Crosstrail Boulevard from Route 621 to Route 7.

12. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.

13. The County will identify options for unmet housing needs in the Leesburg area not covered by the ADU zoning ordinance and work toward an implementation plan.

14. Where consistent with County proffer policies To the extent consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11, developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.

15. The County will explore options for the creation of programs, tools, and incentives both publicly and privately developed that will fulfill unmet housing needs.

16. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.

17. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.
Chapter 11
Implementation

Proffer Guidelines

(Refer to Proffer Policies, Chapter Three, pg. 3-5.)

The Board may accept reasonable proffered conditions as a part of an amendment to the zoning map provided they comply with the applicable provisions of the Code of Virginia, Sections 15.2-2303, or 15.2-2297, and 15.2-2303.4 as described in Chapter Three. The following guidelines shall apply to zoning amendment applications for land areas and applications exempt from the provisions of 15.2-2303.4, which applies to zoning amendment applications for land areas within the boundaries of the Small Area Plans referenced in Chapter 6, and Service Districts that encompass Silver Line Metrorail stations, where the Board may accept a broader range of reasonable proffers. For all zoning amendment applications that are subject to Section 15.2-2303.4, applies, the Board will accept only proffers that are consistent with the provisions of Section 15.2-2297 and are not deemed unreasonable under Section 15.2-2303.4. In no case will the County request, suggest, require, or accept proffers that are deemed unreasonable under applicable Code of Virginia provisions.

A. Capital Facilities

1. To assist the County in an equitable and uniform evaluation of developer proffers and other proposals for 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 per dwelling unit.

2. Estimated capital facilities costs per unit by unit type will be calculated by a Capital Facility Intensity Factor (CIF) based on the adopted service plans and levels for each type of development. The CIF will be calculated using the following formula:

   \[ \text{CIF} = (\text{Household Size} \times \text{Facility Cost Per Capita}) + (\text{Students Per Household} \times \text{School Cost per Student}) \]

   The Board of Supervisors will review the CIF on a biennial basis. If revisions are proposed, the revisions will be subjected to Board Public Hearing.

3. The following definition of “Capital Facility Proffer” will be used for the purpose of evaluating proffers:

   A contribution consistent with county policies and service needs, in cash or in kind (land or improvement), that benefits county residents at large, which is agreed to as a condition of a rezoning. To be considered a proffer based on this definition, the following criteria need to be met: The facility proffered is dedicated to the County or to a local, state, federal or regional authority or otherwise satisfies a need identified in the County’s Service Plan(s) and Levels, Capital Needs Assessment (CNA), and/or Capital Improvement Program (CIP). Facilities that are not dedicated for the exclusive use of a subdivision or group of subdivisions may be partially credited toward capital facility proffers. The partial credit is dependent on the Board of Supervisor’s adopted service levels and plans, CNA and CIP, at the date of the official acceptance or at the date or reactivation of an inactive application. 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 BOS adopted service plans and level-of-service standards for the population served at the date of official acceptance of the application or at the date of reactivation of an inactive application.
b. The contribution has a quantifiable value.

c. The value of land contributed for public use or use as a public facility site is recognized as a capital facility proffer. Land for County facilities should be conveyed to the County or its designee. The value of land to be retained by an owners’ association or land developer is not recognized as a capital facility proffer.

d. The contribution would not be required under existing statutes or ordinances.

e. The proffer is irrevocable.

f. Transportation and road improvement proffers will not be included.

4. Base density thresholds are to be specified by planning policy areas as follows:

a. Rural Policy Area: The Rural Policy Area policies contained in Chapter Seven and related policies elsewhere in the plan address the County’s rural strategy. Both the planned density for the Rural Policy Area and the resulting zoning pattern do not portend future zoning map amendments. In the event that planned densities are to be equivalent to potential density in the rural zoning district(s), a specified base density figure is not necessary. However, the County anticipates that residential zoning map amendment applications within existing villages and other similar applications in the rural policy area will include capital facility contributions.

b. Transition Policy Area: The Transition Policy Area policies contained in Chapter Eight and related policies elsewhere in the Plan address the County’s vision for a separate and distinct planning area between the Rural and Suburban Policy Areas. For subareas of the Transition Policy Area that are planned for higher densities than those permitted by zoning district regulations applicable to property in the subarea, zoning map amendments may be pursued and capital facilities proffers will be anticipated. Such contributions will be evaluated in accordance with a base density equivalent to that contained in the existing zoning district regulations applicable to the property, and in effect at the time of application for a change in zoning.

c. Suburban Policy Area: The Suburban Policy Area policies contained in Chapter Six and related policies elsewhere in the Plan address the County’s vision for unique communities with stringent design guidelines and performance standards. For zoning applications within the Suburban Planning Area that propose increases in residential densities, capital facilities proffers will be anticipated. Such contributions will be evaluated in accordance with a specified base density of 1.0 dwelling unit per acre or a base density equivalent to the density requirements contained in the existing zoning district regulations applicable to the property and in effect at the time of application for a change in zoning, whichever represents the lower base density.

d. Joint Land Management Areas: The Joint Land Management Area policies contained in Chapter Nine and related policies elsewhere in the plan address the mutual vision of the County and the Towns with respect to the delineation of joint land management areas proximate to the Town’s corporate limits. For zoning applications within designated management areas that propose increases in residential densities, capital facilities proffers will be anticipated. Such contributions will be evaluated in accordance with a specified base density of 1.0 dwelling unit per acre or a base density equivalent to the density requirements contained in the existing zoning district regulations applicable to the property and in effect at the time of application for a change in zoning, whichever represents the lower base density.

5. A developer proffering a land site as a part of an active re-zoning application shall contact Loudoun County for a list of appraisal firms approved by the County to determine the market value of land at its planned land use designation in the Revised General Plan. The developer shall contact one of the approved appraisal firms and request an appraisal. The cost of the appraisal will be paid for by the
developer.

B. Open Space

In this Plan, the County has outlined a number of methods for acquiring open space. In the past, the Open Space Preservation Program was linked to increases in density. In the Revised General Plan, sufficient open space is recognized as a key component to all development regardless of density. However, where consistent with the applicable provisions of the Virginia Code Section 15.2-2303, the Open Space Preservation Program remains in place for the highest suburban density levels – from 3.5 dwelling units per acre to 4.0 dwelling units per acre. The County’s program for obtaining open space comprises a “toolbox” approach with a number of mechanisms to ensure the adequate provision of active, passive, and natural open space in the County.

1. Open space within a development will be obtained through conservation design and clustering as detailed in this Plan and subsequent regulations. Conservation design provides for the on-site transfer of density away from environmentally sensitive or culturally significant areas (i.e., components of the green infrastructure including RSCOD).

2. Participation in the Open Space Banking Program permits up to 50 percent of required open space on an individual site to be provided off-site.

3. To achieve higher densities in residential communities, the Board of Supervisors anticipates evidence of participation in the Open Space Preservation Program according to the following guidelines:

   a. Residential Neighborhoods: Densities ranging from 1.0 dwelling units per acre for the Suburban Policy Area up to 4.0 dwelling units per acre may be considered by the County in accordance with the capital facilities guidelines of this Plan and may be considered by the County for voluntary participation in the Open Space Preservation Program. Residential densities above 3.5 and up to and including 4.0 dwellings per acre may be considered by the County in return for voluntary participation in the open space preservation program according to the guidelines presented below and the Density Transfer Guidelines.

   b. To achieve higher densities in High-Density Residential areas, the Board of Supervisors anticipates evidence of participation in the Open Space Preservation Program. Five percent of all residential units associated with densities above 4.0 dwellings per acre should result from the acquisition of an equivalent number of open space easements according to the guidelines presented below and the Density Transfer Guidelines. Offsite open space can include priority open space areas, greenbelts, and components of the green infrastructure. A land contribution on an acre-by-acre basis is desired. If the land offered does not suit the County in terms of quality or location, the County may consider cash in lieu of the land for the purchase of open space. The County will pursue the purchase of open space to provide additional active recreation, to create key trail connections, and to protect environmentally sensitive areas. The County will create a database of infill or other sites targeted for possible purchase. A per unit cash donation may be made to the County for the purchase of open space, according to policies of this Plan. Cash donations for open space will be spent in the density transfer area from which the proffer contribution is obtained.

4. Although the County does not have the authority from the state to conduct a formal Transfer of Development Rights program, the County will seek enabling legislation to do so. Until a formal program is in place, the County will guide development to desired areas through conservation design and the purchase of open space easements. The purchase of easements for additional density has been referred to as voluntary transfer of density, and not to be mistaken with a formal TDR program.
5. The County’s Purchase of Development Rights (PDR) program compensates property owners who voluntarily agree to sell the right to develop their land. The PDR program protects agricultural, natural, historic, and scenic resources and seeks to retain open space in the Suburban Policy Area.

6. Where consistent with the applicable provisions of the Code of Virginia Code, Section 15.2-2303, cash contributions may be provided for the enhancement and/or improvement of historic features within the policy area to fulfill the open space guidelines if the County agrees to or requests the exchange.
VI. Transit-Specific Funding Sources

VIII. Proffers

Proffers are voluntary commitments made by a land-owner at the time that an application for a zoning map amendment is approved, and the County will not suggest, request, require or accept any proffered commitments unless and to the extent such proffers are consistent with County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11 of the Revised General Plan. Proffers are enforceable agreements that run with the land and are intended to offset the impacts of a proposed development. Proffers are reviewed for implementation during the site plan and subdivision processes that come after a rezoning process. Proffers, in the form of physical improvements or cash contributions, assist in improving the public infrastructure needed to serve new residents and users of new developments.

Ensuring that the impacts of a project on both the regional and local transportation system are addressed is of primary importance to the County. Preferably, the County seeks physical transportation improvements in accordance with all applicable policies of the Revised General Plan. However, to the extent consistent with Proffer Policies and Proffer Guidelines, the County will consider cash contributions when construction is not practicable. In order to address the potential that a proffered improvement may be constructed by others, a “cash-in-lieu” clause can be considered. The development community and the County maintain the flexibility to coordinate the timing and location of improvements between projects in response to changing needs and opportunities. Generally, the County will seek to have proffered improvements “up-front” or phased to address the impacts of the project prior to the resulting traffic coming on-line.

Dependence on proffers as a key instrument for the financing of transportation improvements can be problematic. When proffers for different components of a local system (for example, different segments of the same road) are offered by different developers, there can be no assurance that all of the segments will be built in a timely way so that the system will be fully functional when it is needed. To address these concerns, the County promotes coordination of improvements amongst developers through public/private road clubs, etc.

Proffer Policies – The following policies are subject to the overriding County Proffer Policies and Proffer Guidelines as set forth in Chapters 3 and 11 of the Revised General Plan. In its consideration and acceptance of all proffers, the County will apply the standards of Virginia Code Sections 15.2-2297, 15.2-2303, 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.

1. The County will actively seek transportation fund proffers, including those for roads, transit (including transit capital and route start-up costs), and bicycle and pedestrian facilities from residential and nonresidential rezonings.

2. The County prefers proffers that provide physical transportation improvements, as warranted, in accordance with all applicable policies of the Revised General Plan. However, the County will consider cash contributions when construction is not practicable. A case-by-case analysis of the needs for road improvement construction and/or regional road contributions must be made for each project. The construction of full frontage improvements to existing roads and construction of planned new roads will be coordinated with each development project.
3. Private participation in the funding and/or development of the transportation system may include, but need not be limited to:
   a. Access improvements beyond those required by the County Land Subdivision and Development Ordinance (LSDO);
   b. Frontage improvements beyond those required by the LSDO;
   c. Appropriate right-of-way for on-site roads not required by the LSDO;
   d. Appropriate cross-section of a roadway to accommodate traffic beyond that generated by the project;
   e. Regional improvements (on and off-site) and/or contribution to a regional road improvement trust fund, if needed;
   f. Warrant studies and traffic signalization at intersections;
   g. Development and improvement phasing;
   h. Interparcel connections beyond those required by the LSDO;
   i. Design and implementation of alternative mode transportation networks;
   j. Sidewalks, pedestrian road crossings, bicycle trail; with accompanying public access easements and maintenance agreements for those sidewalks and/or trails constructed outside of the right of way;
   k. Land acquisition or contributions toward eminent domain proceedings;
   l. Routing and scheduling construction and industrial traffic to minimize impacts on adjoining areas;
   m. Contributions towards abandonment/vacation of right-of-way proceedings;
   n. Travel Demand Management measures; and
   o. Traffic calming measures.

4. When a roadway running through a property is designed for capacity in excess of that needed for the project, and County proffer policies permit, the excess capacity will be credited toward anticipated regional transportation impact mitigation measures.

5. The transportation capacity to serve a project must be in service at the commencement of the project, or when phasing a project, the transportation capacity to serve each phase of the project must be in service at the commencement of that phase.

6. Bicycle and pedestrian facilities along CTP roads will be provided at the commencement of a project, regardless of whether connections from adjacent properties are already in place.

7. Transportation proffers will contain a “cash-in-lieu” trade-in clause that may be exercised by the County when 3rd parties actually construct a proffered road improvement. The value will be based on actual cost at the time the cash-in-lieu trade-in is exercised.

8. When converting a constructed improvement to a “cash-in-lieu” contribution, the area in which those funds can be used will be determined by the Board of Supervisors but shall be located within the Policy Area in which the project is located. For projects located within the Suburban Policy Area, the area for which the “cash-in-lieu” contribution will be located will be further defined by the Suburban Community in which the project is located.

9. Where appropriate, the County will combine proffer funding from two or more funding sources (i.e. “road club”) to provide expedited construction schedules for alternative transportation networks and road improvements.

10. The County will value right-of-way dedications based on County pre-zoned assessment values at the time of the zoning map amendment application in accordance with Capital Facilities Proffer guidelines.

11. Transportation improvements required by the LSDO or state regulations will not be accepted for transportation proffer credit except in accord with the proffer policies and guidelines of the Revised General Plan.

12. Where transportation proffers are accepted in the form of a cash contribution to a regional road improvement trust fund, the appropriate amount of such contribution will be guided by an analysis of acceptable levels of service based on volume to capacity ratios, the projected costs of additional road improvements, and projected funding levels throughout the plan horizon.
ARTICLE 6
DEVELOPMENT PROCESS AND ADMINISTRATION

Division A: Boards and Commissions

Section 6-100  Planning Commission.
Section 6-200  Board of Zoning Appeals.
Section 6-300  Historic District Review Committee.

Division B: Administration and Enforcement of Ordinance and Notice of Public Hearings

Section 6-400  Administration.
Section 6-500  Enforcement and Penalties.
Section 6-600  Notice Required For Public Hearings.

6-601  Required Notice. Each public hearing involving planning and zoning matters before the Planning Commission, the Board of Supervisors and the Board of Zoning Appeals, requires notice as set forth below.

(A)  Written Notice.

(1)  Cases Involving 25 or Fewer Tax Map Parcels.

Notice. For a zoning map amendment, special exception, variance, appeals pursuant to §15.2-2301 or §15.2-2311 of the Code of Virginia, as amended, or commission permit that involves 25 or fewer tax map parcels, the Planning Commission, Board of Supervisors or Board of Zoning Appeals, or designee as appropriate, shall provide written notice of the public hearing to the owner or owners, or their agent, of each parcel involved and to the owner or owners or their agent, of all abutting property and all property immediately and diagonally across the street or road from the property affected including those parcels which lie in other localities of the Commonwealth. In addition, if any portion of the property which is the subject of the zoning map amendment is within a planned development district then, written notice of a public hearing shall also be given to such incorporated property owners' association existing within the planned development district that has members owning property within 2,000 feet of the subject property. However, when a proposed amendment to the zoning ordinance involves a tract of land not less than 500 acres owned by the Commonwealth or by the
federal government, and when the proposed change affects only a portion of the larger tract, notice need be given only to the owners of those properties that are adjacent to the affected area of the larger tract. Notice shall be sent by registered or certified mail to the last known address of the registered agent, as listed by the State Corporation Commission, of such incorporated property owners’ association. Such notice must be mailed at least ten (10), and no more than thirty (30) calendar days before the hearing and shall be made by registered or certified mail. Notice sent to the last known address of the owner as shown on the County’s current real estate tax assessment records shall be deemed adequate compliance with this requirement. For a comprehensive plan amendment, zoning map amendment, or special exception application, notice of application will be given to adjoining counties or municipalities inside the Commonwealth and within one-half mile of the subject property. Such notice must be mailed at least ten (10) and no more than thirty (30) calendar days before the hearing.

(2) **Cases Involving 25 or More Tax Map Parcels.**

**Notice.** For a zoning map amendment that involves a change in the zoning map classification of more than 25 tax map parcels, or for a change to the applicable zoning ordinance text regulations that decreases the allowed dwelling unit density of any parcel of land, and for a special exception, variance, appeals pursuant to Section 15.2-2301 or Section 15.2-2311 of the Code of Virginia, as amended, or commission permit that involves more than 25 tax map parcels, the Planning Commission, Board of Supervisors or Board of Zoning Appeals or its designee shall provide written notice of the public hearing to the owner or owners, or their agent, of each parcel of land involved and to the owner or owners or their agent, of all abutting property and all property immediately and diagonally across the street or road from the property affected provided, however, that written notice of such changes to zoning ordinance text regulations shall not have to be mailed to the owner, owners, or their agent of lots shown on a subdivision plat approved and recorded pursuant to the Land Subdivision and Development Ordinance where such lots are less than 11,500 square feet. Such notice must be mailed at least ten (10) and no more than thirty (30) calendar days before the hearing and shall be made by first class mail. Notice sent to the last known address of the owner as shown on the County’s current real estate tax assessment records shall be deemed adequate compliance with this requirement. Nothing in this Subsection 6-601(A) shall be construed as to invalidate any subsequently
adopted amendment, special exception or variance because of the inadvertent failure by the representative of the local Commission to give written first notice to the owner or owners, or their agent, of any parcel involved. For a comprehensive plan amendment, zoning map amendment, or special exception application, notice of application will be given to adjoining counties or municipalities inside the Commonwealth within one-half mile of the subject property. Such notice must be mailed at least ten (10) and no more than thirty (30) calendar days before the hearing.

(3) **Contents of Written Notice.** All required written notice shall contain:

(a) The time, date and place of hearing;

(b) A brief description of the matter being heard; and

(c) Identification of the land subject of the application (including the tax map number of the property and complete street address of the property).

(4) **Notice Remailed If Hearing Continued.** If a public hearing is continued, then the second notice required in such case shall be remailed.

(5) **Landowner Initiated Cases.** In any case involving a zoning map amendment, special exception, appeal or variance which is initiated at the request of a landowner, such landowner shall may be designated by the Planning Commission, Board of Supervisors or Board of Zoning Appeals, as appropriate, as responsible for sending any notice required by this Section.

(6) **Notice by County.** Notwithstanding any other provisions of this section, whenever the notices required under this Section are sent on behalf of an agency, department or division of the County, such notice shall be sent by the Director of Planning and Zoning and may be sent by first class mail; however, the Director of Planning and Zoning shall make affidavit that such mailings have been made and file such affidavit with the papers in the case.

(7) **Certification.** Prior to the hearing, an affidavit, prepared by the person or persons, or their representative providing notice, shall be filed with the Director of Planning and Zoning certifying that first and second notices have been sent and such affidavit shall include a list of names of those to whom notice was sent. A counterpart of such affidavit shall be

**Section 6-600**

**Revision Date:** September 2, 2013
presented at the beginning of the public hearing on the application.

(8) **Failure to Receive Notice.** Failure to receive any notice of a hearing required by this Section, in and of itself, shall not invalidate any action taken at or subsequent to the hearing.

(9) **Condominium Ownership.** In the case of a condominium, written notice may be sent to the unit owner's association instead of to each individual unit owner.

(B) **Placard Notice.** Each application, except for zoning map amendment cases involving 500 or more tax map parcels, shall be posted by the applicant, or, at the discretion of the Director of Planning and Zoning, by the County, using a form of placard approved by the Board of Supervisors, at least twenty-one (21) and no more than thirty (30) calendar days prior to each public hearing. Certification of posting shall be provided to the Director of Planning and Zoning, except that such certification shall be provided to the Zoning Administrator for public hearings before the Board of Zoning Appeals.

(1) **Location of Placards.** Placards shall be affixed to a pole, post, fence or other structure to be clearly visible from each public road abutting the property. If no public roads abut the property, then the placard shall be posted so as to be clearly visible from at least two abutting properties and at the access points to said property. Placards shall be weatherproof.

(2) **Contents of Placards.** Placards shall contain:

(a) The time, date and place of the hearing;

(b) A brief description of the matter being heard; and

(c) Identification of the land that is the subject of the application including the tax map number and complete address of the property.

(3) **Maintenance and Removal of Placards.** The applicant, or, at the discretion of the Director of Planning and Zoning, the County, shall maintain all placards up to the time of the hearing and shall remove all posted placards no later than fifteen (15) calendar days after the public hearing has been closed.

(4) **Penalties.** It shall be unlawful for any person to destroy, deface or remove such placard notice. Any person taking such action shall be subject to the penalties set forth in Section 6-504 of this Ordinance.
(C) **Newspaper Notice.** The County shall give newspaper notice prior to each public hearing.

(1) **Type of Newspaper.** Notice shall be published in a newspaper or newspapers of general circulation in the County.

(2) **Contents of Newspaper Notice.** The notice shall contain:

(a) The time, date and place of the hearing;

(b) A brief description of the matter being heard;

(c) If the matter is one for which an additional public hearing is necessary and has been scheduled before the BZA or Board of Supervisors, the time, date and place of the scheduled BZA or Board of Supervisors hearing; and

(d) Identification of the land that is the subject of the application including the tax map number and complete address of the property.

(e) In the case of a zoning map amendment, including an amendment to an approved concept plan, or a modification of ordinance regulations, the general usage and density range of the proposed zoning amendment, and the general usage and density range, if any, set forth in the Comprehensive Plan shall be included within the notice.

(3) **Time of Newspaper Notice.** The notice shall appear at least once a week for two (2) successive weeks and with the second advertisement no more than 21 and no fewer than five (5) calendar days prior to the public hearing.

(D) **Zoning Map Amendment Cases Involving 500 or More Tax Map Parcels.** For a zoning map amendment case involving 500 or more tax map parcels, notice in such cases shall conform in all respects to the provisions of Section 15.2-2204 of the Code of Virginia, 1950 as amended, and no placard notice shall be required in such cases.

(E) **Zoning Text Changes.** When a proposed amendment to the text of the zoning ordinance would decrease the allowed dwelling unit density of more than twenty five parcels of land, then, in addition to the advertising required pursuant to Section 6-601(C), above, written notice shall be given by the County or its designated representative, at least five days before the hearing to the owner, owners, or their agents of each parcel of land involved, provided, however, that written notice
of such changes to zoning ordinance text regulations shall not have to be mailed to the owner, owners or their agents of lots shown on a subdivision plat approved and recorded pursuant to the Loudoun County Land Subdivision and Development Ordinance where such lots are less than 11,500 square feet.

6-602 Notice Requirement for Adoption of Submission Checklist. A resolution to be presented to the Board of Supervisors pursuant to Section 6-403 shall be advertised in a newspaper of general circulation in the County at least thirty (30) days before consideration of the resolution by the Board.

6-603 Cost of Notice. The cost of all notice required by this Section shall be paid by the applicant.

6-604 Additional Notice Required.

(A) Deferral. If an item is not heard at the time for which it was noticed but is deferred at that time to another date, all notice required by this Section shall be given of the deferred public hearing.

(B) Recessed Public Hearings. If a public hearing is begun but the agenda not completed, thereby requiring the meeting to be recessed, no additional notice is required as long as the date(s) for completion of the public hearing agenda is announced at the hearing which has been recessed.
Division C: Required Development Approvals

Section 6-700 Site Plan Review.

Section 6-800 Subdivision Approval.

Section 6-900 Additional County, State and Federal Approvals Required For Development.

Section 6-1000 Zoning Permits.

Section 6-1100 Commission Permit.

Division D: Special Development Approvals

Section 6-1200 Zoning Amendment.

6-1201 Authority. The Board of Supervisors may, by ordinance, amend, supplement, change or repeal the provisions of this Ordinance or the boundaries of zoning classifications established in the official Zoning Map.

6-1202 Initiation of Amendment. Either a zoning map or text amendment may be proposed by resolution of the Board of Supervisors or Planning Commission. In the case of a zoning map amendment, an application may be filed by a person who owns or has a legal interest in or is a duly authorized representative of the owner. In the case of an application by a person who has a legal interest in the property or is a duly authorized representative of the owner, the application must exhibit the consent of those with a legal ownership interest in the property under consideration. In the case of a zoning text amendment, a landowner may file a petition for a resolution of intent to amend the ordinance text to be acted upon by the Board of Supervisors. The Board shall either adopt such resolution, initiating the text amendment requested, or deny such petition.

6-1203 Review of Application. An application for a zoning map amendment shall be filed pursuant to, shall contain such material as required by, and be processed pursuant to the following:

(A) Pre-Application Conference. Prior to filing an application, an applicant shall meet with the Director of Planning and Zoning and appropriate staff to discuss the applicant’s intentions with regard to a given application and questions regarding the procedures or substantive requirements of this Ordinance. The Director of Planning and Zoning may waive the pre-application conference requirement in cases where the Director finds that such waiver is not anticipated to affect the submission or review of the proposed application.

A request for a pre-application conference, or to waive the pre-application conference, shall be made in writing to the Director of Planning and Zoning and shall be accompanied by a sketch map(s) of
the site illustrating the location of proposed uses, a description of the proposed project or use, and a list of the issues to be discussed at the conference or justification for the waiver. No matters discussed at said meeting shall be binding on either the applicant or the County. The Director of Planning shall respond to each written request for a pre-application conference or waiver within (5) business days.

(B) Acceptance of Complete Application (Checklist review). Only a complete application shall be accepted for review pursuant to Section 6-1203(B)(1). A complete application is one which the Director of Planning has determined includes all minimum submission materials, studies and documents as may be established pursuant to Section 6-403, except that an application may be deemed complete if it contains documentation from the Department of Planning that a waiver of the submittal requirement has been granted with respect to any required item that has not been submitted. The County shall maintain a current log of all pending applications.

(1) Within fifteen (15) calendar days of receipt of an application, the Director of Planning shall complete checklist review and either:

(a) Accept the application, if it is complete, and send notice to the applicant of acceptance; or

(b) Notify the applicant that the application is incomplete, specifying the submission materials, studies, corrections or documents required in order for the application to be complete. The applicant may resubmit the same application, which shall include all documents with the deficiencies corrected, in which event the application will be reviewed in the same schedule as the original submittal.

(2) If neither a notice of acceptance nor incompleteness is sent within fifteen (15) calendar days, the application shall be deemed accepted for the purposes of beginning the time limits of this Ordinance.

6-1204 Staff Review of Application.

(A) Referrals. Upon acceptance of the application for zoning amendment, the Director of Planning shall forward a copy of the application to any town and any county or state agencies whose comments are necessary or desirable for full and appropriate review of the merits of the application. The agency reviews and referral
Initial Referral Responsibilities. Each county reviewing agency shall prepare and each town and State agency will be requested to prepare, a referral report which sets out in writing its comments and recommendations regarding the application and shall forward such referral report to the Director of Planning and Zoning.

First Referral Report to Applicant. Referral comments and recommendations from county agencies received by the Director of Planning and Zoning shall be forwarded to the applicant.

Applicant Requested Meeting. Staff may, if requested by the applicant, meet to discuss the First Referral Report. The running of the decision deadline time period for the application will be suspended from the date of the applicant’s request for the meeting until the date of the meeting.

Second Referral Responsibilities. A second round of referral reports may be requested from the reviewing agencies based upon the applicant’s response to the first referral report. The second referral reports shall be completed and a report from such reviewing agencies forwarded to the Director of Planning and Zoning.

Second Report to Applicant. The Director of Planning and Zoning shall forward the referral reports to the applicant. Following the transmittal of the second referral reports, if there are unresolved issues, a meeting will be scheduled with the applicant and those referral agencies with remaining issues, if requested by the applicant.

Decision Deadline. The running of the decision deadline time period for the application will be suspended from date of the applicant’s request for the meeting referenced in 6-1204(A)(5) above, until the date of receipt by the Director of Planning and Zoning of either the applicant’s response to all of the issues identified in the second referral report and the meeting, or a written request from the applicant to proceed to public hearing without further response.

(B) Applicant Response.

The applicant shall respond in writing to all of the issues identified in the referral reports. Such response shall be subject to the provisions of Section 6-1205.
The applicant’s written responses to referral reports shall be completed in accord with the schedules in 6-1204(C), Table 1. Failure on the part of the applicant to respond within the timeframe specified in Table 1, Review Schedule, shall result in the suspension of the running of all time deadlines for any action on such application until the date of receipt of the applicant’s response to all of the issues identified in the referral reports or the applicant’s request to proceed to public hearing without further response.

Should the applicant’s response to issues in the referral reports result in any additional application(s) (for example, a new special exception or modification), a materially revised traffic statement or an increase in the ultimate proposed build out of land uses, the application shall be sent to agencies for review in accordance with the provisions of Sections 6-1204(A) through (C).

Rezoning Review Schedule. The staff reviews outlined in Sections 6-1204(A) and (B) shall be completed in accord with the schedule in Table 1, Rezoning Review Schedule.

<table>
<thead>
<tr>
<th>Action</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial referral review</td>
<td>Application acceptance plus 45 calendar days</td>
</tr>
<tr>
<td>Referral reports to applicant</td>
<td>Referral due date plus 10 calendar days</td>
</tr>
<tr>
<td>Applicant Response to initial referral reports</td>
<td>Referral reports transmittal date plus 30 calendar days (see Note 1)</td>
</tr>
<tr>
<td>Second referral review (if needed)</td>
<td>Date of receipt of applicant response plus 30 calendar days</td>
</tr>
<tr>
<td>Second referral reports to applicant</td>
<td>Second referral due date plus 10 calendar days</td>
</tr>
<tr>
<td>Applicant response to second referral reports</td>
<td>All time deadlines for any action on the application is suspended until receipt of the applicant’s response</td>
</tr>
<tr>
<td>Staff-applicant issues meeting (if requested)</td>
<td>Second referral due date plus 20 calendar days</td>
</tr>
</tbody>
</table>

Note 1: Should the applicant choose not to respond within the timeframe specified for applicant responses in Table 1, Rezoning Review Schedule, the running of all time deadlines for any action on such application shall be suspended until the date of receipt of the applicant’s response to all of the
issues identified in the referral reports or the applicant’s request to proceed to public hearing without further response.

(D) **Public Hearing Scheduled.** Upon receipt of the applicant’s final response to all of the issues identified in the second referral report, or subsequent referral report(s) if required, or the applicant’s request to proceed to public hearing, the **Director of Planning** shall proceed to prepare the report as specified in Section 6-1204(F), and shall schedule the application for a duly noticed public hearing with the Planning Commission.

(E) **Required Action By Other Board.** In the event this Ordinance requires that an application not be granted until acted upon by some government board or agency other than the Planning Commission or Board of Supervisors, then the **Director of Planning** shall forward the application for amendment to such board or agency for appropriate action prior to the notification to an applicant that an application is ready to be presented to the Board of Supervisors or Planning Commission. If they deem it appropriate, the Planning Commission may recommend, and the Board of Supervisors may approve, an application contingent on required action by the other board.

(F) **Report and Notice to Applicant.** The **Director of Planning** shall compile the referral reports and applicant responses and any other necessary information, prepare a written staff report with proposed findings and a recommendation, and notify the applicant that the report is complete and the application is ready to be presented to the Board of Supervisors or Planning Commission, as appropriate, for hearing.

6-1205 **Amendment to Application.**

(A) **Changes to Application Prior to Public Hearing.** If an applicant submits additional, unsolicited information or proposes changes to an application after it has been accepted, such as, without limitation, a significant change to the traffic analysis, additional environmental studies including but not limited to lighting and noise studies, the addition of new uses or roads, or the addition of a new application, the **Director of Planning and Zoning** shall review such additional information or proposed changes within five (5) business days of receipt and determine whether such additional information or proposed change is a substantial change to the application. If such information or proposed change is determined to be substantial, the application will be considered to be an amended application and the applicant will be deemed by the submission of such additional information or proposed change to have requested and consented to an extension of the decision deadline required by law. If the application is determined to be an amended application, then within five (5) business days following such determination, the **Director of Planning**
and Zoning will send a written notice to the applicant that the additional information or proposed changes will result in an automatic extension of the application decision deadline prescribed by law and such notice shall specify the date of such decision deadline. The applicant will then have five (5) business days to provide the Director with a written request to withdraw the additional information or proposed changes which necessitated the extension. If the applicant chooses to withdraw the additional information or proposed change, then the application will proceed based on its original timeline.

(B) Changes to application After Public Hearing. Any unsolicited, new information submitted by the applicant after the Planning Commission has completed its review or after the Board of Supervisors public hearing shall be subject to the provision of Section 6-1205(A) above. In addition, the Board may refer an application back to the Planning Commission and direct that such unsolicited information or any other previously un-submitted information be reviewed by the Planning Commission. Any unsolicited information submitted by the applicant after the Planning Commission review is complete or after the Board of Supervisors public hearing shall result in a fifteen (15) calendar day automatic extension of the application decision deadline, unless such extension is reduced by the Director of Planning and Zoning.

6-1206 Withdrawal of Application. An application may be withdrawn upon written request by the applicant any time prior to the beginning of the Board of Supervisors public hearing on the application; provided, that if the request for withdrawal is made after such deadline, such withdrawal shall be permitted only with the consent of the Board of Supervisors. No new application concerning any or all of the same property which is substantially the same as the one withdrawn shall be filed within twelve (12) months of the date of withdrawal, unless the Board of Supervisors specifies at the time it consents to withdrawal that said time limitation shall not apply.

6-1207 Limitation on Application After Denial. After the official denial of an application, no new application concerning any or all of the same property, which is substantially the same as the one denied shall be filed within twelve (12) months of the date of denial.

6-1208 Conditional Zoning. As part of classifying land within the County into areas and districts. an amendment to the zoning map by legislative action, the County may adopt reasonable conditions governing the use of such property, as provided by the Virginia Code Section 15.2-2303, when proffered by the landowner in conformance with Section 6-1209, such conditions being in addition to, or modification of, the regulations provided for a particular zoning district by this Ordinance. However, for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, the County shall
accept only such reasonable conditions as are defined by and in accordance with Virginia Code Section 15.2-2297 that may not be deemed unreasonable as defined in Section 15.2-2303.4.

6-1209 Proffered Conditions. As part of an application for a rezoning, a property owner may proffer in writing the provision of reasonable conditions to apply and be part of the rezoning sought to be approved by said application. Proffered conditions in accordance with Section 6-1208 may include written statements, development plans, profiles, elevations, or other demonstrative materials and shall be subject to the following procedures set out in, or established by resolution pursuant to, Section 6-1203 and the following:

6-1209 and regulations:

(A) When Proffers Are Made.

(1) If there are any proffered conditions which the applicant wishes to have considered with the application, they shall be submitted for staff review prior to, or as part of the applicant’s response to the written report required by Section 6-1204(B).

(2) In no event shall the applicant's proposed statement of proffered conditions be submitted later than forty-five (45) calendar days prior to the scheduled public hearing before the Board of Supervisors. The signed statement of proffered conditions, executed in accordance with Section 6-1209(B), shall have been submitted in writing in advance of the public hearing before the Board of Supervisors.

(3) Nothing in this paragraph shall prevent the Board of Supervisors from approving an application subject to proffers amended by an applicant after the public hearing has begun so long as the amended proffers impose a more restrictive standard and do not materially affect the overall proposal, and the ordinance adopted accurately reflects such changes.

(B) Contents and Timing of Proffers. Proffered conditions shall be signed by all persons having an ownership interest in the property and shall be notarized and submitted to the Director of Planning and Zoning prior to a public hearing before the Board of Supervisors. The Board of Supervisors may also accept amended proffers after the public hearing has begun if the amended proffers impose a more restrictive standard and do not materially affect the overall proposal. Proffered conditions shall contain a statement that the owners voluntarily enter into the conditions contained therein.

(C) Filing and Notice Of Accepted Proffers. If the amendment to the Zoning Map is adopted subject to proffered conditions, then the property in question shall be appropriately annotated on the Zoning Map and the proffers shall be placed in the Zoning Administrator's official proffer file.
Section 6-2000

Proffers Govern Development. Proffered conditions shall become a part of the zoning regulations applicable to the property unless subsequently changed by an amendment to the Zoning Map, which amendment is not part of a comprehensive implementation of a new or substantially revised zoning ordinance, and such conditions shall be in addition to the specific regulations set forth in this Ordinance for the zoning district in question.

Substantial Conformance Required. Upon approval of a rezoning with proffers, any site plan, subdivision plat, development plan or other application for development thereafter submitted shall be in substantial conformance with all proffered conditions. No development shall be approved by any County official in the absence of said substantial conformance.

Substantial Conformance Defined. For the purpose of this Section, substantial conformance shall be determined by the Zoning Administrator and shall mean that conformance which leaves a reasonable margin for adjustment due to final design or engineering data but conforms with the general nature of the development, the specific uses, and the general layout depicted by the plans, profiles, elevations, and other demonstrative materials proffered by the applicant.

Enforcement of Proffers. The Zoning Administrator shall be vested with all necessary authority on behalf of the Board of Supervisors to administer and enforce proffered conditions. Such authority shall include the ability to order, in writing, the remedy of any noncompliance with a proffered condition and the ability to bring legal action to ensure compliance including injunction, abatement, or other appropriate action or proceedings, as provided for in Section 6-500 of this Ordinance. Any person, group, company, or organization aggrieved by an interpretation of the Zoning Administrator may appeal such interpretation in accordance with Section 6-1209(JI) of this Ordinance.

Guarantee for Construction of Improvements. A guarantee, satisfactory to the Board, may be required by the Zoning Administrator in an amount sufficient for and conditioned upon the construction, installation, provision or performance of any public improvements, site improvements, facilities or obligations required by the proffered conditions. This guarantee may be reduced or released by the Board or agent thereof, upon satisfactory evidence that the construction, installation, provision or performance of such improvements, facilities or obligations has been completed in whole or in part. Said guarantee shall be required prior to the approval of the applicable site plan or subdivision.

No Permits Shall Be Approved Not In Compliance With Proffers. Failure to meet or comply with any proffered conditions shall be sufficient cause to deny the approval of any site plan or subdivision, grading permits, zoning permits, building permits, or certificates of occupancy as may be
determined appropriate by the Zoning Administrator. In addition to the other penalties appropriate for violations of this Ordinance, failure to meet or comply with any proffered condition shall be sufficient cause to deny the issuance of any development approvals or permits relating to the land area which was the subject of the conditional zoning. To this end, each application for a development approval or permit shall include an affidavit by the applicant that all applicable proffers have been or will be complied with as agreed upon at the time of rezoning. The burden shall be on the applicant to verify that proposed development complies with any and all proffered conditions.

(J)(I) Appeal of Proffer Decision. Any person aggrieved by a decision of the Zoning Administrator regarding any proffered condition may appeal such decision to the Board of Supervisors. Such appeal shall be filed within thirty (30) calendar days from the date of the decision appealed by filing a notice of appeal with the Zoning Administrator. Such notice shall be a written statement specifying the grounds on which aggrieved and the basis for the appeal and shall include the materials specified in Section 6-1209(K). Upon receipt of the appeal notice, the Board of Supervisors shall take such testimony as it deems appropriate and shall render its decision within ninety (90) calendar days after receipt of the appeal notice and following a public hearing. The Board of Supervisors may reverse or affirm wholly or partly or may modify the decision of the Zoning Administrator.

(K)(J) Proffer Appeal Submission Materials. Any appeal presented in accordance with the provisions of Section 6-1209(JI) of this Ordinance shall include the following materials within the thirty (30) calendar day filing time frame. The ninety (90) day timeline set forth in Section 6-1209(J) above shall not commence until all of the following are received by the Zoning Administrator and the Chairman of the Board of Supervisors:

1. Two copies of an application form, signed by the appellant or appellant’s representative, accompanied by the following information:
   
   a. A copy of the decision or proffer determination which is the subject of the appeal.
   
   b. The date upon which the decision or determination being appealed was made.
   
   c. The grounds for the appeal.
   
   d. Specification as to how the appellant is an aggrieved person (for example, owner of property affected by the
Section 6-2000

Revision Date: December 6, 2006

DRAFT 09-12-2016
determination or adjacent owner affected by the determination, etc).

(e) Any additional supportive data such as plats, plans, drawings, charts or other related material desired to be included in the record.

(2) An application fee in the amount set forth by resolution of the Board of Supervisors.

(L)(K) Proffer Amendment.

(1) Once accepted and incorporated into an approved amendment to the zoning map, there shall be no amendment or variation of any such proffered conditions, except as permitted under Section 6-1216(A), until after public hearings in accordance with the same process and procedures that applied to the review and approval of the original amendments to the zoning map. However, the Director of Planning and Zoning may modify the applicable schedule for agency comments (referrals) reports required pursuant to Section 6-1204(A) based on the complexity, scope or nature of the requested proffer amendment.

(2) Notwithstanding subsection (L-K)(1), above, when an amendment to such proffered conditions is requested, the Board of Supervisors may waive the requirements for public hearing before the Planning Commission and Board provided that the requested amendment to the proffered conditions does not affect conditions of use or density. In such cases, upon granting such waiver request, the requested amendment shall be referred to the Planning Commission for review. Staff and Planning Commission recommendations shall be provided to the Board of Supervisors within such period of time as specified by the Board of Supervisors at the time it approves grants the waiver. In granting the waiver, the Board may shall require that written notice of such application be provided in the manner and to the persons as set forth in Virginia Code Sections 15.2-2204 and 15.2-2302 and Section 6-600 of this Ordinance to adjacent property owners prior to Board consideration of the amendment; may establish a schedule for staff and Planning Commission review; and may approve a reduced fee reflecting the modified schedule.

6-1210 Report by Planning Commission.

(A) Hearing Before Planning Commission. Unless waived as provided in Section 6-1209 (L), the Planning Commission shall hold a duly noticed public hearing regarding an application for a zoning amendment and thereafter report its recommendations to the Board of Supervisors.
(B) **Planning Commission Recommendation.** The Planning Commission need not confine its recommendation to the proposed amendment as set forth in the application. If the proposed amendment consists of a change in the text of this ordinance, it may recommend a revision to the proposal. If the proposed amendment consists of a change in zoning district boundaries, it may reduce or enlarge the extent of land that it recommends be rezoned; or it may recommend that the land be rezoned to a different zoning district classification than that requested if, in either case, the Commission is of the opinion that such revision is in accordance with sound zoning practice and the adopted Comprehensive Plan, and is in furtherance of the purposes of this ordinance. Before recommending a larger extent of land or a rezoning to a more intensive classification than was set forth in the application, the Commission shall hold an additional duly noticed public hearing on the matter.

(C) **Planning Commission Report.** In recommending the adoption of any proposed amendment to this Ordinance, the Planning Commission may state its reason for such recommendation, describing any changes in conditions, if any, that it believes make the proposed amendment advisable and specifically setting forth the manner in which, in its opinion, the proposed amendment would be in harmony with the adopted comprehensive plan and would be in furtherance of the purpose of this Ordinance.

(D) **Text Amendments.** If the request is for an amendment of the text of this Ordinance, the Planning Commission shall consider the following matters:

1. Whether the proposed text amendment is consistent with the Comprehensive Plan.

2. Whether the proposed text amendment is consistent with the intent and purpose of this Ordinance.

(E) **Zoning Map Amendments.** If the application is for a reclassification of property to a different zoning district classification on the Zoning Map, the applicant shall address all the following in its statement of justification or plat unless not applicable and the Planning Commission shall give reasonable consideration to the following matters:

1. Appropriateness of the proposed uses based on the Comprehensive Plan, trends in growth and development, the current and future requirements of the community as to land for various purposes as determined by population and economic studies and other studies and the encouragement of the most appropriate use of land throughout the locality.

2. The existing character and use of the subject property and suitability for various uses, compatibility with uses permitted and existing on
other property in the immediate vicinity, and conservation of land values.

(3) Adequacy of sewer and water, transportation, and other infrastructure to serve the uses that would be permitted on the property if it were reclassified to a different zoning district.

(4) The requirements for airports, housing, schools, parks, playgrounds, recreational areas and other public services.

(5) Potential impacts on the environment or natural features including but not limited to wildlife habitat, wetlands, vegetation, water quality (including groundwater), topographic features, air quality, scenic, archaeological, and historic features, and agricultural and forestal lands.

(a) For applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4 and any proposed on-site mitigation of those potential impacts.

(b) For applications for rezoning or amendment to a zoning map not subject to the provisions of Virginia Code Section 15.2-2303.4, any proposed mitigation of those potential impacts.

(6) The protection of life and property from impounding structure failures.

(F) Planning Commission Deadline. Failure of the Planning Commission to report to the Board within one hundred (100) calendar days after the first meeting of the Commission following the date the proposed amendment has been referred to the Commission or such shorter period as the Board may direct shall be deemed a recommendation of approval by the Commission.

6-1211 Hearing Before Board of Supervisors. Except as provided in 6-1209(L), the Board of Supervisors shall hold a duly noticed public hearing regarding an application for a zoning amendment as soon as practicable following the Planning Commission’s report of its recommendations hearing.

6-1212 Action by Board of Supervisors. The Board of Supervisors need not confine its action to the proposed amendment as set forth in the application. If the proposed amendment consists of a change in the text of this ordinance, it may act on a revision to the application. If the proposed amendment consists of a change in zoning district boundaries, it may reduce or enlarge the extent of land that it rezones or it may rezone the land to a different zoning district classification than that requested if, in either case, it is of the opinion that such revision is in accordance with sound zoning practice and the adopted Comprehensive Plan and is in furtherance of the purposes of this Ordinance. Before rezoning a larger extent of land or rezoning the land to a more intensive use classification than was set
forth in the application public notice, the Board shall hold a further duly noticed public hearing on the matter.

6-1213 Evidentiary Matters Before Board of Supervisors. All information, testimony or other evidence presented by an applicant for zoning amendment shall be presented to the Planning Commission in conjunction with its review and hearing on the application. If the Board of Supervisors determines that an applicant is presenting evidence— including without limitation written statements, development plans, profiles, exhibits, studies, elevations, or other demonstrative materials— which is substantially or materially different from that presented to the Commission, the Board may refer the application back to the Commission for such additional consideration and action as the Board may deem appropriate.

6-1214 Concept Development Plan. An application for rezoning or zoning amendment shall include a Concept Development Plan and such additional information as the applicant may deem necessary to provide a detailed understanding of the proposed development. The Concept Development Plan shall be sufficiently detailed to be evaluated with respect to the criteria of 6-1210.

6-1215 Contents of a Concept Development Plan. The approved Concept Development Plan shall contain the following information, which shall apply to the project as a whole and to land bays within the project:

(A) Nonresidential Uses. (a) the floor area ratio or ratios; (b) the maximum gross floor area for the project as a whole and for land bays within the project for each use type (retail, office, industrial, institutional); (c) a notation or depiction of the setbacks, height, and bulk restrictions for the project as a whole and for land bays within the project; (d) any applicable performance standards that are imposed and restrictions regarding the location and nature of nonresidential activities.

(B) Residential Uses. (a) The maximum number of each dwelling unit type for the project, (b) a notation or depiction of applicable lot and building restrictions for the project as a whole and for land bays within the project; (c) maximum residential densities for the project and individual land bays within the project; and (d) any applicable performance standards that are imposed and restrictions regarding the location and nature of residential activities.

(C) Civic Uses. (a) The floor area ratio or ratios; (b) the maximum gross floor area for the project as a whole and for land bays within the project and the location of civic facilities provided, if not otherwise provided in the proffers; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, neither civic uses nor any of the foregoing information in this subsection (C) provided.
shall be shown to the extent that the provision of such uses may be deemed unreasonable as defined in Section 15.2-2303.4.

(D) **Public Uses.** (a) The floor area ratio or ratios; (b) the maximum gross area for the project as a whole and for land bays within the project; and (c) the location of public land and facilities provided, if not otherwise provided in the proffers; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, neither public uses nor any of the foregoing information in this subsection (D) shall be shown to the extent that the provision of such uses may be deemed unreasonable as defined in Section 15.2-2303.4.

(E) **Transportation/Access.** The approved location and general design of transportation improvements and ingress and egress to the project, along with such access restrictions imposed to promote and ensure the integrity and function of the County's thoroughfare system, the safe and efficient circulation of vehicles and pedestrians within the district and consistency with the Countywide Transportation Plan; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, neither transportation improvements nor any of the foregoing information in this subsection (E) shall be shown to the extent that the provision of such improvements may be deemed unreasonable as defined in Section 15.2-2303.4.

(F) **Open Space Areas.** The location and nature of environmentally or historically sensitive areas, active and/or passive recreation areas, perimeter landscape buffers and screening intended to mitigate impacts on adjacent properties and other areas that are to remain as open space; provided, however, that for applications for rezoning or amendment to a zoning map subject to the provisions of Virginia Code Section 15.2-2303.4, the provision of active and/or passive recreation areas and/or perimeter landscape buffers and/or screening shall not be shown to the extent that the provision of such areas, buffers and/or screening may be deemed unreasonable as defined in Section 15.2-2303.4.

(G) **Modifications.** The location, text and a clear description of any approved modifications to any provisions of this Ordinance, the Land Subdivision and Development Ordinance, or any other applicable County ordinance, which would otherwise be applicable to the development.

### Changes to Concept Development Plan After Approval.

(A) **Administrative Change.** Any of the following modification(s) to an approved Concept Development Plan shall be considered an
administrative change and may be permitted if approved by the Zoning Administrator:

1. Decreases by five percent (5%) or less the area approved for public and private open space.

2. Relocates or modifies approved circulation elements as a result of more detailed engineering or changes requested by county staff or VDOT.

3. Alters the orientation or relocates approved uses within the same land bay unless such modification would decrease the ability of such elements to function efficiently or adversely affect their relation to surrounding lands and uses, or unless such change is otherwise prohibited or limited elsewhere in the proffers.

(B) **Minor Zoning Concept Plan Amendment Change.** The following change(s) to an approved Concept Development Plan may be made by Zoning Concept Plan Amendment, in accordance with the procedures for zoning amendments set forth in this Article VI Section 6-1200, except that such application shall be processed pursuant to the special exception review schedule outlined in 6-1300:

1. Changes by five percent (5%) or less the total number of units or the floor area to be devoted to any specified residential or nonresidential use.

2. Changes the arrangement of approved land uses, structures, or relocates approved uses between land bays, unless such modification would decrease the ability of such elements to function efficiently or adversely affect their relation to surrounding lands and uses, or unless such change is otherwise prohibited or limited elsewhere in the proffers.

3. Changes the arrangement of land bays.

4. Modifies the regulations applicable to the Concept Development Plan in accordance with Section 6-1217.

(C) **Zoning Concept Plan Amendment Change.** Other than those changes authorized by Section 6-1216(A) or (B) any other changes to an approved Concept Development Plan shall be reviewed pursuant to the procedures established by this Section for its original approval unless waived pursuant to 6-1209(LK)(2). The minimum submission requirements for such change(s) to an approved Concept Development Plan shall be the same for either a new or an amended plan. Such proposed change(s) made may be shown only for those areas affected, and need not show the entire Concept Development Plan.
Modifications.

(A) The regulations of the Planned Development district sought shall apply after rezoning is approved unless the Board of Supervisors approves a modification to the zoning, subdivision or other requirements that would otherwise apply.

1. No such modifications shall be permitted, which affect uses, density, or floor area ratio of the district.

2. Modifications to an approved Concept Development Plan may be approved as set forth in Section 6-1216.

2. No such modification shall be approved unless the Board of Supervisors finds that such modification to the regulations will achieve an innovative design, improve upon the existing regulations, or otherwise exceed the public purpose of the existing regulation.

3. No such modification shall be approved for the primary purpose of achieving the maximum density on a site.

4. An application for such modification shall include materials demonstrating how the modification will be used in the design of the project.

(B) The regulations for a Suburban Zoning District (Article 3) sought shall apply unless the Board of Supervisors, as part of a rezoning application, approves a modification to the zoning, subdivision, or other requirements that would otherwise apply.

1. No such modifications shall be permitted, which affect uses, density, or floor area ratio of the district.

2. No modifications to the Affordable Dwelling Unit Developments regulations of Article 7 shall be permitted except in accord with Section 7-108.

3. Such modifications shall be set forth on a Concept Development Plan as set forth in Section 6-1215.

4. No such modification shall be approved unless the Board of Supervisors finds that such modification to the regulations will achieve an innovative design, improve upon the existing regulations, or otherwise exceed the public purpose of the existing regulation.

5. No such modification shall be approved for the primary purpose of achieving the maximum density on a site.
(6) No such modification shall be approved unless the Board of Supervisors finds that it is applicable to an entire development or to a defined portion of a development that is proposed to contain multiple lots.

(7) An application for such modification shall include materials demonstrating how the modification will be used in the design of the project. Modifications to an approved Concept Development Plan may be approved as set forth in Section 6-1216.

(C) In approving any such modifications under subsections (A) or (B) of this Section 6-1217, the Board of Supervisors may impose such conditions, safeguards and restrictions upon the premises benefited by such modification as may be necessary to avoid or minimize any potentially adverse or injurious effect of such modification upon other property in the neighborhood and to carry out the general purpose and intent of this Ordinance.

(C)(D) Modifications to an approved Concept Development Plan may be approved as set forth in Section 6-1216.
Use of Demographic Forecasts and Traffic Analysis Zones in Planning

Loudoun County uses an integrated approach to land use and fiscal planning that provides the County with a process to forecast and plan for its future capital facility growth and transportation network. Demographic forecasts are a key component of planning and fiscal needs analysis. Forecasts of housing units, households, population, and employment are produced for planning purposes. The demographic forecasts are used to develop the Capital Intensity Factor (CIF) and Capital Needs Assessment (CNA), which are then used to negotiate proffers. They are also used to assess the transportation network and land use plan amendments.

Chart 1: Demographic Forecasts for Planning Processes

Capital Intensity Factor

The CIF establishes an estimate of the average capital facilities costs associated with a new residential units in Loudoun and is used in the evaluation and negotiation of proffers associated with residential rezonings.

Capital Needs Assessment

The CNA uses the county’s population forecasts by planning subarea and adopted capital facility standards to identify the type and number of capital facilities that will be needed to serve the public over a ten-year planning period beyond the end of the current Capital Improvements Program (CIP) timeframe, while maintaining the county’s desired levels of services to its residents.
Transportation

Analysis of the transportation network and the future demands for travel on the existing and planned road network use the County’s demographic forecasts by Traffic Analysis Zone (TAZ). The County and region’s transportation models use demographic forecasts as input.

Planned land use amendments

Evaluation of planned land use amendments use Countywide and TAZ growth forecasts that reflect the current land use plan and the proposed planned land use. The analysis of transportation and fiscal impacts for things such as the Silver Line Area Plan land use scenarios would not have easily attainable and manageable without readily available TAZ forecast data.

Demographic Forecast Geographies

The TAZ geography is the foundation or building block for all demographic forecast geographies used in the County’s land use and fiscal planning processes. The borders of TAZs are formed by jurisdictional boundaries, major highways, and barriers to travel such as rivers. Maintaining a geography that is the basis for all forecasts is fundamental for purposes of maintaining a coherent set of forecasts data for all fiscal and transportation planning processes, as well as for the ability to develop forecasts in a timely manner.

The CIF and CNA are developed using planning subarea data. TAZs are nested within the planning subareas, meaning that a TAZ is only within one planning subarea and is not divided between two or more planning subareas. The TAZ forecast data are aggregated to determine planning subarea forecasts.

Chart 2: TAZ as Building Block for All Forecast Geographies
Comprehensive Plan Amendment-Route 7 Setback and Buffer Standards

Amendments to the Keynote Employment Center policies of Chapter 6 of the Revised General Plan

Keynote Employment Center Policies

1. Keynote Employment uses are defined as large-scale regional office developments that feature high visual quality and high trip-generating uses, including office parks, research and development parks, corporate headquarters, and similar uses of a large scale (e.g., 40,000 gross square feet or greater). Keynote Employment areas will be single-use with the ancillary services necessary to support the predominant office use.

2. Keynote Employment along Route 7 should be set back a minimum of 300 feet from the right of way, with green buffering, preferably native vegetation.

3. Keynote Employment areas are identified on the Land Use Map and generally are located along Route 7 and the eastern end of the Dulles Greenway. These roads are prominent corridors in the County and are intended to be the location of premier office sites for high-visibility.

4. Keynote Employment areas along Route 7 will be developed with a uniform treatment of building and parking setbacks and landscaping to enhance the aesthetic quality of the corridor. All landscaping will incorporate native plant materials and will be designed to enhance the visual quality of the roadway corridor.

4. The land use mix (measured as a percentage of the land area) in a Keynote Employment area generally will comply with the following ratios:

<table>
<thead>
<tr>
<th>Land Use Category*</th>
<th>Minimum Required</th>
<th>Maximum Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Regional Office</td>
<td>70%</td>
<td>85%</td>
</tr>
<tr>
<td>b. Commercial Retail &amp; Services*</td>
<td>0%</td>
<td>10%</td>
</tr>
<tr>
<td>c. Public &amp; Civic</td>
<td>5%</td>
<td>No Maximum</td>
</tr>
<tr>
<td>d. Public Parks &amp; Open Space</td>
<td>10%</td>
<td>No Maximum</td>
</tr>
</tbody>
</table>

* Retail Policy guidance provided in Countywide Retail Plan

5. The County encourages the use of structured parking in the Keynote Employment areas.
CPAM-2018-0001
Bolen Park Stadium

Adopted September 12, 2018
Chapter 9
The Towns
Leesburg Joint Land Management Area Policies

17. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.

18. Special Activity uses will be considered only in areas identified on the Land Use Map and proposal must meet all of the following nine criteria:

a. All Special Activity proposals will be evaluated for their fiscal impacts and the use must promote the County’s economic development goals and must be expected to provide a positive fiscal benefit to the County.

b. The use must be served by central sewer and water facilities.

c. To discourage through traffic in residential neighborhoods, the use must be served by an adequate road network, operating at an acceptable level of service, as defined by the County’s Facilities Standards Manual (FSM), with access to the regional road network via the Dulles Greenway and other arterial and major collector roads. The use will be designed and located to be compatible with traffic movement on regional roads and achieve acceptable levels of service (D or better) on those roads. Where a facility is adjacent to the Dulles Greenway, every effort should be made to work with the Toll Road Investors Partnership II to develop dedicated “slip ramps” that will provide direct access to parking areas during events.

d. The use must be designed to accommodate transit facilities and must demonstrate a commitment to providing access to public transit (bus or rail) on the site to link those facilities to existing or planned mass transit service.

e. The use must be designed to meet specific standards for environmental quality and for impacts on surrounding uses.

f. Potential impacts from noise, lighting, signs, parking, and similar activities must be addressed and mitigated through the rezoning process.

g. The use must be adequately separated and buffered from incompatible adjacent uses.

h. If the use will be visible from any arterial road, structures will be designed and located to enhance the visual character of the corridor. Outdoor storage or display and activities such as loading areas will not be visible from any arterial road.

i. Any PD-SA rezoning proposal must include a detailed outline of activities to be conducted on the site, the nature and extent of ancillary uses, proposed hours of operation, and the anticipated frequency and duration of proposed events.